

700 (City of Edmonton) Wing

Royal Canadian Air Force Association



JETSTREAM

Issue 23, December 2020



Wing Reflections

This issue of the 700 Wing Jetstream reflects on Battle of Britain Presentation, 408 Squadron article, a story about Life After Cadets, 700 Wing New Board of Directors, Alberta Glider Program

Next Meeting – To Be Determined



Moving Forward, Part 3

As COVID-19 continues its presence in our daily lives . Following the increased and overwhelming concerns about the COVID-19 virus, we felt this was the best way to proceed during such an unprecedented global situation.

by Sylvia Loewen

Like most of the world at this time, we continue to face the challenges of the coronavirus pandemic and its impact on our daily lives. As the 700 Wing has suspended all in-person activities for the time being, I am reminded of a quote I read in the New York Times on Mar 27, 2020 by James Kuo, a physician at Evergreen Health in Kirkland, Washington.

"NONE OF US WILL EMERGE UNSCATHED. BUT I BELIEVE IN SAYING GOODBYE FOR NOW — AND THEN KEEPING OUR DISTANCE — IS OUR BEST HOPE FOR SURVIVING AND BEING ABLE TO RETURN TO A TIME WHEN 'I LOVE YOU' MEANS 'HELLO' AGAIN."

Until we can be together again. Stay safe everyone.

We hope for brighter days on the horizon.

pg.

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Calendar

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



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Calendar 2020-2021

Tentative calendar for planning the upcoming year

700 Wing Calendar for 2020-2021

Wednesday	September 16, 2020	Stone Laying Ceremony, Wednesday, 7 PM AAMA Parking Lot, social after in museum (<i>Postponed to 2021</i>)
Thursday	September 17, 2020	Battle of Britain 80th Commemorative Dinner (<i>postponed to Sept 2021</i>) Battle of Britain Presentation, 7 PM AAMA Event Hall (<i>moved from Sept 15</i>)
Sunday	September 20, 2020	Battle of Britain Parade, Sunday, 10 AM AAM Parking Lot, (<i>cancelled</i>)
Saturday	September 26, 2020	AGM, Alberta Aviation Museum, EVENT HALL, 2:00 PM.
Wednesday	November 11, 2020	Remembrance Day (<i>cancelled</i>)
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	Bill Lawless
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

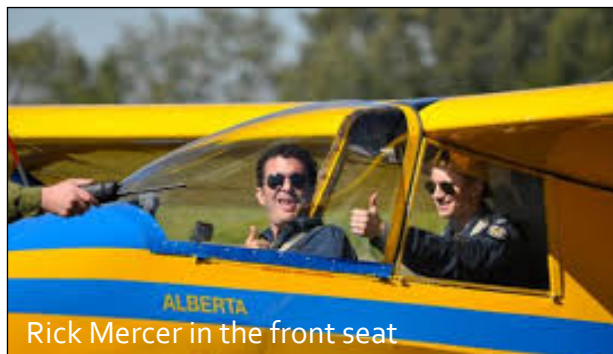
Website/
Memorial Database vacant

Contact information for Executive
found on Page 9

www.facebook.com/700wing
www.700wing.ca

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

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



Rick Mercer in the front seat

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



Next Regular 700 Wing Meeting

- Yet To Be Determined



Battle of Britain Presentation

Presented by John Chalmers

Title: From the Link Trainer to the Battle of Britain and Wartime Combat – A tribute to the RCAF

On Thursday, September 17 the Wing hosted a presentation by historian John Chalmers.



John's talk centered on the timeframe of the Battle of Britain but discussed local (Edmonton) based Air Force activities as well. He wrapped the whole discussion into the context of Alberta and other western based aviation museums that show the history of that era and so much more. Specifically, the one he was talking about, the Alberta Aviation Museum.

John mentioned that the hangar the Alberta Aviation Museum is housed in was the location of No. 2 Air Observers School and No. 16 Elementary Flying Training School of the BCATP during the Second World War. Currently located in the museum, the restored Avro Anson and DeHavilland Tiger Moth were some of the aircraft used at the time.

John introduced Edwin Link, inventor of the Link Trainer flight simulator and its importance in training pilots during the war, its manufacture in Canada, and showed pictures of the Link Trainer displayed at the Alberta Aviation Museum. Margaret Littlewood was an important civilian instructor at the hangar during the war. The trainer displayed at the museum is dedicated to her work on the Link Trainer and its training of pilots. In fact, John also mentioned many roles that women in wartime RCAF had been involved with. This included maintaining and servicing aircraft along with their work with Link trainers and much more.

Regarding the Battle of Britain itself, John underlined the importance of the British (and allies) victory at that

time. Churchill's famous quotes from the Battle were mentioned to outline this point, including:

"The Battle of France is over. The Battle of Britain is about to begin. Upon this battle depends the future of Christian civilization."

and of course:

“Never in the field of human conflict was so much owed by so many to so few.”

John spoke about the two key aircraft used by the RAF in the Battle: the Hawker Hurricane and the Supermarine Spitfire. In particular he highlighted the Hawker Hurricane restoration done at the Reynolds Museum in Wetaskiwin and currently on display at the Calgary Hangar Flight Museum.

John then highlighted some of the Canadian contributions to the Battle. This included mentioning the Canadian born designer of the Spitfire wing, Bev Shenstone.



Finally, John identified Edmonton born pilots who flew in the Battle of Britain: W/C Forgrave "Hiram" Smith, DFC; F/L Noel Stansfeld DFC; and W/C Peter "Cowboy" Blatchford, DFC (25 February 1912 – 3 May 1943). W/C Blatchford was the son of Edmonton Mayor Kenny Blatchford, for whom the city's municipal airport was named after. He was the first Canadian to take part in shooting down an enemy aircraft in World War II.

Certainly of interest was how the RCAF is remembered and honored today at museums and monuments in Cold Lake, Edmonton, Wetaskiwin, Calgary, Nanton and Brandon and in They Shall Grow Not Old.



Presentation cont'd

Fifty-five people were in attendance at this well-spaced, socially distanced, event. Comments from the audience after it concluded were very positive. Chairperson David Jackson presented John with a special RCAF Association commemorative coin celebrating the upcoming 100th anniversary of the RCAF in 2024.



David Jackson welcomes everyone to the presentation



P39 at Blatchford



John Chalmers speaking about Wop May (in the background)



Brian Andrus introduces our guest speaker, John Chalmers



Terry Harris, ECS & Jon Dzladyk, Ward 3 Councillor



Paul Alberto Jr., Bailey Pond and their daughter Patricia Ardua Alberto



Behind the masks, Laurie Hawn and Bill Buckham





Remembrance Day Ceremonies

The Beverly Memorial Cenotaph Committee organization was one of the very few outdoor Remembrance Day ceremonies. This year the cenotaph is also commemorating its 100th anniversary. 408 Squadron provided the fly-past. Joe Luce, right photo, was one of the organizers and the Master of Ceremonies. The 700 Wing has been a part of the wreath laying for several years but because of the COVID restrictions, we were unable to attend the ceremony this year.



100th Anniversary of the Beverly Cenotaph

In 1914 Beverly was incorporated into a Town, and in 1920 the Cenotaph was built. Of the 1000 citizens of Beverly, 170 men went to fight in WWI. Twenty seven of those men died in action, and the surviving 143 vowed to remember their fallen comrades. They registered as the Beverly Veterans Association, and set out to build the memorial.

In 1920, Veteran and then postmaster, R Dando, donated the 2 lots that the Cenotaph sits on (corner of 118th Ave. and 40th St.) The Cenotaph was the first one built in Alberta, and on October 17, 1920 with the Mayor of Beverly, Fred Humberstone; Mayor of Edmonton, Joe Clark; Lt. Gov. G. Brett; and Brigadier Gen. William Griesbach present, the Cenotaph was dedicated to the fallen. Their names are on the Memorial, which also reads:

“ERECTED BY THE BEVERLY VETERANS INSTITUTE TO PERPETUATE THE MEMORY OF THEIR COMRADES WHO FELL IN THE GREAT WAR OF 1914-1919”

After WWII the town doubled the size of the Memorial Park, and added the names of town members that have fallen in wars that followed.

In 2016 after 10 years of fundraising, the Cenotaph Committee, with the help of the Beverly Business Assoc. and The Olde Towne Beverly Historical Society had the whole Cenotaph restored.

LEST WE FORGET



Chair of the Board Message David Jackson

The Wing Endures

While the 700 Wing saw a glimmer of hope in the midst of the pandemic we were able to gather briefly for our AGM and to host scaled back events for the 80th Anniversary of the Battle of Britain. In person meetings at this time have been suspended. The decision to cancel Remembrance Day events was not made lightly.

While we all look forward to the time we can get together again, we can take solace in the fact that the Wing continues to endure during the pandemic. We still have fundraising dollars to contribute, are still paying rent and continue to sign up new members. Our volunteer base is decent but always in need of more. We will still be there when this pandemic comes to an end.

Thanks to new video conferencing technology, the board is actively looking at virtual meetings for the Wing and Alberta Group. The board has experimented with those systems for meetings and found them most effective.

On a happier note, 700 Wing has been named by our peers in the other Alberta Wings as the Top Wing in Alberta Group for 2020! Give yourselves a pat on the back. We may be small with just over 50 members, but we stand up and promote the history and heritage of the RCAF and advocate for it.

Our Casino, 1st Quarter 2021

As you are aware, on November 24, 2020, 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. Starting on November 27, all casinos will be allowed to continue to operate their slot machines, but all table games will be closed until further notice. This decision has impacted all charitable organizations with a scheduled casino event.

700 Wing was scheduled for a casino on March 28/29, 2021, at the Starlight Casino. However, in light of the new restrictions, these dates have been cancelled and a new schedule will be assigned when regular gaming business operations resume.

Once we have received our new dates, we will again reach out to our membership and confirm our volunteers for the casino. We look forward to your assistance at the next planned event.

Aviation Heritage Memorial

Due to COVID-19, the Aviation Memorial Stone Dedication ceremony has been postponed to the fall of 2021. It is our hope that next year we will be in a position that will allow us to proceed with our event in the manner our recipients deserve. To date we have seven inductees confirmed. If you or anyone you know is interested in having a Memorial Stone dedicated for themselves or for a loved one or would like more information, please contact our Aviation Memorial Chair, Sylvia Loewen.

A Note from your Membership Chair

To the members of 700 Wing let me begin by expressing a sincere and heartfelt "Thank You" to each one of you for all that you do for 700 (City of Edmonton) Wing Royal Canadian Air Force Association! Your commitment to 700 Wing and to the Royal Canadian Air Force Association is admirable and is very much appreciated.

We may be a small group, but we are 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. The key to our success rests in people like you. Helping one another to attend our meetings

or special events. Volunteering for a shift at our Casino, sharing a story or two with a veteran, Poppy Blitz, Remembrance Day, or the Airshow, Committee work, Wing meetings, reaching out to members in need, contributing to our wonderful newsletter, designing, and creating our amazing brochures and posters.

However you choose to contribute, know that together we can make a difference. Together we continue to make our Wing mighty and strong. Together we will continue to fulfill the aims and objectives of the RCAFA.

Per Ardua Ad Astra

Our Condolences



On September 26, 2020, Ken Fowler, a well-known and highly skilled aerobatic pilot, and fellow pilot Hannalei Eder, died in a plane crash near Thorsby Alberta.

Ken Fowler was a member of 442 Transport and Rescue Squadron in Comox doing search and rescue. After his retirement from the military, Ken accepted a new job as the Manager of the Rocky Mountain Airport in 1998. Ken's love of aviation was well known. As an aerobatic pilot Ken performed in airshows all over North America and Central America. He and pilot Eric Hansen flew as Team Rocket Aerobatics, which Ken started 16 years ago. Ken was a long-time member of the International Council of Airshows, a dedicated ACE evaluator and an enthusiastic mentor for many.



To mark the Battle of Britain's 80th Anniversary, Ken was one of the pilots who participated in the fly past over the City of Edmonton on Sunday, September 20, 2020. You can find a video of Ken flying his Harmon Rocket over Blatchford Field during the fly past on 700 Wing's Facebook page.

700 Wing RCAF Association sends our sincere condolences to the families of Ken Fowler and Hannalei Eder. We would like to thank Ken for his contribution to the aviation community, the Team Rocket Aerobatic Team, and the Canadian Forces.



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



Victory in Europe - Coin

The RCAF Association has for sale, a limited-edition commemorative coin to help mark the 75th Anniversary of Victory in Europe, - remembering those who never came home, and those who did but forever injured. Due to popular demand this coin will sell out fast - and a portion of funds raised can help support Air Cadets and more. Coins cost \$12.90 each or 10 coins or more at \$7.90 each, plus GST and shipping/handling. To order, please visit the VE-Day Commemorative Coin promotion page at <https://rcafassociation.ca/victory-europe-75th-anniversary-commemorative-coin> or call toll-free



[LINK for More Information](#)



Of Great Pride Wing of the Year

Recognized by the Alberta Group AFAC



The 2020 Wing of the Year award was voted on by the Awards Committee of the Alberta Group back in the Spring of the year. Due to COVID, the Group Annual General Meeting where the award is announced wasn't actually held until mid-November. At that time, our Chairperson David Jackson was thrilled to learn that 700 Wing had won the award as Alberta Group Wing of the Year! Congratulations and thanks to all of the Wing members who have helped keep the Wing strong. Your support is reflected with this great honour.

History from 408 Tactical Helicopter Squadron

Air Commodore Nelles W. Timmerman,
DSO, DFC, MID CD

COMMANDING OFFICER

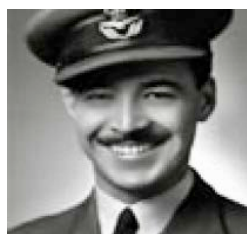
408 SQUADRON

24 JUN 1941 – 25 MAR 1942

408 Squadron

RCAF

RAF Station Lindeholme, Yorkshire



Air Commodore Nelles W. Timmerman, DSO, DFC, MID CD was born on 12 February 1913 in Kingston Ontario. He attended Queens University for two years in the mid-1930s but as money ran out and the hopes of being an engineer with it, Timmerman turned to

his true love and that was flying. So, with his last \$100 he took ten hours of flying lessons and reported to the RCAF recruiters. Sorry, they weren't recruiting, and you needed a degree anyway. That wasn't going to stop Nells Timmerman. He heard about the expanding RAF in England and worked a cattle ship across the Atlantic in order to present himself to them. In 1936 he began his career in the RAF. Being a "Colonial" fitting into the British society as a Pilot in the RAF was somewhat of a challenge but upon receiving his King's Commission the "Classless Colonial" found his spot in the Pre-War social hierarchy. He was also recognized as a strong bomber pilot and excellent leader on his first squadron. When war broke out in Europe, he was flying Hampdens with 49 Squadron RAF. After 20 operational tours he was sent to instruct at 14 Operational Training unit for less than a year and was back on bombers with 83 Squadron RAF. It was with these Squadrons that Timmerman won his Distinguished Service Order (DSO). He was the first Hampden pilot to have his crew shoot down an enemy plane with the front gun. He had a 'never give up and take the fight to the enemy' attitude.

During this time period the RAF authorized RAF members from Commonwealth Nations and nations of the British Empire to put a national identifier on their RAF Uniform. In early 1941 the Chief of the Air Staff noticed the new Wing Commander (W/C) Timmerman had this Canada designation and was surprised by this. It looks like Timmerman was able to emulate a proper British Officer's accent. So as the new RCAF 408 Squadron stood up on 24 June 1941 W/C Timmerman was assigned as its first commanding officer.

A Canadian officer for a new Canadian squadron. With a 50 Pound Sterling gift from the Air Staff for all COs to use as they see fit, W/C Timmerman decided to use his funds to quickly establish a new heraldic crest for the new unit. After his first choice was rejected due to rigid heraldic crests rules, his second choice, the Canadian Goose, was approved. A bird with the incredible ability to fly through all weather long distances and ubiquitous in Canada. The motto was easy as he asked the question "why are we here?" FOR FREEDOM! The battle cry for 408 squadron that is used to this day.



Handley Page HP.52 Hampden medium bomber flown by 408 Squadron

W/C Timmerman spent almost a year with 408 Bomber Squadron and upped his total to 50 operational sorties. This was incredible considering the Bomber Command loss rates were becoming the biggest human losses in the Canadian Military. Just to put it in perspective, the infamous crew of the Memphis Belle, USAAF were given a hero's welcome for completing 25 operational sorties.

Article submitted by John King





**2020 - 2021
Officers**

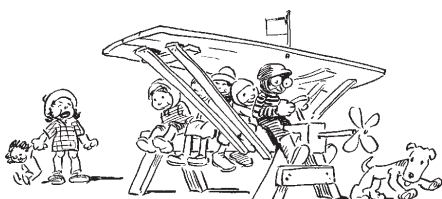


BOARD OF DIRECTORS

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Membership	Sylvia Loewen	780-473-2406 maxace@shaw.ca
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Communications	Brian Andrus	780-481-4634 jbecalta@gmail.com
Director at Large	John King	780-992-1641 jwsking@me.com

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Aviation Memorial Chair	Sylvia Loewen	780-473-2406 maxace@shaw.ca
Casino Chair	Brian Andrus	780-481-4634 jbecalta@gmail.com
Air Cadet Liaison	Dawna Mercier	587-340-6366 dawna.mercier@bgcbigs.ca
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



Still on Our Agenda . . .

Charter Night

Our 700 Wing Charter Night has been postponed until spring of 2021.



Battle of Britain Dinner

The Commemorative Dinner has been postponed until September 2021.



Remembrance Day 2020

The Wing Board of Directors were hard at work to hold a Remembrance Day Service, from the Alberta Aviation Museum. Even as the second wave of the COVID-19 pandemic was taking hold in Edmonton, plans were afoot to conduct a livestreamed service with only wreath layers in attendance. Eventually though, it was determined that it was safest to close it down and promote the other services and outdoor services, that were available online, including the Beverly Cenotaph here in Edmonton and the National celebration in Ottawa.

We look forward to making up for this in 2021 and hope that you can all join us then.

700 Wing Secretary position has been filled.

We would like to congratulate **Bill Lawless** as our newest Director to the Board.



Welcome Bill!

Life After Cadets

by Capt. Chris Van Vliet



As a young Royal Canadian Air Cadet I dreamed of being able to fly anything that would get me off the ground and into the air. I also remember being in awe of the military pilots that we occasionally had the chance to meet. Everything that flew fascinated me, even balsa models. Flying fast jets seemed like a pipedream and watching the Snowbirds perform was simply awe inspiring. How then, did that young

Cadet end up as a Snowbird pilot? How did he manage to navigate through a career that led him to fly various types of helicopters, trainers, fast jets, and finally airline transport category aircraft? Air Cadets set me up for success. It wasn't all easy, but because of what I had learned in Cadets, it was possible.

I was on my last parade night as an Air Cadet when I turned nineteen. After some intimidating experiences early on, I had come to enjoy the structure of the Air Cadet program and the rewarding opportunities to push for excellence. It seemed logical afterward to shift gears and move into the Cadet Instructor officer role at Penhold Air Cadet Camp. All the camp staff were very dedicated to their Cadets, their work, and their colleagues.



I returned every summer while I went to university, and I worked on my commercial pilot license next door at the Red Deer Airport. By the time I was in my final semester of university I had decided I would join the Regular Forces as a pilot and try to live my dream.

Aircrew Selection was intense, but my Cadet experiences had taught me that new environments, experiences, tests, and motor skill challenges were not things to be afraid of but rather simply to be understood and performed to the best of my ability. After some extra effort to figure out how to navigate the bureaucracy and challenge a ridiculous medical decision based on back x-rays from when I was thirteen years old, I was accepted into the Air Force as a pilot.

At Basic Officer Training I found myself in a familiar environment, similar to Cadet summer camps. Marching, ironing, shining shoes, academic classes, physical training, weapons training, and field craft. Once again, my Cadet experiences had set me up well, but I made the first mistake of my Air Force career – overconfidence. The training staff, who had seen hundreds if not thousands of young men and women come through, did not warm to recruits that were too full of themselves regardless of their capabilities. I managed to finish the course second from the top and with a sword-carrying command position on the graduation parade but only after I had knuckled down to work twice as hard as I might otherwise have had to in order to earn those things. It was a very valuable lesson.

Then came the onslaught of other courses - second language training, land and sea survival training, first aid, aeromedical training, Air Force Indoctrination training, and finally flying training. Primary training was conducted at Portage la Prairie, then on to basic training at CFB Moose Jaw on the legendary Tutor. Previous lessons and experiences in Cadets, mixed with a good measure of newly learned humility, helped me through this time.

Flying training was the most challenging part of my early career and I really had to draw on the discipline, determination, and teamwork that had been such a big part of Cadets. The primary flying course was merciless. You made the grades required of every flying lesson or you were essentially on the way out. If you needed extra time you were in trouble. The typical failure rate in those days was between 30 and 50 percent. Your best friends

from all your previous courses would sometimes fail and disappear – shipped out – almost overnight. Previous flying experience only helped from the point of view of freeing up a little bit of extra brain power to apply to the very strict protocols for running checklists, flying traffic patterns, and making radio calls exactly the way we were taught. Those of us who made it through the course were well-studied flying robots with at least some natural feel for being in the air. This rigour was necessary for success in what came next – being taught to fly the Tutor with the discipline required of a single seat fighter.

Not everyone was cut out to be a fighter pilot, but everyone had to be taught as if they were going to become one. Flying any type of aircraft in a tactical environment is extremely demanding, with very little room for error and



requiring highly developed 'hands and feet' flying skills. Flying "fast air," however, brings many challenges together at once under physically demanding and time-compressed circumstances and therefore not suited to every military pilot's temperament or particular talents. The same can be said of those few exceptional Tactical Helicopter pilots who are selected to fly for JTF2, Canada's Special Ops force. Challenging flying indeed!

Flying the Tutor was both initially terrifying and truly a joy of sensation and freedom. Many of us from that era will attest to being strapped in, breathing heavily into our oxygen masks, on the button of the runway cleared for take-off on our first Tutor solo flight and thinking, "I can't believe they are sending me out alone in this thing!", then pushing the throttle all the way forward and racing into the sky to rage around a busy traffic pattern at 240 knots. That's where the determination and discipline come in. Many times in a flying career, circumstances will threaten to overwhelm the psyche, but discipline and determination get us through. Later, after we are safely on the ground, we can collapse into a chair and try to process the emotions and events, but not in the moment.

An interesting and unexpected change came over me during that eight-month course. As I became proficient on the Tutor I felt like I had 'ticked the box' of strapping into and flying an ejection seat equipped jet and I decided that it might be more fun – more akin to flying like a bird - to learn how to fly helicopters. I suffered from a strong desire to learn how to fly anything and everything. My course director in Moose Jaw was floored when I walked in to his office near the end of the course to announce my request to go to helicopter training. He had me pegged as a Hornet driver. A month later, however, I was off to helicopter training. I have never had so much fun in an aircraft!

After four months of training on Jet Rangers (Bell 206) back at Portage la Prairie I found myself posted to Cold Lake as a member of 'Base Flight' (later to become 417 Sqn). What good fortune! I was able to fly the venerable single Huey



(Bell 205) in almost every role that you can imagine while keeping a foot in the jet world. Base Flight was composed of a helicopter flight and a T-33 flight so whenever the opportunity arose, I would jump in the back seat of the T-33. Additionally, I kept my seat-check current for the CF-5 and CF-18 and I was able to fly numerous missions in the back seat of many friends and acquaintances aircraft. At the end of that three-year posting, I requested to go either to a dedicated Search and Rescue squadron or back to Moose Jaw to instruct. Moose Jaw was the outcome.

Climbing back into the Tutor was like getting together with an old friend. Taking the flying to a higher level of proficiency as an instructor was a great opportunity to really hone flying skills and improve situational awareness. The Tutor was a marvelous trainer. Unlike other training jets like the T-38 or F-5 that would kill you if you let a student go too far, the Tutor was generally forgiving of mistakes. I thoroughly enjoyed the instructor role and eventually moved from the



basic flying school (2CFFTS or "the Big 2") to FIS (the Flight Instructor School). But then I was offered a career opportunity that I couldn't refuse.

Snowbirds I had a couple of good friends who had become Snowbird pilots. When they suggested to me that I should try out for the team I discussed the pros and cons with my wife and together we decided that I should go for it.

Snowbird tryouts are unique from any other tests in the Air Force for a couple of reasons: 1) you are pushed to the limit of your abilities on every flight (8 of them) and then you are expected to debrief your own errors and weaknesses, and 2) rather than being up against a standard, this time you were up against your peers and because the team always selected twice as many candidates for try-outs as they had positions to fill, only half of you were going to make it. It was the greatest mental pressure-cooker that I have ever experienced. On the final day we candidates were all called individually into the office of the 'Boss' and given the news. The elation or devastation of hearing that news (depending on how it went) is quite indescribable. However, as soon

as you move your chute and helmet over to the Snowbird hanger and brief for the first work-up trip you realize that the try-outs were just a warmup for months of equally challenging practice and learning. It is a long, hard road to come up to the level of a Show Pilot in a 9-plane formation. You check your ego at the door because everyone was allowed to critique anyone, including the Boss. Determination, discipline, and teamwork were the key elements for success.

I could write several pages of stories from my days as a Snowbird flying across the entire continent and stopping at airports big and small. It was such an honour to act as an ambassador for the Air Force and to see so much of our wonderful country and its people. The flying was never routine, and occasionally things went wrong which, in a large formation and with large crowds nearby, can spell disaster but I have never worked with such a professional group of risk management experts and perfectionists, whether in flying, maintenance, or administration. After two years on the show team I was ready to move on and I happened to be in the right place at the right time and talking to the right person.

At the end of my final show season while coordinating scheduling details on the phone with the Big 2 Ops O he confided in me that he was slotted for a posting to Sheppard Air Force Base in Texas to be the sole Canadian Instructor Pilot, flying the T-38 Talon, in the large international NATO training program known as ENJJPT (Euro-NATO Joint Jet Pilot Training), but that he would be unable to



and exciting, but it is still a serious business no matter what type of aircraft you are operating. I lost a good friend to an accident on that tour, and another one survived a separate low-level ejection.

Following ENJJPT, a desk job finally caught up with me. My time in NDHQ confirmed what I already knew – I am not cut out for a desk job. I did my job and I did it to the best of my ability, but I jettisoned my cubicle and computer as soon as I possibly could which meant returning to Moose Jaw to take over as Commander of FIS (Flight Instructor School).

Flying training had changed in my absence along with the aircraft we used. The mighty Harvard II with its 1100 shaft horsepower turboprop and the BAE Hawk had replaced the Tutor for basic and advanced flying training. These two aircraft did the job but not nearly so well, in my opinion, as the Tutor had.

After two years back at Moose Jaw, I found myself in more and more meetings and doing less and less flying. As one of the few A1 rated instructor pilots, when I did get to fly it was quite often on a 'do or die' sortie for a weak student or instructor trainee. I found myself becoming quite practiced at using motivational terms to tell someone who was every bit as dedicated to aviation as me that they would have to pursue their dreams elsewhere. When it was evident that my future promised mostly administration and very little flying, I decided that it was time to retire. A number of my friends were already flying with the airlines and several of them told me that it was an ideal retirement job.



take the posting due to family reasons. To make a long story short the following June I was driving to Texas with my family.

Thirteen nations participated in the administration and funding of the ENJJPT program, including shared ownership of the jets. We worked long, hard hours but we also played hard and it was an amazing tour of fast flying and international diplomacy. Flying the T-38 is like flying a little rocket, with the wings out of view well behind where you sit. It loves to fly at speeds above 300 knots and it does not fly well below about 250 knots, so every traffic pattern and final approach requires constant attention. Flying is fun

WestJet was my airline of choice in 2012 so, after 23 years in the Air Force, that is where I hung my hat. Airline flying is (ideally) quiet and routine with little excitement - at least we strive to keep it so. I can finally enjoy a cup of coffee while I fly! It also fulfills the final category in my dream to fly anything and everything, transport aircraft. From the Boeing 737 I moved to the Boeing 767 before the current



pandemic. I am now back to flying the 737 which is an excellent, well-equipped, and very capable aircraft.



The former RCAF motto, known to most Air Cadets (Per Ardua Ad Astra) is translated as "through adversity to the stars." As I reflect on the great experiences I had, I have changed my personal definition of 'adversity.' Instead of having a negative connotation I feel it has far more positive connotations, more akin to the word 'challenge.' I realize now that a passion for aviation combined with the discipline and drive for excellence that is cultivated in the Cadet movement, plus a good measure of determination when faced with challenges, will get you places – places that a young Cadet only dreams of going. I was able to apply a great deal of what I learned in Cadets. I am very grateful for and proud of the Cadet program that helped me and many others on the way to an amazing life.



I submit this with the most sincere gratitude to all those who participate in and all those who enable every facet of the Royal Canadian Air Cadets. (Chris was a former air cadet with 699 Jasper Place Royal Canadian Air Cadet Squadron in Edmonton).

Capt Van Vliet Returns to Alberta

Chris inspects the air cadets at 874 Squadron Tiger Moth, Edson, Alberta during their Annual Cadet Review, 2016.



Veterans Association Food Bank "Veterans Helping Veterans"



The newest branch of the Veterans Association Food Bank (VAFB), an organization that is run by veterans for veterans, proudly opened its doors in Edmonton on November 1, 2020. The agency follows in the footsteps of the original branch that opened in Calgary in 2018 following the abrupt closure of Calgary's Royal Canadian Legion's Veterans Food Bank. Their mission states that "The Veterans Association Food Bank is dedicated to enriching the lives of Veterans by providing assistance and support. No Veteran will be denied a safe and welcoming environment."

The VAFB "recognizes any person who is currently serving or has honourably served in the Canadian Armed Forces. The VAFB also recognizes and offers support to those currently serving, honourably discharged or honourably released Commonwealth Allies, members of the Royal Canadian Mounted Police, Peacekeepers, Merchant Marines, or Ferry Command (Coast Guard). Support will be extended to spouses, widows, widowers, and any dependent children in need. Proof of military service or affiliation required."

As with most food banks, food isn't the only assistance that is available. In addition to providing food hampers and gift cards, VAFB also offers services such as: intake support, peer support, VAC claims and medical referrals, emergency veteran assistance, workshops and training programs in partnership with other organizations, just to name a few.



The Veterans Association Food Bank Edmonton is located at 17218 - 107 Ave.

The Veterans Association Food Bank Calgary is located at #10, 820-28th Street NE



Requests for food, finding support and connecting to community resources in both locations can be made by calling 403-FOR-VETS (403-367-8387). Staff is on call to assist 24 hours a day, 7 days a week. Please call 911 if you require emer-

We need to fill these empty shelves!

AGM & Elections

The 700 Wing Annual General Meeting (AGM) was held on Saturday, September 26, 2020. With COVID guidelines in effect, we met in person at the Event Hall in the museum. With those present and along with the proxies received, we had a quorum. Wing business was discussed and voting of the new board for 2020-2021 took place. Six Directors allowed their names to stand for the coming year and one person stepped forward and added their name to the slate. With that, voting took place, and the new board was sworn in. Congratulations to David Jackson, Tom Sand, Nick Nimchuk, Sylvia Loewen, Bill Lawless, Brian Andrus and John King, the 700 Wing Board of Directors for 2020-2021.

700 Wing Board of Directors

2020 - 2021



David Jackson

Chair



Tom Sand

Vice-Chair



Bill Lawless

Secretary



Nick Nimchuk

Treasurer



Sylvia Loewen

Membership



Brian Andrus

Communication



John King

Member at Large

WARD, Max

November 21, 1922 -

November 2, 2020



Legendary Canadian bush pilot turned airline maverick, Max Ward, has died. Mr. Ward's contribution to Canadian aviation was remarkable.

Maxwell William Ward began his aviation career in the RCAF, training pilots during World War II. After the war, he followed the heroes of his early years in Edmonton, and went on to fly bush planes in Canada's far north, demonstrating his life-long love of flying, adventure, enterprise, and the Arctic, and contributing to mapping the Canadian north. In 1953 he established Wardair and grew the company into one of Canada's largest scheduled carriers over the next 36 years with a network of international and domestic routes offering leisure and business travelers Wardair's signature service.



Ward received many recognitions in his career including the Order of Canada in 1975, the Alberta Order of Excellence in 1989, the Order of Polaris and the Order of Icarus in 1973, as well as seven honorary degrees from Canadian universities.



Max Ward was inducted into Canada's Business Hall of Fame in 1993 and was one of the original inductees into Canada's Aviation Hall of Fame in 1973.

Since those Fox Moth flights in the 1940s, Max's love of the Arctic, and the adventure it offered, shone as he and his family and friends enjoyed summers at Redrock Lake in N.W.T. He shared his passion for photography, travel, and building fine furniture with the many people who loved him dearly. Max Ward passed away Monday, November 2, 2020 in Edmonton. He was 98.



Note: The records for aircraft used in the ACGP are still being researched. Approximate dates are given below.

The Beginning Alberta Gliding Program (ACGP)

By Derek Blatchford



The ACGP started in 1965 at Cooking Lake Alberta as a glider familiarization operation provided to interested cadets attending the Annual Air Cadet Summer Camp at RCAF Station Namao.

The Edmonton Soaring Club provided a tow plane and two gliders along with pilots. Cadets, their families, or Squadron Sponsoring Committees provided the money to pay for the rides. A glider flight cost \$3 and the cost to cover a day's operation of the towplane was \$120.

This initiative was strongly supported as an effort between the Alberta Provincial Committee of the Air Cadet League, the RCAF and the Edmonton Soaring Club.

In 1966, the Air Cadet Camp moved to RCAF Station Penhold, Alberta, and since the RCAF had now approved gliding as an optional training activity at both the Squadron level and at Summer Camps, the Alberta-based soaring clubs came together to form the Alberta Soaring Council so as to better support the program. Other clubs from Western Canada also strongly supported the effort.

The aircraft were provided and flown by the various soaring clubs and their pilots for the Summer Camp as well as spring and fall familiarization flights.

In 1967, the RCAF took over the control of the Summer Camp familiarization flying. The Alberta Provincial Committee purchased a brand-new Schweizer 2-22 glider, as did Manitoba and Saskatchewan, for use at the camp, and the RCAF/Army provided two L-19 aircraft for tow duties along with pilots and maintenance support. The glider pilots were still civilians from the various clubs.

Meanwhile, at nearby Innisfail, Alberta's Provincial Committee (PC) and Alberta Soaring Council undertook a joint venture to train twelve Air Cadets and one officer to the Glider Pilot Licence standard over six weeks using soaring club aircraft and instructors.

By 1968, the gliding program had started in Ontario and was soon operating across the country at Air Cadet Summer Camps. In April of that year there was a two-week upgrading course to build up a nucleus of qualified cadet pilots to fly the glider familiarization mission at Summer Camp, allowing the program to become more self-sufficient.

In 1969, there were enough trained people from within the Air Cadet framework in Alberta to commence glider instruction to the solo phase for a limited number of ca-

dets and to also provide familiarization flying operations to the nearby summer camps. That year saw the Air Cadet League propose a three to five-year plan, instead of year to year planning and from that plan sprang the first Air Cadet League/DND Agreement.

From then on, the PCs were required to raise funds for aircraft purchases, rentals, etc. In 1970, all the country's PCs were involved in gliding operations. While the gliders were now PC-owned, tow aircraft were still being rented from various operators.

In 1972 the Air Cadet League was authorised to purchase, for a nominal sum, surplus Canadian military Cessna L-19 and L-182 aircraft. In March of 1973 two L-19s and an L-182 were officially transferred to the Alberta PC. Winches, built by 202 Workshops in Montreal, were also being purchased to supplement the familiarization flying program during the spring and fall.

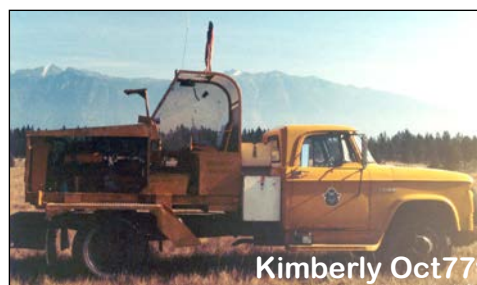
The L-182, a re-badged Cessna 182D, was sold in 1977 as it was a poor tow aircraft and otherwise not required by the PC. It had come from the factory as Army 16729, later CAF 119729, and is now, having passed through several owners and according to TC records, apparently in Vernon, BC. (Editor sidenote: due to its higher take-off and towing speed, cadet glider pilots referred to it as "Super Tow.")



The DND now formally operated the Regional Gliding Schools (RGS) but the spring and fall familiarization program was largely an all-volunteer endeavour travelling to Air Cadet Squadrons in the province involving a winch mounted on a flatbed truck towing a glider on an open trailer, followed by someone's personal or borrowed vehicle for transport and retrieve duties and a whole lot of fun. (pic 85v1 Bob and Rhonda Barraclough) (pic Kimberly Oct 77v2)

Folks generally were not paid, crowded into friends basements or shared a hotel room, with some limited expenses paid by the PC. Sometimes an L-19 was used to airtow the glider to the operating location while the rest drove.

In the late 70s the L-19 was becoming difficult to maintain due to diminishing parts stocks and their increasing cost



and in June 1980 the first Bellanca 8GCBC Scout was obtained followed shortly by another. The first two were C-GSSV and C-GOBX. OBX was sold a few years later and immediately replaced with C-GOBW. These two aircraft are still owned by the APC and are in use today.

The L-19s were sold in 1980. C-FTGG had begun life as US Army 53-8059, became Army 16710 (later CAF 119710) and was sold to the well-known Edmonton Cardiologist Dr Tal Talibi. It passed to an owner in Stratford, Ont. in 1988 until exported back to the US in 2017. It is now in Wyckoff, NJ as N65AG.



Alsask v2

C-FTGN had begun life as US Army 53-4034, became Army 16717 (later CAF 119717) and was sold to the Quebec PC, where today it continues to tow gliders as a re-engined "Super Dog".

The Schweizer model 2-22 were the first gliders purchased by the PCs in the early days and soldiered on until the last one was sold in 1996. Alberta purchased the first one in 1967 and over 29 years it is believed to have owned four.

As the 2-22s started to enter heavy maintenance programs, it was discovered many of them were corroded beyond economical repair. That and other issues prompted the program to replace the 2-22 with the slightly larger Schweizer model 2-33. This aircraft was first introduced in 1973 and Alberta purchased its first in 1974. While records are still incomplete, seven are known to have been owned by Alberta over the years and although the aircraft are not the same ones, seven are owned by the APC today.

Gliders arrived from the factory in an overall white scheme with a blue lettering and a thin blue stripe. (pic CLS 1977 [from Sentinel Magazine]) The towplanes had variable schemes as they were all previously owned. The L19s were Cdn Army green on arrival and the L-182 had no paint at all (pic Alsaskv2). In the late 70's the L-19s became overall yellow. (pic L-19 1971 v1 v2 and v3)



pic CLS 1977 [from Sentinel Magazine]

After a tragic mid-air collision at Rivers in 1977 killed a cadet and tow pilot, the CAF gradually exerted greater control of the program, including the requirement the aircraft be painted in more conspicuous colours. There was no standard paint scheme for some time. Alberta's choice was to model their aircraft colours on a US Bicentennial scheme applied to an American glider. (pic Rivers 78v23) (pic 86v25)

As gliders and towplanes went going through the Structural and Inspection Repair Program (SIRP) in the eighties, the fleet was gradually painted overall yellow with blue that was deemed standard across most of the country. (pic OBW air)

Today, the Royal Canadian Air Cadet Gliding Scholarship program graduates over 300 cadets each year with their Glider Pilot Licenses. Gliding familiarization flying is conducted each spring and fall with approximately 22,000 flights conducted per year.



rs 78v23



L -19 1979v2



pic OBW air



L -19 1979v1



L -19 1979v3



Gimli 86v25

