

# **SPIRIT**

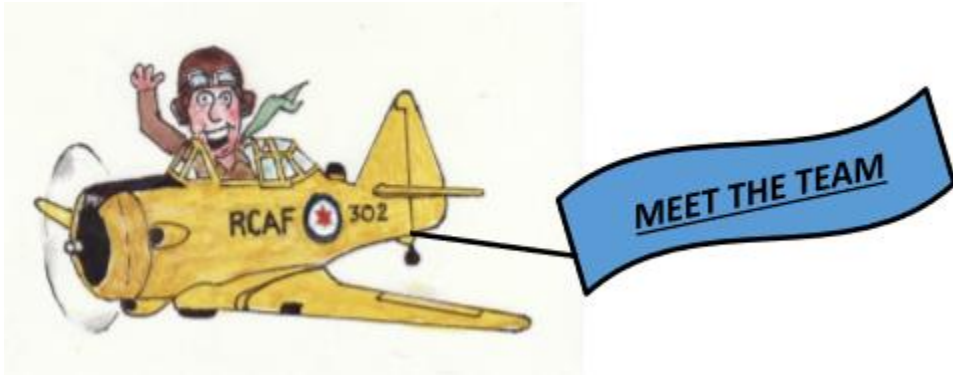
**783 (Calgary) Wing Newsletter**

**ROYAL CANADIAN  
AIR FORCE  
ASSOCIATION**



***Jul/Aug, 2020***

***Wing Meets every  
4<sup>th</sup> Monday at 7pm  
285 Legion Horton Road  
(on hold due to COVID)***



Chairperson	Randy Fisher
Honorary Chairperson	Col (Retd) Don Matthews
Immediate Past Chairperson	Pat Sulek
First Vice Chairperson	Adriano Fisico
Second Vice Chairperson	Rob Caswell
Treasurer	Kenn Nixon
Secretary	Michele Henderson
Past President Chairperson	Pat Sulek
Casino Chairperson	Lorie Gordon
Special Projects	Pat Sulek
Membership	Anna Lewis
Newsletter	Bev Spielman/Michelle Gerwing
Health and Wellness	Edith McMinn
Sergeant at Arms	Art Hill
Social Coordinator	Muriel Mymko/Lois Maxwell
Publicity	Bob Wade/Adriano Fisico
Military Museum Liaison	Mike Ricketts
Directors at Large	Brian Lewis
Cadet Liaison	Kevin Knight
Advocacy	Scott Deederly



## ***Message from the Chairperson***



Well, this summer is not the one we expected, no travelling to distant locations for summer vacation. Missing from our usual routine are things such as the Annual Stampede Breakfasts, and midway festivities. The weather hasn't been very encouraging either, yet we persevere. Regardless of what this newsletter finds you doing, I hope that you are safe, healthy and finding creative ways to keep yourselves entertained and engaged.

Our member phone out was a huge success, with our team being able to get in touch with the vast majority of our members. The member reconnection project couldn't have been done without the help of our team of volunteers who willingly picked up the phone and reached out to so many. So a huge "Thank You" goes out to them. Your efforts have made an enormous difference. For many of our members receiving the phone calls, it made a difference, allowed them to reconnect with friends, made a few new ones and, of course, allowed our membership chair to update the membership roster with new phone numbers and emails.

The Wing executive continues to move a few projects forward on behalf of the wing. These projects include the August Casino, the video projects for both the Battle of Britain and Remembrance Day virtual activities. We are also looking at updating our web page to make things more engaging and interactive. We are working on updating our Facebook presence and have added a Twitter account to our arsenal of Public Relations and engagement tools.

The team and I are also looking into a way to conduct our Wing's AGM. Although we have a waiver on holding the AGM thanks to the Alberta Government, if we can find a way to make it work, and ensure the safety of our membership, we will. If we can find a way forward, we will advise the members on what we will be doing, more to follow on that.

Until next time, I hope you have a wonderful summer! Stay Safe, Stay Well and be happy!

Per Ardua Ad Astra

Randy Fisher  
Chairman  
783 (Calgary) Wing  
Royal Canadian Air Force Association

## Winner of the NORAD Trophy

The RCAF Association's esteemed NORAD Trophy was presented to Milan Kroupa at his Edenvale Aerodrome by the Ontario Group President Bob DiMillo on Friday, 26 June, 2020. The NORAD Trophy was inaugurated in 2008 to mark the 50th anniversary of the North American Aerospace Defense Command. It has been selected by the NEC for presentation to individuals or organizations which have made significant contributions to the preservation and perpetuation of Canada's rich aviation history, values and traditions. The ceremony was organized by Murray Conley and was The NORAD Trophy at 'M' hangar with the mock-up of the Avro Arrow used as an appropriate back drop. Murray was assisted by many of our Wing members, especially Wally Capsticks who was the MC for the ceremony and Andy and Mary Lou Galton who made the program. After the Opening Ritual conducted by Chairman Bill Sergeant, Milan Kroupa was inducted into the RCAF Association and 441 Wing by Past President Bob Coxon. Milan was then presented with the prestigious NORAD Trophy by the RCAF Association's Ontario Group President Bob DiMillo along with a keeper plaque and framed certificate. In response, Milan gave a short speech summarizing his arrival in Canada as a refugee, the success Canada afforded him in his endeavours, his interest in aviation, the opportunity it gave him to give back to this country and his appreciation for the honour being bestowed on him.

Milan Kroupa is nominated for the NORAD Commemorative Trophy due to his altruistic support of the aims and objectives of the RCAF Association and his outstanding initiatives to preserve Canada's aviation history. Milan fled Communist Czechoslovakia, the country of his birth, and arrived in Canada as a refugee in 1968 at the age of twenty-five with little to his name. He quickly learned English, then threaded his way through the jungle of the business world, gaining valuable experience from a series of enlightened bosses who gave him room to advance. By 1977, he went into business for himself. The company he founded on a shoe-string, United Cleaning Services, quickly expanded into a multi-million dollar country-wide enterprise that now employs almost 5,000 people, many of whom are immigrants like himself.



***Happy birthday to  
you! (Jul to Aug)***

Ronald Boston	1 Jul
Dorothy Allison	4 Jul
Rob Caswell	7 Jul
Bob White	2 Jul
Walter Empey	27 Jul
Lorie Gordon	27 Jul
Lesley Myles	14 Jul
Gordon Kelso	17 Jul
Ken Lett	13 Jul
Norma Keller	14 Jul
Barbara Mann	2 Jul
Barry McDonald	29 Jul
Robert Walker	13 Jul
Robert Clarke	21 Aug
Dorothy Deines	8 Aug
Joanna Howard	1 Aug
Jim Laroche	14 Aug
Robert Lilja	14 Aug
Charles Swaney	18 Aug
Peggy Matthews	19 Aug
Grant Whitson	17 Aug
Karen Spielman	12 Aug
Cecelia Brugma	14 Aug



***We will remember them***

Our sincere condolences to the Spielman family on their loss of Kendall who passed away on July 8, 2020 at the age of 61.



## The History of the Last Post

In 1862, during the American Civil War, Union Army Captain Robert Ellicombe was with his men near Harrison's Landing in Virginia. The Confederate Army was on the other side of the narrow strip of land. During the night, Captain Ellicombe heard the moans of a soldier who lay severely wounded on the field. Not knowing if it was a Union or Confederate soldier, the Captain decided to risk his life and bring the stricken man back for medical attention. Crawling on his stomach through the gunfire, the Captain reached the stricken soldier and began pulling him toward his encampment. When the Captain finally reached his own lines, he discovered it was actually a Confederate soldier, but the soldier was dead. The Captain lit a lantern and suddenly caught his breath and went numb with shock. In the dim light, he saw the face of the soldier. It was his own son. The boy had been studying music in the South when the war broke out. Without telling his father, the boy enlisted in the Confederate Army.

The following morning, heartbroken, the father asked permission of his superiors to give his son a full military burial, despite his enemy status. His request was only partially granted. The Captain had asked if he could have a group of Army band members play a funeral dirge for his son at the funeral. The request was turned down since the soldier was a Confederate. The Captain chose a bugler. He asked the bugler to play a series of musical notes he had found on a piece of paper in the pocket of the dead youth's uniform. This wish was granted. The haunting melody, we now know as 'The Last Post' used at military funerals was born. The words are:

Day is done  
Gone the sun  
From the lakes  
From the hills  
From the sky.  
All is well  
Safely rest  
God is nigh.

Fading light  
Dims the sight  
And a star  
Gems the sky  
Gleaming bright.  
From afar  
Drawing nigh  
Falls the night.

Thanks and praise  
For our days  
Neath the sun  
Neath the stars  
Neath the sky.  
As we go  
This we know  
God is nigh.

## ***Member Profiles***

A Grant Whitson story, 1970

The tower had called for an overshoot due to a formation taking off on the runway. On raising the gear, the cockpit indications were that the left main was up and the nose and right main were unsafe. A call was made to the tower of an unsafe up indication. The tower acknowledged that it appeared down but to reselect of downwind, I started a right climbing turn from approximately 1500 ft indicated, at 190 knots. With 190 knots and 1700 ft indicated, and approximately 30 degrees of bank, the control column was stiffening and I was unable to neutralize the ailerons. The gauge indicated 200 psi. A quick radio call was made to the tower and I de-boosted the ailerons. The bank continued to increase from 45 to 60 degrees and the control column was sloppy and unresponsive.

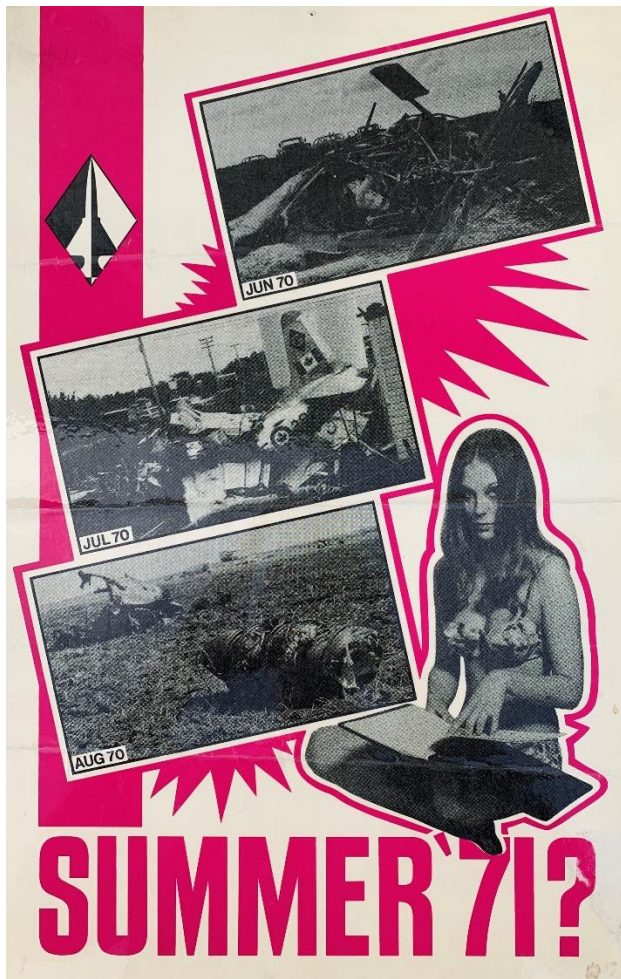
I then declared an emergency. The control column was fully deflected to the left, but the aircraft continued to roll to the right. The control column was slammed hard against my left leg as the bank approached 90 degrees and the nose dropped below the horizon. A look at the approaching ground, and the decision was made to eject. My body was leaning to the left as the armrests were pulled simultaneously, I reminded myself to pull the trigger. During this short period of time, I was unable to see beyond the windscreen because of the windblast.

I felt a kick in the rear and visually saw the cockpit disappear below me. As I hit the windblast, I experienced a momentary "grey-out" when tumbling forward. I opened my eyes to see the aircraft pass above me and to the left. As I decelerated, there was an apparent and abrupt change of direction.

I could feel and see the parachute opening behind me as the seat was rotating backwards. Then I realized I was still clutching the armrests. I let go by pushing backwards. The parachute opened perpendicular to my body with a severe jolt. I noticed blood in my mouth from biting the right side of my tongue, probably during the 'chute opening. I pulled the mask from the helmet by the dot fasteners which were difficult to release; in fact, the lower right fastener remained done up. As I was releasing the mask and hose, I heard the whistling made by the seat and watched it descend below me and realized I was near the ground.

I looked up at the parachute; it appeared to be OK, but my attention was diverted by seeing the trees on the horizon. I looked down and saw the grass in the open field below being blown in the breeze. I remember asking myself, "Is that short grass or long grass", in an attempt to judge my height above ground. At some time during the sequence, I saw a powerline to my left. As I was drifting rapidly across the ground, I pulled momentarily on the right riser with both hands. My forward motion slowed and I was drifting forward and about 45 degrees to the left. I placed my feet together, bent my knees, and solidly contacted the ground, much earlier than I had expected. I went down on my left side, but the seat pack prevented my legs from lifting and completing the roll. I was dragged, very briefly, facedown with the helmet rotating, covering my eyes and striking the bridge of my nose. I rolled to my





back and as I was reaching for the quick-release box, the motion stopped. I disconnected the harness and because of the pain in my back, I rested for a second or two before getting up. I had bitten the left side of my tongue on landing.

I watched my aircraft do a few stall sequences and eventually crash southeast of my position. I saw several cars stopped on the highway about 200 yds away. I picked up my gear and dragged it to the road through a water-filled ditch. From there I was driven to the base hospital.





**It seems that it was a very busy day and a "good ol' boy" American (Texas-sounding) AF C-130 reserve pilot was in the instrument pattern for landing at Rhein-Main. The conversation went something like this...**

**Tower:** "AF1733, You're on an eight mile final for 27R. You have a UH-1 three miles ahead of you on final; reduce speed to 130 knots."

**AF1733:** "Rog-O, Frankfurt. We're bringin' this big bird back to one-hundred and thirty knots fur ya."

**Tower (a few minutes later):** "AF33, helicopter traffic at 90 knots now one-and-a-half miles ahead of you; reduce speed further to 110 knots."

**AF1733:** "AF thirty-three reinin' this here bird back further to 110 knots"

**Tower:** "AF33, you are three miles to touchdown, helicopter traffic now one mile ahead of you; reduce speed to 90 knots"

**AF1733 (sounding a little miffed):** "Sir, do you know what the stall speed of this here C-130 is?!"

**Tower (without the slightest hesitation):** "No, but if you ask your co-pilot, he can probably tell you."

~

After every flight, pilots fill out a form, called a "gripe sheet" which tells mechanics about problems with the aircraft. The mechanics correct the problems; document their repairs on the form, and then pilots review the gripe sheets before the next flight.

Never let it be said that ground crews lack a sense of humor. Here are some actual maintenance complaints submitted by pilots (marked with a P) and the solutions recorded (marked with an S) by maintenance engineers.

P: Mouse in cockpit.

S: Cat installed.

~

At Heathrow Airport today, an individual, later discovered to be a public school teacher, was arrested trying to board a flight while in possession of a compass, a protractor, and a graphical calculator.

Authorities believe he is a member of the notorious Al-Gebra movement.

He is being charged with carrying weapons of math instruction.



As mentioned in our last newsletter:

- ❖ Possible Christmas party Nov 20, place to be determined
- ❖ Battle of Britain celebration will be virtual
- ❖ Remembrance Day celebration will be virtual
- ❖ Stampede Breakfast has been cancelled as the Stampede will not be happening this year
- ❖ The Rosebud Theatre trip will be postponed till possibly next spring
- ❖ Air Cadet Squadron cheque presentations will occur in person, but not until safe for all involved



## ***Summer Corn Salad***

### **Ingredients**

5 ears corn, boiled or grilled  
1 tomato, seeded and diced  
1 red onion, chopped  
1 green bell pepper, diced  
1 lime, juiced  
3 tablespoons olive oil  
Fresh cilantro, to taste  
Salt  
Pepper

### **Directions**

Remove kernels with paring knife and place in large bowl.  
Add tomato, onion, and green pepper.  
Toss to combine. Add lime juice and olive oil. Snip in cilantro  
and season with salt and pepper. Serve.

