

# 700 (City of Edmonton) Wing

Royal Canadian Air Force Association



# JETSTREAM

Issue 24, April 2021



## Wing Reflections

This issue of the 700 Wing Jetstream reflects on the Great Canadian Fighter Jet Debate, 408 Squadron article, RCAF at the Battle of the Atlantic, Wing Recognition



Next General Meeting – To Be Determined

## Moving Forward, Part 4

700 Wing is striving to stay engaged during these unprecedented times due to the pandemic. We continue to acknowledge individuals and organizations who have either supported the goals and objectives of the RCAFA or promoted our aviation industry.

- Although our 2020-2021 calendar had all in-person events paused until further notice, we kept our membership connected through emails, phone calls, newsletters, and social media. The Board of Directors held monthly zoom meetings to deal with the Wing's ongoing business activities and we successfully held our first virtual regular Wing meeting in March. We succeeded in spreading Christmas cheer to our membership through our Stealth Santa project. 700 Wing successfully produced and hosted an amazing virtual debate, the "Great Canadian Fighter Jet Debate", that was viewed by 91 people across the country.
- Along with our Facebook page, 700 Wing has increased its online presence by launching our exciting new webpage, [www.700Wing.com](http://www.700Wing.com). Come check it out!
- This newsletter continues to provide interesting articles for your reading pleasure. Thank you to all the contributors.

### Calendar

Calendar of events for the 700 Wing - 2020 .02  
(2020-2021 is yet to be determined)



Memorial Plaques Damaged	.03
Project - Stealth Santa	.04
408 Squadron Article	.08
RCAF at the Battle of the Atlantic	.11
Canada's Great Fighter Jet Debate	.14

Read on and Enjoy!



## Calendar 2020-2021

Tentative calendar for planning the upcoming year

### 700 Wing Calendar for 2020-2021

Saturday	June	5, 2021	Wing Annual General Meeting (virtual), 3 PM
	July	2021	408 Squadron Change of Command (TBD)
Wednesday	September 15,	2021	Stone Laying Ceremony, Wednesday, 7 PM AAMA Parking Lot, (tentative)
Thursday	September 16,	2021	Battle of Britain 82th Commemorative Dinner (postponed to Sept 2022)
Sunday	September 19,	2021	Battle of Britain Parade, Sunday, 10 AM (tentative)
Thursday	November 11,	2021	Remembrance Day (pending)
	December	2021	Christmas Dinner (TBD)
	Spring	2022	Charter Night (TBD)
Regular Meeting start at 2 p.m., with Speaker at 4 p.m. and Dinner following at 5 p.m.			

### 700 Wing Executive 2020 - 2021

#### BOARD OF DIRECTORS

Chairperson	David Jackson
Vice-Chairperson	Tom Sand
Treasurer	Nick Nimchuk
Membership	Sylvia Loewen
Secretary	vacant
Communications	Brian Andrus
Director at Large	John King

#### APPOINTMENTS

Immediate Past Chair	Erwin Loewen
Chaplain	Ray Olsen
Aviation Memorial Chair	
	Sylvia Loewen
Casino Chair	Brian Andrus
Air Cadet Liaison	Dawna Mercier
408 Sqn Liaison	John King
Memorial Garden	Joe Twyman
GM Air Cadet Museum	Tom Sand
Kipnes/Veterans	Bob Whitley
EAHS/AAMA Liaison	Bart West
Battle of Britain Parade	vacant
Regalia	vacant

#### Website/

Memorial Database vacant

Contact information for Executive  
found on Page 19

[www.facebook.com/700wing](https://www.facebook.com/700wing)

[www.700wing.com](http://www.700wing.com)

Special Thanks to Our Editors  
Flo Andrus, Sylvia and  
Erwin Loewen  
Published by Brian Andrus

Due to COVID-19 the 700 Wing Calendar for  
2020-2021 has yet to be determined.

Our members will be advised once the year events  
have been finalized.



### 700 Wing Annual General Meeting

- June 5, 2021 @ 3:00 p.m. [virtual]

### Next Regular 700 Wing Meeting

- Yet To Be Determined





## Aviation Heritage Memorial

by Sylvia Loewen, Aviation Memorial Chair

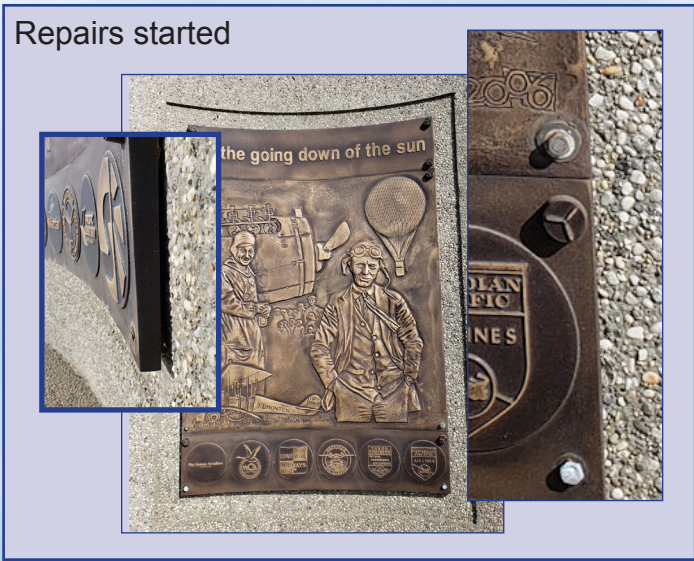
On March 8th we were shocked and disheartened to learn that on Friday, March 5th, at 12:35 am, thieves had tried to steal two of the three lower plaques from our beloved Aviation Heritage Memorial. To our relief, the thieves were unsuccessful in their attempt; however, they did cause damage to the memorial. Sadly, at the same time, those thieves successfully removed and stole the Wop May commemorative plaque located at the base of the Alberta Aviation Museum's Norseman display, which is located next to our memorial. Thankfully, all of this was captured by the museum's security cameras and the incident is currently with the police.

A car jack was used by the thieves in their attempt to separate the plaques from the Memorial. We also discovered that we were missing several of the decorative caps that cover the bolts that hold the plaques in place. We contacted Behrends Group, the company who built the memorial. They came out, assessed the damages, and on March 18th the plaques were repaired and are now permanently secured to the Memorial. We are still waiting for the caps to be cast and replaced on the plaques, but this work should be completed within a couple of weeks.

Luckily for us, this was the first time the memorial was vandalized. Hopefully, it will also be the last. However,

this is the second time that a historic plaque has been stolen from the Alberta Aviation Museum in the last six months. Installed in 2001, the RCAF Hangar No. 14 dedication plaque recognizing the British Commonwealth Air Training Plan hangar as a historical site was also stolen from outside the building. Replacing both plaques and repairing the damage will cost the museum an excess of \$10,000, money they can ill afford at a time when museums have been devastated financially due to COVID-19.

Acts of vandalism are cruel and disrespectful, and the financial hardship and emotional stress felt by victims is inexcusable. Hopefully, one day, we will be in a place where these acts will no longer occur.



## Message from your Casino Chair

by Brian Andrus

On March 22nd, the Premier and Alberta's Chief Medical Officer of Health (CMOH) provided a provincial update on the status of the province's response to COVID-19. During the announcement, the government stated that there would not be a lifting of restrictions in Phase 3 due to the increase in the number of variants.

Subsequently, the casino planned for March 28 and 29 was cancelled. However, in light of the new restrictions, our casino will be rescheduled once the restrictions have been lifted and a new schedule is created by AGLC. Stay tuned!

**Thanks to those who offered to help volunteer at the March 28 & 29 casino**



# April 2021- Wing Special Event

## Project “Stealth Santa”

by Sylvia Loewen, Membership Chair

When the Wing’s Board of Directors had to cancel the Annual Christmas Dinner they were devastated. They knew that the camaraderie for the Wing members would be missed through the already long days of COVID isolation. Something had to be done. Our part-time bartender Alex Loewen tells us what happened next.



Our fearless leader, David Jackson, preparing his sled for the deliveries for Project “Stealth Santa”.

## Stealth Santas

by Alex Loewen

‘Twas 3 weeks before Christmas, when all through the city,  
Not a creature was stirring, except for the committee.  
The stockings were hung, all through the hangar,  
So St. Nicholas could find them, they turned off the Jammer.

The committee waited with patience, for the afternoon would be busy,  
Until finally they saw him, he arrived in the city.  
Nine reindeer pulled his sleigh, filled with toys,  
For all of the good, little girls and boys.

Six feet away Santa parked his sleigh,  
Proper protocols were kept to keep Covid at bay.  
He passed out the gifts to the helpers present,  
Then washed up his hands, the disease to prevent.

With a “Ho, ho, ho,” he began his ascent,  
Distribute the gifts to Wing members, he gave his consent.  
Then flew off once again, the children to see,  
For they were his job, not you and me.

The committee now ready, they split up the task,  
To visit their members, all wearing a mask.  
To bring them their gifts for the season was here,  
They wished each other good luck as they left with a cheer.

The members were nestled all snug in their beds,  
While visions of airplanes danced in their heads.  
The committee arrived with gifts in hand,  
To spread Christmas cheer, was what they had planned.

With roaring success, the members were delighted,  
They thought Christmas would pass, the season avoided.  
Alas Christmas was saved thanks to the hardworking crew,  
And with their jobs finally finished, they wished you all adieu.





# Merry Christmas to All

The Board of Directors had a lot of fun and feelings of satisfaction delivering these packages and interacting with Wing members. Below are just a few of the many comments received from members following the completion of our project.

*“The visit and the goodies were a great surprise and treat! Thanks so much! Have a Merry Christmas.”*  
*Ron and Julie Anderson*

*“Thanks for the good wishes and cheer and above all thanks for the unexpected gift left at the neighbours while we were out. Maybe it wasn’t as good as a real live party, but the surprise made up for some of it. Best To All and here’s hoping for a better year in 2021.”*  
*Bart and Carole West*

*“Thank you for the gift. It was much appreciated. I especially appreciate the effort it takes to personally deliver these. I’m not in the wilderness, but it is still a significant distance from downtown Edmonton. If I may be allowed, I will send a donation to cover fuel. Compliments of the season to all.”*  
*Derek Blatchford*

*“Thank you so much for remembering me, it came as a very real surprise, and was most welcome. I just got out of hospital after a two week stay, so the gift arrived to let me know that our group remembers their own. Would like to wish you and the Wing a Very Merry Christmas and a Happy New Year with that hopes we can get back to normal activities come the new year.”*  
*Bob Hunter*

*“It’s great to hear that the Wing is doing this for the members. I likely won’t get to have the gifts come in to me but I appreciate the thought.”*

**Darrell Smith**, in hospital with cancer, called us when we sent him a picture of Sylvia giving the gift to his daughter Johanna at home. Unbeknownst to Darrell, Johanna told us she will make every effort possible to get the gift bag to him.



Sylvia Loewen, created, packaged and arranged to have the “Santa Sleds” deliver the Christmas gifts to our members.



Bill, John and Nick, preparing to leave for their run



Johanna (Darrel Smith’s Daughter) receiving ‘Santa’s’ gift from Sylvia



Flo & Brian Andrus, away we go!



# April 2021 - Wing Accolades

**Definition:** An honour is when someone is officially recognized and respected for their accomplishments. An award is a prize someone receives for something special they have achieved. The definitions are very similar and often something can be both an honour and an award.

Every year the RCAFA recognizes selected members and Wings from across Canada with awards acknowledging exemplary work in service to the Association. Additionally the RCAFA also recognizes organizations that contribute to Aviation in Canada. Below are the 2020 recipients associated with 700 Wing.

## Life Membership Award



700 Wing Charter member **Peter Clayson** was honoured to receive the Royal Canadian Air Force Association Life Membership Award. This highly prestigious award is only given to a maximum of four members across Canada each year. In 1989, the Life Membership Award, the Association's second most prestigious award, was

established to award members in recognition of outstanding long and faithful service. Congratulations Peter! His nomination text is as follows:

"It is with great pleasure that the nominating committee puts forth the name of Peter Clayson for the Life Membership Award. Peter has been a regular member of the 700 Wing for almost 58 years, joining in 1962.

Peter took on many tasks over the years for the Wing. He joined the Executive and was the Wing Treasurer for over 10 years. During his time on the Executive, he helped guide the Wing through some tough years financially and ensured we had the operational finances available to carry on our Wing duties. Peter also assisted doing the books for the Alberta Air Cadet Museum and Archives, an organization the Wing supported.

Peter showed ongoing support for the Wing even outside of his Executive responsibilities. He has worked on numerous fundraising initiatives, including casinos (every two years since the 1990s), kit shop sales at air shows and Wing open



houses. He has also been a participant at every Remembrance Day service and Battle of Britain and Aviation Memorial parade since anyone else in the Wing can remember.

Peter also was a member of the Aviation Memorial Committee. This committee established a wonderful memorial structure outside the Alberta Aviation Museum here in Edmonton with memorial stones that can be purchased for all aspects of aviation and is self-sustaining.

In short, Peter has exemplified all aspects of the goals and aims of the Royal Canadian Air Force Association. His incredibly long and continuous dedication to the Association through his work with the Wing makes him a perfect candidate for this award."

## Gordon R. McGregor Trophy

Edmonton Regional Airports Authority has been awarded, based on 700 Wing's nomination, the Royal Canadian Air Force Association's Gordon R. McGregor Trophy for 2020 "in recognition of outstanding and meritorious achievement by Canadians in the field of air transportation" for being leaders in adopting Remotely Piloted Aircraft System (RPAS) into a mixed environment with commercial piloted traffic. A press release and letter of award are pending.



**Congratulations  
Edmonton Regional Airports Authority!**



## Christina Handler Memorial Award



Congratulations go to **Joy Leskewich**, the 2020 Christina Handler Memorial Award winner. This annual award recognizes the contribution made by an Association member in a non-elected position. The award is presented to an individual who has, like Christina, worked tirelessly and unselfishly for the benefit of the Association.

Joy and her husband Jim have been members of the Wing for over 60 years and Joy has always been a strong supporter of the aims and objectives of the RCAFA, our military, veterans, and our youth through

cadets. Throughout the years, Joy's commitment to the Wing has been unwavering. She served on several committees and assisted with many activities undertaken by the Wing. You can always find Joy volunteering when needed and her mild mannered, easy-going personality is a delight to be around. Joy has always been in the background and has never looked for accolades or recognition for anything she has helped with.

In 2017 Joy was, along with her husband Jim, recognized for her significant and lengthy contribution to 700 Wing with an award named after them both, the 'Jim and Joy Leskewich Unsung Hero Award.' As this seems to be the spirit of the Christina Handler Memorial Award, we can think of no better candidate for this award than Joy

### 408/437 Wing Award

A huge round of applause goes out to David Jackson and to 700 Wing for winning the 403/437 Wing Award. This is the Wing's second year in a row to receive this award in recognition for their efforts.

The 408/437 Wing Award was established in 1968 by 408/437 (Toronto-York) Wing and is presented annually to the Wing submitting the "BEST" Annual Wing Report. Wings from across Canada compete for this unique award. Each Wing's Chairperson is responsible for preparing and submitting their Wing's Annual Report, the document used when selecting the winner. The National Honours and Awards Committee will select the winner based on Punctuality (report must be received within 5 days of the due date), Completeness and Conciseness. Due diligence and a keen eye for detail is paramount to winning this award.



**Congratulations David on a job well done!**

## Group Awards

### Side Hill Gouger



**Sylvia Loewen** - has been awarded the Bar to Side Hill Gouger for busting off a second set of hooves!



### Air Marshall W.A. Bishop VC Memorial Trophy

408 Tactical Helicopter Squadron has won the RCAF Association's Air Marshall W.A. Bishop VC Memorial Trophy for 2020 "in recognition of outstanding and meritorious achievement in any fields of aviation" for providing aid to civil power and flying their choppers to aid in a police operation when police choppers could not fly in April 2020. A big "Bravo Zulu" to 408 from 700 Wing!!

# April 2021 - RCAF History

## History from 408 Tactical Helicopter Squadron

submitted by John King, 408 Squadron

At the end of the Second World War 408 Squadron was disbanded. Nevertheless, it would be only for a few short years and the Government of Canada would need an expanded and re-energized RCAF to move into the future. Part of that future was the sovereignty of the North. This was in part due to the emerging Soviet threat. A threat that would later see the creation of the North American Air Defence (NORAD) Treaty. But for 408 Squadron, its job required them to take the trusty old Lancaster Bomber, convert it to a photo-reconnaissance aircraft and help 'map' the North.



This became known as the SHORAN and Rockcliffe era:  
Rockcliffe 1949 – 1964

**10 Jan 49** 408 Squadron is re-formed at RCAF Station Rockcliffe. Its mission: To continue the aerial survey of Canada, previously being carried out by 413 and 414 (RCAF) Squadrons. Between 1945 and 1949 these units combined to photograph nearly two million square miles of Canada, and were responsible for the initial evaluation and testing of SHORAN – a short-range navigation system used to establish the exact latitude and longitude of reference points on the ground which, in turn, were employed to fix precisely the locations of the photographed landscape.

The CO of the newly formed squadron: W/C C.L. "Chuck" OLSON, formerly the commander of 413 Squadron and a key figure in the aerial survey program. To carry out its new tasks, 408 was equipped with eight Canadian built (and modified) Lancaster 10 aircraft. June 1949 By mid-month 200 squadron members and 4 Lancs deployed to four northern detachments:

- The Pas, MB – served as field headquarters, commanded by S/L J.W.P BARIL – responsible for the logistic support of the three satellite detachments
- Yellowknife, NWT – commanded by F/L E.C. EMOND;
- Coral Harbour, NWT – commanded by F/L R.G. CAMPBELL;
- Winnipeg, MB – commanded by F/L K.W. MACDONALD. (There were 21 officers, 45 ORs and 22 civilians in this group, which was to conduct the first Shoran operations.)

**15 Oct 49** The first season of operations was over and acknowledged as a resounding success. The first Shoran quadrilateral had been completed and enough evaluation photo runs had been flown and analyzed for the geodetic

survey authorities to declare the Shoran technique a success.

For this, much of the credit belonged to the maintenance crews. Working under the most primitive conditions, they had dealt speedily with snags ranging from scraped wing-tips to complete engine changes. Their constant efforts and ingenuity had ensured a safe and productive season.

By February 1950 3 Lancs, their crews and maintenance personnel are dispatched to Whitehorse to participate in combined operation "Exercise Sweetbriar". The squadron's role, successfully accomplished, was to photograph enemy positions and conduct simulated bombing runs on them. Temperatures in the  $-30^{\circ}\text{F}$  range prove to be a maintenance nightmare, but the exercise provides the squadron with valuable experience for future arctic operations.



In May of the same year Lanc 214 crashes and burns on take-off from Winnipeg when the undercarriage is retracted before the aircraft is fully airborne. There are no serious injuries.

June saw the beginning of another photo-survey season. And in August a second Lanc is lost on take-off from Resolute Bay. Again, no serious injuries to the crew.

Late 1950, 413 Squadron is disbanded. All of its Canso and Norseman aircraft are transferred to 408 and, along with the Dakota, which appears sometime later, it become a completely independent force, able to look after all of its own requirements. As a result, 408 is now the largest squadron in the RCAF. (A distinction it would recapture in the 1990 s.)

For the '51 season two detachments are fielded for Shoran and photo duties (Coral Harbour and Yellowknife). In spite of long periods of unfavourable weather during that summer, the squadron still manages to cover more than 10,000 square miles.



That same year with testing of nuclear weapons by the USSR being carried out beyond Canada's borders, 408 aircraft are given a novel assignment – sampling the atmosphere for radioactivity over northern Canada, east of the Rockies. Ice reconnaissance flights in the north also become an increasingly important assignment for the squadron.

From Detachments at Churchill and Yellowknife, the squadron photographs more than 200,000 square miles of northern Canada. As well, with the appearance of Soviet Ice Stations in the northern regions, 408 recce flights develop into regular Arctic patrols.

2 February 1952 the squadron suffers its first peacetime casualty. Cpl G. HEALY is killed when a 408 Lanc crashes on take-off at Goose Bay, Labrador. Four other crewmen are seriously injured.

An unusually successful year for the Shoran operation, with an impressive 1004 lines being flown over northern Quebec, northern Ontario and the southern half of Baffin Island.

With the construction of the Mid-Canada (Pinetree) Line of radar sites, the squadron's main priority becomes the photography of a strip, 40 miles wide, almost from one coast of Canada to the other.

In 1955 a Lanc crew headed by F/O "Pablo" Mackenzie, was among the first to identify and photograph a Soviet ice island installation, floating about 24 miles from the north geographic pole. Others in the crew included navigator F/O Moe GATES and Sgt. Dick TALBOT, who took the first-ever series of photographs of Soviet activity in the Arctic.

The photo survey work on the Mid-Canada Line is completed. While the rest of the squadron is busy with the Shoran work in the high latitudes, a detachment of three Lancs is established at Resolute Bay. Commanded by S/L Ken BROWN, a former member of the wartime "Dambusters", this group carries out ice reconnaissance patrols, assessing the movement of ice packs and providing information to vessels engaged in re-supplying the early warning radar sites.

28 May 1957, the last line of the Shoran programme is flown. W/C Showler turns over 'command' of the final site (Ice Cap in Greenland) to a local Inuit resident. The largest survey project undertaken anywhere in the world is now complete.

With the end of the Shoran programme, the primary role of the squadron becomes reconnaissance of the Arctic, with the dual purpose of reporting on ice conditions for the

benefit of re-supply ships and the monitoring of Soviet activity in that region. For this task 5 photo and 3 Arctic recce version of the Lanc remain, while the Dakotas, Otters



and Cansos are struck off strength, along with the attached personnel.

In 1959 the squadron is one of the last units anywhere still flying the Lancaster aircraft. Lanc 122, with F/L R.A. BELL as captain, is sent to Britain to participate in the presentation of Colours to No. 617 (RAF) "Dambusters" Sqn by HRH The Queen Mother.

The following year the squadron's role is amplified to include routine surveillance of the Canadian Arctic Archipelago and Polar Basin for the possible encroachment of Canadian territory by unauthorized forces, i.e. the Soviets.

Several squadron aircrew members, trained in the Russian language, provide escort service on Russian aircraft making diplomatic flight through Canadian airspace. This provides an opportunity to examine first-hand the Soviet aircraft (IL-18) and crew procedures and to compare them to our own. Included in these escort flights was the July 1961 visit to Cuba of astronaut Major Yuri GAGARIN.

In 1962 the Squadron takes part in "Operation Tirec II" – an exercise in support of a photo satellite, involving the simultaneous photography of a specified area by four aircraft types, flying at different heights. The purpose: To solve the problem of distinguishing, in photographs, between cloud, ice and snow.

A T-33 Flight is established on the squadron. Equipped with a photo-recce nose, these aircraft operate in support of army exercises at Gagetown, Wainwright and Suffield.

In the period 29 April through 07 May 1963, F/L Dave Ives (A/C); F/L Des Desaulniers (FO); F/O Ed Palmer (Nav); F/O Ken Luengo (2nd Nav / Nose Camera Op); F/Os Murphy and Giroux (RO and Raven); Sgts Neilson and Clark (FEs); Cpl Inglis (Camera Op); and Mr Derek Aston (MOT Ice Observer)

embarked in Lanc '882' on what was to be the last of the Squadron's Apex Rocket, Arctic Sovereignty missions (AR 103/63); although that was not known at the time. On day seven of the mission, the original tasking was changed to a search, locate and recce mission in regard to the Soviet Ice Island 'North Pole 11', which was known to have been abandoned and was slowly breaking up, as it drifted into Canadian waters.

During the first recce flight (01 May) the #1 engine gobbled a valve and the aircraft returned to the USAF base at Thule, Greenland where the engine had to be changed. A successful air test was conducted on the 04 May and that night the AIRCRAFT received the rerouting message. On



the 5th a positioning flight was conducted to Resolute Bay, where refuelling, and updated crew briefing and amended flight duties were assigned and a short crew rest were in order. Later in the day (24 hours of daylight) a 7:45 hour mission was conducted that located NP11 on the first attempt, thanks to the excellent navigation, with minimal aids, of Ken Luengo and the keen eyesight of the First Officer. The weather was generally overcast over the ice pack and significant airframe icing and light freezing drizzle were encountered on descent through the low stratus, such that the nose turret, nav bubble and forward firing

camera ports were unusable and camera operations had to be manually called by the Pilot. Initially there was also some difficulty in keeping the site in view during positioning turns, given some reduced visibility. The tasking message provided authority for a landing on the ice runway, if in the AC's opinion that was possible. However, as the runway had split apart in the center that option was not possible. Thorough camera and visual coverage were obtained nonetheless and what turned out to be the final sovereignty flight of 408 Squadron was an unqualified success and that information was passed to Rockcliffe via HF, through the use of the code word 'Gosling'. There was some discussion at a later time that suggested the Soviets had complained to Ottawa in regard to the purpose of the mission, but that was disregarded as NP11 was in Canadian waters. In due course the crew received a 'thank you and well done' letter from Air Commodore Lane, at that time the AOC of Air Transport Command.

On 18 June 1963 a symbolic sortie in Lanc 839, flown by F/L J.M. 'Des' Desaulniers, is dispatched to the North Geographic Pole. There, a canister containing newspapers, magazines and a crew list are dropped in order to establish a Canadian 'presence' for future travellers.

**11 Mar 64** F/Ls Dave Ives and "Willie" Wilson and Sgt Jones, in Lancaster 839, conducted the last operational mission of the Squadron's Lancaster era, albeit an air test. On completion, low level passes were made down both of the hangar and flight lines, although no photos were taken of the event. While this final flight was being conducted, others of the squadron were converting back to the DC3 aircraft and they, together with their three Dakotas and the T-33 flight, departed to RCAF Station Rivers, MB on Thursday 1 April 1964. And so ended the Rockcliffe era and a vital and significant chapter in the Squadron's peacetime history.

<http://www.forfreedom.ca>

## Chair of the Board Message David Jackson

Small but mighty. These are the words used by Alberta Group Chair to describe 700 Wing. 700 Wing punches above its weight. While the lockdowns, social distancing, and ban on gatherings continues to protect public health and safety, 700 Wing's Board continues its mission, which is being noticed nationally and it shows. Our membership is up! 700 Wing is now 10% larger than before the pandemic.

“Small but Mighty . . .

On March 13th, 700 Wing used new low-cost video-conferencing technology to bring almost 100 guests from across the country and into the United States to a debate on the future fighter jet that will replace the CF-18. We had a broad cross-section of aviation personnel

from young air cadets to retired generals, from industry original equipment manufacturer representatives to the test pilots for the aircraft being debated. We laughed, we learned, and we were reminded why the new aircraft is needed.

Meanwhile, 700 Wing scored a record number of award recipients as recognized by the National Awards Committee, including, for a second year in a row, a Life Membership, and major trophies to industry. More on both of these is inside the newsletter.

700 Wing is being revitalized for this increasing digital era. Our new website is live at [www.700wing.com](http://www.700wing.com) I hope you will ask a friend to join us as we promote our mission.



**The RCAF and the Battle of the Atlantic, 1939-1945:  
Canada's Maritime Community Working Together**

*By Tom Sand*

The Battle of the Atlantic was the longest, largest, most unforgiving campaign of the Second World War and arguably the most important. The Battle of the Atlantic involved the Royal Navy, Royal Canadian Navy, United States Navy, and allied merchant shipping against U-boats, German warships and aircraft of the Luftwaffe. The survival of Great Britain and the liberation of Europe depended on the vital cargoes of food and war supplies carried by the Merchant Navy convoys. The sailors of the Navy and Merchant Marine, and the aircrews shepherding the convoys ensured that the Atlantic supply route from North America to the United Kingdom remained open.

The Battle of the Atlantic brought the war to Canada's doorstep, with U-boats torpedoing ships within sight of Canada's East Coast and even in the St. Lawrence River. Canada was a major participant and this country's massive effort in the struggle was crucial to Allied victory. Canada's Merchant Navy (MN), along with the Royal Canadian Navy (RCN) and the Royal Canadian Air Force (RCAF), played a key role in the Allied efforts to win the battle. Canadian men and women, serving in the RCN, RCAF, and MN bore a heavy burden in this struggle for control of the shipping lanes on the North Atlantic Ocean. The North Atlantic formed a grim



*HMCS Wetaskiwin, Flower-class corvette, circa 1943-1944*



*"VC Attack", by artist Graham Wragg, illustrates Flight Lieutenant David Hornell's valiant attack on a U-Boat during the Battle of the Atlantic. (Credit: DND)*

battleground from September 3rd, 1939 through to May 8th, 1945. The elements were often as vicious as the foe, with raging storms, pack ice, bitter cold, fog, and the dense blackness of the North Atlantic nights.

Eastern Air Command (EAC) was the part of the RCAF's Home War Establishment (HWE) tasked with coordinating air defense and air operations on the Atlantic coast of Canada during the Second World War. It played a critical role in anti-submarine operations in Canadian and Newfoundland waters during the Battle of the Atlantic. Eastern Air Command included several fighter squadrons and operational training units.

EAC headquarters were located in Halifax, next to those of the RCN. A network of RCAF stations with now-familiar names increased rapidly including Halifax, NS, Dartmouth, NS, Yarmouth, NS, Sydney, NS, Gander, NL, Torbay, NL, and Bagotville, QC. Flying boat bases were built in Gaspé, QC, Shelburne, NS, and Botwood, NL. EAC squadrons involved in the Battle of the Atlantic included 5, 8, 10, 11,

113, 116, 117, 119, 145, 160, 161, and 162 operating a variety of aircraft including the Supermarine Stanraer, Consolidated Catalina Mk. I, Northrop Delta Mk. II, Westland Wapiti Mk. IIA, Douglas Digby, Consolidated Liberator Mk. III, V and VI, Lockheed Hudson Mk. I, and III, Lockheed Vega-Ventura Mk. V, and the Bristol Bolingbroke Mk. I and IV.



The RCAF's East Coast operations commenced in September 1939 when the first transatlantic convoy, HX-1, left Halifax. The Supermarine Stanraer flying boats of No 5 (Bomber-Reconnaissance) Squadron patrolled the approaches of Halifax Harbour for enemy submarines as the convoy put to sea. They ensured aerial protection within a 200 nautical mile radius. Starting in November 1939 Dartmouth-based

11 Squadron's Lockheed Hudson made it possible to extend the range of patrols to 300 nautical miles. Bolingbroke and Digby bombers were also used. During the war's early years the best performing plane for naval escort duty remained the Consolidated Catalina flying boat (or the Canadian version, Canso) with an effective range of 500 nautical miles.

RAF Coastal Command aircraft escorted convoys sailing from North America to Britain, and searched the seas from Iceland to Gibraltar. In addition to convoy escort duties Coastal Command carried out offensive operations against German U-Boats, merchant ships and warships. Several of those operations targeted areas close to U-boat bases, such as in the Bay of Biscay; their objective being to intercept and destroy enemy submarines as they left or returned to their bases. Seven RCAF squadrons flew with Coastal Command. They were 404, 405, 407, 413, 415, 422, and 423 squadrons operating the Bristol Beaufighter, deHavilland Mosquito, Short Sunderland flying boat, Bristol Beaufort, Bristol Blenheim, Handley Page Hampden, Vickers (Leigh Light) Wellington, Fairey Albacore, and Lockheed Hudson.

Three RCAF squadrons, 404, 407, and 415 took part in actions against German shipping traffic ships along the coasts of north-western Europe. In the spring of 1943, 404 Squadron, flying Bristol Beaufighters, played a role in the development of a new weapon; the

three-inch rocket with a 25-pound armour-piercing charge. 407 Squadron initially flew Bristol Blenheim and Lockheed Hudson light bombers. When operating the im-



proved Vickers Wellingtons 407 Squadron was able to attack and sink more ships than any other squadron of its group. 415 Squadron experienced many frustrations as its aircraft (Handley Page Hampden, (Leigh Light equipped) Vickers Wellington, and Fairey Albacore, were poorly suited for their missions, and it was frequently forced to relocate. In 1944 the problems went away when 415 Squadron was reassigned to Bomber Command.

The RCN and the Merchant Navy made nearly 26,000 safe crossings, carrying over 180 million tons of supplies to Great Britain. Coastal Command destroyed more than one-quarter of all German U-Boats during the war: 212 out of 800. RCAF squadrons in Coastal Command and in Canada accounted for 19, while RCAF crews serving in RAF squadrons were involved in many more "kills" in the North Atlantic. With victory in the Atlantic secured, victory in Europe was

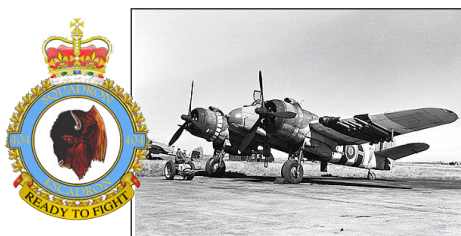
assured. The freedom of all Canadians shall forever be the legacy of that courageous band of brothers.

The cost of helping the Allies win the Battle of the Atlantic was high. Over 1,600 Merchant Navy personnel from Canada and Newfoundland lost their lives due to enemy action. Most of the over 70 Canadian Merchant ships sunk during the Second World War were lost in the Battle of the Atlantic. The RCN and RCAF also paid a high price in the Battle of the Atlantic. Thirty-three RCN ships were lost with a further five so badly damaged they did not return to sea, 1,990 sailors were fatalities, 319 were wounded and 95 became prisoners of war. Approximately 350 aircraft were lost and 752 members of the RCAF lost their lives in the Battle of the Atlantic. There were also civilian casualties. On October 14, 1942, 136 people perished when the ferry SS Caribou was sunk as it crossed from Nova Scotia to Newfoundland.

The Battle of the Atlantic is commemorated annually on the first Sunday in May. While the Battle of the Atlantic serves as the focal point for Canada's maritime community to honour those who gave their lives in the North Atlantic during the Second World War, sacrifice at sea was and is not limited to the Atlantic Ocean or the Second World War.

Tom served 35 years with the RCAF as a Maritime Air Combat Systems Officer and Airborne Electrics Officer including several operational tours with 404, 405, 415, & with 42 Squadron (RAF) in the 1980's and 1990's. He has over 6,000 hours on the CP-107 Argus, CP-140 Aurora & BAE Nimrod.

### 404 Long Range Patrol and Training Squadron



Bristol Type 156 Beaufighter

700 Wing Jetstream April 2021

### 407 Long Range Patrol Squadron



Lockheed Hudson

12

### 415 Long Range Patrol Force Development Squadron



Handley Page HP.52 Hampden



## Seven RCAF Squadrons flew with Coastal Command



## 700 Wing Board of Directors

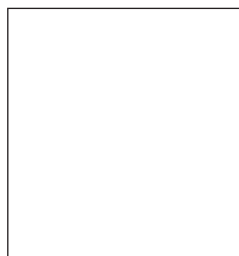
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Membership



**Brian Andrus**  
Communication



**John King**  
Member at Large

## Message from your Membership Director

by *Sylvia Loewen*

We may be a small group, but we are definitely mighty!!

The success of our Wing is measured by the dedication, support, and contributions, big or small, made by ALL our members throughout the year. I am very proud of the work the Wing has accomplished to date and the work we will continue to do as we support the aims and objectives of the Royal Canadian Air Force Association.

“If You Are Working On Something That You Really Care About, You Don’t Have To Be Pushed. The Vision Pulls You.” – Steve Jobs

I am very proud to report that we are 57 members strong. I would like to extend a warm WELCOME to our newest members, Lloyd Sherk, Don Moar, Will Randall II and Jim Chalmers.

There are two very special individuals who I would like to Congratulate on achieving a significant milestone in their lifetime. Surprisingly, both milestones were celebrated on the VERY SAME DAY, February 28th! Amazing!! See page 18 & 19.

700 Wing Jetstream April 2021

## Still on Our Agenda . . .

### Charter Night

700 Wing Charter Night has been postponed until spring of 2022.



### Battle of Britain Dinner

The Commemorative Dinner has been postponed until September 2022.



**700 Wing Speaker Series  
presents**

## Canada's Great Fighter Jet Debate



The online debate was very successful with 91 people registered. We had audience members ranging from air cadets in Alberta and Nova Scotia to former RCAF Generals as well as a number of former RCAF fighter pilots that included a test pilot who flew the F-35 and a Snowbirds pilot!

**David Jackson** provided the debate guidelines, and each speaker was given the opportunity to present the specifications for their particular fighter for Canada. They each used slide presentations of which some are shown on the next page.

Each presenter then had the chance to discuss the other competitors' aircraft and discuss those aircrafts shortcomings. Finally there was an opportunity to rebut the comments against their own aircraft. This format created a volley of comments back and forth, but the banter was friendly despite each speaker vigorously pushing to promote their aircraft over the others.

The debate highlighted many aspects of the fighters. They even included discussions about refueling and the type of boom that has to be used for each aircraft. This brought about ancillary discussions around whether Canada should purchase replacement tankers for its current CC-150 Polaris and CC-130 Hercules tankers or to rely on other NATO members instead. Further highlights included overall range, speed, active versus passive stealth capability and more for the aircraft.

A key part of the debate involved the age-old question of a single engine versus dual engines. The results were mixed.

Economic spinoffs to Canada was another key discussion and varied from Saab setting up assembly right in Canada, to Boeing already counting some manufacturing they do today in their package, to Lockheed giving access to leading edge technologies to Canadian businesses.

Finally there was a discussion around how each aircraft would do when engaging some of the latest Russian and Chinese aircraft. All of the debaters claimed it would be no contest, their aircraft being completely superior.

Comments from the audience after the debate were filled with accolades for the event. Even former Chief of the Air Staff LGen. (ret'd) Andres De-champs loved the format of the debate and the presentation itself. Kudos to 700 Wing and its volunteers for making the event possible and a thank you to the Association's HQ for letting us use their Zoom license to enable it!



**Boeing Block III Super Hornet**

### The Adversaries



Sukhoi Su-57 (Russia)



Chengdu J-20  
Mighty Dragon (China)



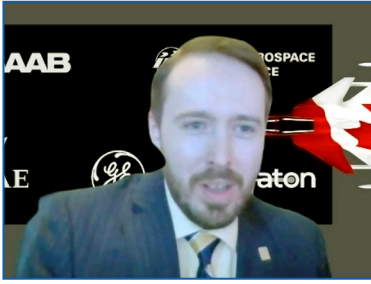
JAS 39 Gripen E/F (Sweden)



F-35 Lightning II (USA)



Speaker: Alex McColl  
**JAS 39 Gripen E/F**



Alex McColl has a Master's of Public Policy degree from the University of Calgary, where he wrote his Capstone thesis on military procurement titled CF-39 Arrow II: A Swedish Solution to the CF-18 Replacement Problem. He also has an Honours Degree in B. Comm from McMaster University.

He is the National Defense columnist with The Western Standard and has also been published in the Halifax Chronicle Herald.

Alex also served in the Canadian Forces as a Second Lieutenant with 150 Hamilton Tiger Squadron Royal Canadian Air Cadets in Hamilton, Ontario and as a Class-B Reserve Officer at the CFB Trenton Air Cadet Summer Training Centre.



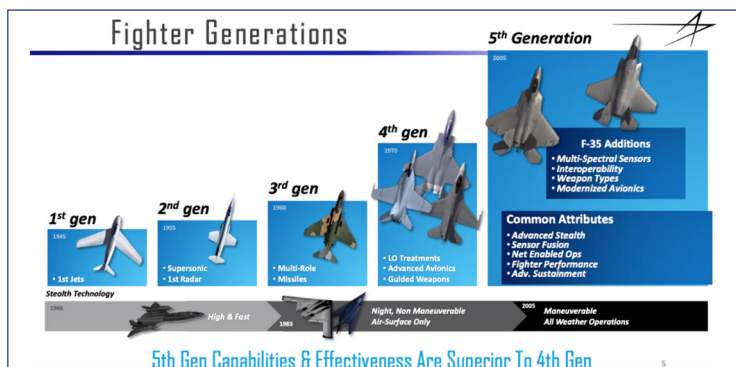
Speaker: Laurie Hawn  
**F-35 Lightning II**



The Honourable Laurie Hawn served in the RCAF for over 30 years. Laurie was a fighter pilot and flew several iconic aircraft during his career including T-33 Silver Star, the CF-104 Starfighter, and the CF-18 Hornet. He rose to the rank of Lieutenant Colonel and served across Canada as well as in Europe and the United States. Highlights of his career include being Wing Operations Officer at 4 Wing Cold Lake, overseeing the operation of six squadrons, 1,800 personnel, multi-million dollar budgets, and multi-billion dollar assets. He was also involved in the procurement of Canada's CF-18 in the early 1980s.

In 2006, Laurie was elected as the Member of Parliament for Edmonton Center. In 2010 he was appointed to the Queens Privy Council by Prime Minister Stephen Harper.

After retiring from public life in 2015 he served as the Honourary Colonel for 401 Squadron. Laurie now serves on the board of the Edmonton Police Commission as well as the Board of Trustees for the Glenrose Rehabilitation Hospital Foundation, and maintains his membership with 784 Wing, Cold Lake.



Speaker: Ricardo Traven  
**F/A-18E Super Hornet**



Ricardo Traven is the current Lead Test Pilot for the 787 Dreamliner located in North Charleston, South Carolina. He was formerly the Chief Test Pilot for all models of the Hornet family of aircraft including the F/A-18E/F Super Hornet, and the EA-18G Growler. He's the Boeing Air Show Demonstration Pilot for the Super Hornet and also supported the 737 flight-testing on the Australian Wedgetail program. He was also one of the lead test pilots of the U.S. Navy's P-8A program envelope expansion. Finally, he was an engineering test pilot on the 787-10 program and flew the first flight of the second aircraft built as well as many engineering test flights to certify it.

A graduate of the Royal Military College of Canada, the U.S. Air Force Test Pilot School, and a former U.S. Navy Test Pilot School instructor, Ricardo has more than 25 years of experience as a fighter pilot and test pilot. He retired from the Canadian Forces as a Major and joined the Boeing Company in 1997.

During his career, Ricardo has flown more than 5,000 hours in more than 60 models of aircraft including the F-16, F-15, A-7, F-4, F-5, and T-2. He has logged more than 3,000 hours in all models of the Hornet and more than 1,000 hours in the Super Hornet and was a combat-ready fighter pilot in NORAD and NATO.

Part of the proceeds from Canada's Great Fighter Jet Debate - Speaker Series will be donated to Valour Place in Edmonton

**Valour PLACE** | MILITARY FAMILY SUPPORT HOUSE  
*hope away from home*

# Our Reflections



2015

## National

- National Meritorious Service Award - *Bob Morgan*
- Life Membership Award - *Alex Richards*

2016

## Alberta Group

- Side Hill Gouger – *David Jackson*

2017

## Alberta Group

- Wing of the Year Award - *700 Wing*
- Side Hill Gouger – *Nick Nimchuk*

2018

## Alberta Group

- Wing of the Year Award - *700 Wing*
- Member of the Year – *David Jackson*
- Side Hill Gouger - *Brian Andrus*

2019

## National

- Life Membership Award - *Jim Leskewich*
- 408/437 Wing Annual Report - *700 Wing*
- J.A.D. McCurdy Trophy - *Richard Skermer, producer, Edmonton Airshow*

## Alberta Group

- Side Hill Gouger - *Bernie Sheppard*

2020

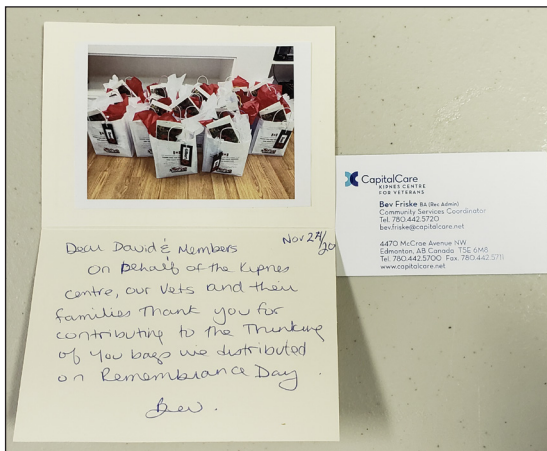
## National

- Life Membership - *Peter Clayton*
- Christina Handler Award - *Joy Leskewich*
- Gordon R. McGregor Trophy - *Edmonton Regional Airports Authority*

- 403/437 Wing Annual Report - *700 Wing*

## Alberta Group

- Wing of the Year Award - *700 Wing*
- Bar to Side Hill Gouger - *Sylvia Loewen*



## Alberta Group Members Chairperson of the Alberta Group, Michael Roy



## Member Wings:

- 700 Wing - Edmonton
- 702 Wing - Lethbridge
- 703 Wing - Red Deer
- 783 Wing - Calgary
- 784 Wing - Cold Lake



## Visit Our New Website

We have a little history, a calendar of events, membership information, past newsletters, memorial stones information and a gallery of photographs to mention a few highlights.

Below, sample pages from our new website.



Link to Our Site: <https://www.700wing.com>



# April 2021 - We Acknowledge Them

## Last Post - Darrell Smith

November 30, 1958 January 3, 2021

Darrell passed away peacefully at the Grey Nuns Hospital after a hard-fought battle with cancer.

Due to COVID-19, a celebration of life event will be announced once the pandemic restrictions have been lifted.



**by Joe Twyman**, friend and fellow Wing member  
Where to begin is the question? Darrell (Smitty) was truly a larger than life and well-rounded character. Thirty years of guiding a Transit Bus around town I am certain played a large role in Smitty's character development.

Our paths first crossed back in the 80s at a Cadet Instructor's conference at C.F.B. Penhold. After the business of the day was complete, we all adjourned to Officer's Mess to swap war stories, quaff a few pints of fine ale and relax with a game of CRUD. It was there Smitty left his mark on myself and countless others.

It was during the CRUD match that he showed his "competitive spirt". Anyone who has played CRUD, knows it can be a contact sport. If you were on Darrell's opposing team and happened to be in the way, you were unceremoniously levelled and placed on your butt. That spirit followed him throughout his life.

Smitty had a love of sports. He was a season ticket holder with the Eskimos, a staunch Oilers fan and enjoyed the local baseball scene down at Telus Field. At Eskimos games, you could often hear Darrell above the crowd. Offering advice to both the coaches and players on the how the play "should have been run." His loudest advice and often best was directed to the officials on the field.

After the games, a bunch of us would head to a "debrief" to discuss the outcome of the game. Darrell would regale us with stories of how as a young lad he lived just down the alley from Clarke Stadium. He would act a retriever, chasing down errant punts, kicks and passes. Then hustling back to give the players the ball and proceeded to tell us how he played with some of the greats of the time.

Darrell's biggest passion was family, friends, and people in general. He had a strong family resolve, and this was evident in his memories of spending summers

with his cousins on the farm. His dedication in raising 4 children and to the countless number of youths that he mentored through the Royal Canadian Air Cadet system. Many of whom went on to become Pilots, Police Officers, and outstanding members of the community. He also had a soft spot for critters, rescuing a couple of dogs over the years.

As a member of the 700 Wing, Darrell played a vital role in support and logistics of Wing activities. If it needed setting up, building, cooking, or directing traffic, Smitty was our "Go To" guy.

Darrell will be missed by not only his immediate family but by countless others. This man's actions touched many over the years. Smitty was truly An Officer and Gentleman and most importantly my dear friend.  
Rest In Peace Smitty.



**by Bernie Sheppard**, friend and fellow Wing member  
As a follow-up to our memories of Darrell as an Edmonton football fan, I especially recall the years 2007, 2008 and 2010 when I needed a well qualified truck driver to take me south to the aviation "Bone Yards" in southern California to bring back aircraft parts for restoration projects in Edmonton. In particular, the B-25 restoration that is currently on display in the Museum.

Who would be more qualified than a long serving member of Edmonton Transit?? I could not have felt more comfortable/secure during the three roundtrips we did together.



## Happy 100th Birthday Leonard!

### LEONARD GEORGE ALLBON,

a current member of 700 Wing, celebrated his 100th Birthday on February 28, 2021

by Hilary Allbon



**Len Allbon** was born in England on February 28, 1921. Len's father was a World War 1 veteran, who worked for an Engineering company that developed submarine periscopes for the Royal Navy. At 18 years of age Len joined the Royal Air Force (RAF) during World War II. He attended the Royal Air Force College in 1940, and after training he was appointed to the Air/Sea

Rescue Branch and began as a Private with the RAF to help stop Adolph Hitler. Len was diagnosed with colour blindness and so his hopes of being a pilot were dashed. But he spent a year helping with Air/Sea Rescue and became a Captain. He then transferred to become a communications expert, as part of the Signal Corps, using VHF radios to communicate from the ground to the fighters in the air, letting them know where the enemy was. He trained for this position at the London bunkers alongside Sir Winston Churchill. He did this work for another year and was then transferred to Italy as part of the Air Forces' mobile operations to "Save the Children"; which was the base of today's "Red Cross". Len travelled with his battalion throughout Italy helping and rescuing orphaned and injured children. It was here that his interest in Occupational Therapy began. Len was released from the RAF in 1945.

Upon his return to England, Len registered as a veteran and was given the opportunity to attend the London School of Occupational Therapy, where he graduated in 1950. While working at Bootham Park Hospital, in York, Len met the love of his life, Margaret, a nurse, in 1953. They married in 1956.

At the end of 1959, Len and Margaret made a big decision – to immigrate to Edmonton, Alberta Canada, as Len accepted a position at the University of Alberta



to help develop and open the Occupational Therapy Department. They arrived in January 1960, in -25°C freezing cold Edmonton weather. Through a fellow professor, Len learned about the 700 Wing, and quickly thereafter Len and Margaret became members. Their children, Clare, Hilary, and Jack, enjoyed many Christmas celebrations at the Wing, seeing Santa, as well as swimming in the outdoor pool, and Len and Margaret enjoyed many an evening dining and dancing.

While at the 700 Wing, Len became aware of the Air Cadets, in particular 504 Edmonton Squadron, and soon became involved, first as a volunteer in 1961, then a commissioned officer in 1963, and then Commanding Officer from September 1967 to December 1973. The family's summers were spent at various training programs, including camping activities in Jasper and teaching classes in Penhold. Many of the Air Cadets became pilots for Air Canada and Wardair.



While camping with the Air Cadets in Jasper, we remember dad getting phone calls in the middle of the night from the local RCMP office, reporting that they had a few of his cadets at their station that had been caught misbehaving in Town. Dad would roll out of bed and go rescue his cadets, who the next day had to complete the exercise regime twice, Dad's way of punishing these cadets for their misbehaviour the night before! All done to teach a lesson and the cadets learned quickly! One group of boys ended up getting into trouble with a black bear as they decided to try chasing it up the mountain! Luckily, no one was hurt, but both make for great stories.

Alas, with the sale of the 700 Wing's building, events became fewer and farther between; however, Len always volunteered to sell poppies at West Edmonton Mall, which gave him an opportunity to catch-up with Wing friends and helped sell poppies. For years, Len attended many Remembrance Day Ceremonies at the Hangar with his family, but nowadays, enjoys watching the Celebrations from Ottawa on the television. Len would like to thank the Royal Air Force, the 700 Wing and the 504 Air Cadet Squadron for many wonderful experiences and memories.

Photos supplied by Hilary Allbon and Clare Allbon-Klepper





**2020 - 2021  
Officers**

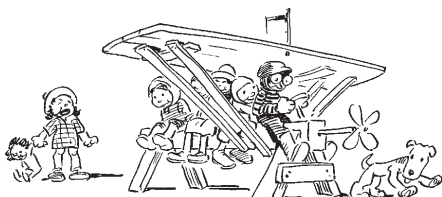


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Treasurer	Nick Nimchuk	780-456-6456 nnimchuk@telusplanet.net
Membership	Sylvia Loewen	780-473-2406 maxace@shaw.ca
Secretary	Vacant	
Communications	Brian Andrus	780-481-4634 jbecalta@gmail.com
Director at Large	John King	780-992-1641 jwsking@me.com

**APPOINTMENTS**

Past Chair	Erwin Loewen	780-473-2406 maxace@shaw.ca
Chaplain	Ray Olsen	780-720-1386 rayoleo2328@gmail.com
Aviation Memorial Chair	Sylvia Loewen	780-473-2406 maxace@shaw.ca
Casino Chair	Brian Andrus	780-481-4634 jbecalta@gmail.com
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408 Sqn Liaison	John King	780-992-1641 jwsking@me.com
Veterans Liaison	Bob Whitley	780-461-0639 whitleyflightservices@gmail.com
Memorial Garden	Joe Twyman	780-489-3531 joet@telus.net
General Manager • Air Cadet Museum	Tom Sand	780-569-3569 tom.sand@shaw.ca
Kipnes/Veterans	Bob Whitley	780-461-0639 whitleyflightservices@gmail.com
EAHS/AAMA Liaison	Bart West	780-988-6297 bartwest@shaw.ca
Battle of Britain Parade		vacant
Regalia		vacant
Website/Memorial Database		vacant



**Happy 100th Birthday Cecil!**

**CECIL LOUGHLIN,**

a former member of 700 Wing, celebrated his 100th Birthday on February 28, 2021



Cecil was born and grew up in North Edmonton. He served as an RCAF navigator and endured as a POW during WW II. Cecil worked for many years for the Northern Alberta Railroad out of McLennan AB. He married Mary Carley.

They realized a dream and farmed south of McLennan for 23 years. Berry picking, hunting, gardening, baking, raising chickens, walking their black labs in all seasons, reading, mentoring, welcoming family and friends filled those years. In 1997, they retired to Edmonton where they enjoyed family, friends, and city life. Cecil is a much-loved uncle to the Loughlin and Carley families. Cecil currently resides at the Kipnes Centre for Veterans.



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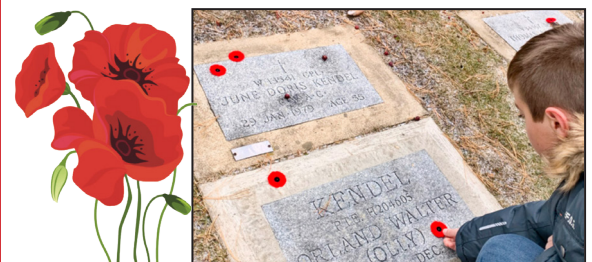
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