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The Winnipeg Military Community News Source Since 1952

Lest We Forget



30th Anniversary of Box Top 22



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Birthday Parties - 27 & 28 Nov 2021 afternoons only.

STEM - 30 Nov 2021

Positive Space Ambassador Brief - 1 Dec 2021 @ Netherlands Theatre B135
Brief ambassadeur de l'espace positif - 1 dec 2021 @ Netherlands Theatre bât 135

Learn more about the positive space program.

Stressed? Take Charge: Holiday Edition - 2 Dec 2021

Le stress: Ça se combat: édition de vacances - 2 dec 2021

Tools and tips to minimize the impact of negative stress on your body and how to channel stress for motivation and success.

Chaplain Gift Card Program - 3 Dec 2021

Financial stress can be particularly difficult over the holidays. Deadline to apply to the program is Dec. 3. Contact 17Wingchaplains@forces.gc.ca

Birthday Parties - 4 & 5 Dec 2021 afternoons only.

STEM - 7 Dec 2021

Respect in the CAF - 8 Dec 2021

Respect dans les FAC - 8 dec 2021

Looking at the impact of sexual misconduct in the CAF as well as other harmful behaviour.

Free Movie Night - Home Alone - 10 Dec 2021- doors open 1900 hrs (Registration Required) Visit <http://bkk.cfmws.com/winnipegpub> to register

Bldg 90 Theatre, Snacks available for purchase \$1 each.

Jolly Jamboree - 11 Dec 2021

Crafts, cookie decorating, games and more. 1300-1430 hrs. 204-833-2500 ext 7013 or <http://bkk.cfmws.com/winnipegpub>

Birthday Parties - 12 Dec 2021 afternoons only.

STEM - 14 Dec 2021

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Formation ambassadeur de l'espace positif - 15 dec 2021 (3 heures)

Learn more about the positive space program.

Drop n Shop - 18 Dec 2021 - 930 - 1530 hrs

Drop your children off for a day of fun activities while you shop. For more information or to register visit cafconnection.ca/winnipeg

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information

VOXAIR

I am very excited to be starting my role as Manager of The Voxair. Filling in where our former manager, Bill McLeod, left off as he takes his retirement is a little intimidating! Since starting on October 19th, I am enjoying my time here and the people I have met have been wonderful.

I am coming to this role with no military background. What I do bring is publishing experience from a variety of different positions. Most recently, I was the Development Coordinator at the Mennonite Heritage Village where I oversaw fundraising, events, social media, marketing, and graphic design, among other things.

As Bill stated in his farewell message, "If the next manager of the Voxair enjoys their job half as much as I did, they will be a very happy person indeed." I can absolutely agree with this. Although I have only been with The Voxair for a short time, it is impossible not to enjoy working here. I look forward to bringing the 17 Wing Community News to you.

Patricia West
Manager, The Voxair



THE VOICE
OF THE AIR FORCE



30th Anniversary of Boxtop 22 Crash

by Martin Zeilig, Voxair Photojournalist

Major Marvin MacCauley may well be, as he observed, the only person still in uniform who was part of the search and rescue mission to Alert, Ellesmere Island on the fateful night of October 30, 1991.

It's a mission he will always remember.

He had friends who perished in that crash, as well as some who survived.

Maj MacCauley, who is now an A-Class Reservist at CFB Moose Jaw and an instructor/pilot on the Harvard 2 aircraft, was the special guest speaker at the luncheon held by 435 Transport and Rescue Squadron in Hangar 16 to mark the 30th anniversary of the crash of Boxtop 22.

About 150 people, mostly serving members and a few past members of 435 Sqn, were at the luncheon.

The catered Greek meal consisted of salad, chicken and pork souvlaki and beverages.

Following his speech, Maj MacCauley was presented with a SAR memento by the CO of 435 Sqn, LCol Art Jordan.

The actual CC-130 Hercules 130305 he flew on that mission now resides in 16 Hangar.

It's no longer airworthy and is used to scavenge spare parts for operable Hercs.

A small panel from its vertical stabilizer was removed and flown up to CFS Alert by a 435 Sqn Crew on October 29, says information provided by Capt Jordan Kapp, an ACSO at the squadron.

The crew flew over the crash site with the panel on board, and also visited the memorial site at Alert. The panel will now be part of a memorial that will be housed in Namao hall at 16 Hangar.

A series of display panels and a video on a continuous feedback loop were set up on tables to describe the events of that day three decades ago.

"On October 30, 1991, at approximately 4:40 p.m., flight 22 of Operation Boxtop – as the biannual resupply mission is called – was on its final approach to the station from Thule Air Force Base in Greenland," says information on the Government of Canada website.

"As the CC-130 Hercules from 435 Transport and Rescue Squadron, loaded with 3,400 litres of diesel fuel, began its descent, the pilot lost sight of the runway.

"Moments later, radar contact and communication were lost as the aircraft crashed approximately 16 kilometres south of the station. The crew of another CC-130 Hercules, also bound for Alert, saw the fires of the crash and identified the location of Boxtop 22.

"The crash took the lives of five Canadian Armed Forces members – four died in the crash and one perished before help arrived – and led to the boldest and most massive air disaster rescue mission ever undertaken by the Canadian military in the High Arctic. Thirteen lives were saved.

"Within thirty minutes of the rescue call, a Hercules carrying twelve search and rescue technicians from 440 Search and Rescue Squadron in Edmonton, Alberta, was in the air. It reached the crash site seven and a half hours later, but the SAR technicians couldn't descend due to the weather. Another Hercules from 413 Search and Rescue Squadron in Greenwood, Nova Scotia, soon joined the search. Meanwhile, search and rescue technicians formed a ground rescue

team at Alert and set out overland for the crash site, guided through the darkness and horrendous weather conditions by a Hercules. On the ground, military at Canadian Forces Station Alert had set up a command post and set to work in support of the rescue effort."

Maj MacCauley was based at CFB Greenwood when the call came through about the downed Hercules.

He was a Hercules pilot at the time.

His older brother, Arnold MacCauley, just happened to be the Search and Rescue Technician lead in the SAR Tech section.

Maj MacCauley noted that when he got the call from RCC Halifax, he contacted his brother first.

"We were able to scramble fourteen SAR Techs out of a twenty-man section and an extra loadmaster," he said during an interview with The Voxair just prior to the luncheon.

"We got an airplane loaded with about 100 extra flares. We took off about 80 minutes after receiving the call."

Alert is 2100 nautical miles north of Greenwood, and a seven-hour flight in a CC-130 Hercules, Maj MacCauley commented.

He then mentioned, with a sense of affection to old Number 305 which is now being gradually dismantled.

"There were a couple of other rescue efforts going on at the time," Maj MacCauley.

"There had been some over snow vehicles coming out of Alert that had to turn back. Then, the Edmonton Herc came in and they were low on fuel. So, they recovered in Alert. When we got there, we wanted to see if we could penetrate the crash site.

"We dropped a couple of flares. For a normal night operation, we normally drop them at 5000 feet and follow the flare down, and circle around to see if we could hopefully identify something on the ground.

"But, we were in cloud during that, so we dropped the first one and almost ran into it, then dropped the second one, but couldn't come out of the cloud. We couldn't identify the aircraft crash site. We wanted to recover in Alert, but, they said there were already four CC-130s on the ground, so they diverted us back to Thule, Greenland."

They had flown for almost 11 hours that day, he added.

"We went to bed in Thule for about five hours," Maj MacCauley continued.

"Then we got a call from the Command Post saying they wanted us back in the air. I roused up the crew and back up there we went to Alert. This time, a big storm had rolled in, so they were trying another over-snow attempt with a couple of Bombardier Snow Tracks vehicles.

"We knew where the crash site was but we couldn't get a visual contact on it. So, basically, we guided the snowmobiles because we could see them from above. We would drop a flare. We would see that flare. That's basically where you've got to be going."

They flew back to the crash site every 45 minutes, he said.

"The next trip was another 11 hours in the air," Maj MacCauley said.

"We parachuted eleven SAR Techs into the crash site. We had three remaining from Greenwood. Those three SAR Techs



L to R: LCol Art Jordan, Commanding Officer 435 Transport and Rescue Squadron, Major Marvin MacCauley and CWO Jim LeBlanc 435 Sqn Squadron Chief, who was the Aircraft Commander on the rescue of Boxtop 22 crash

went from our plane to the 435 Squadron airplane in Alert and ended up jumping into the crash site, too."

The survivors, some soaked in diesel fuel, endured high winds and temperatures between -20C and -30C, the Government of Canada website says.

Many sheltered in the tail section of the downed aircraft but others were more exposed to the elements.

"When the ground rescue team finally arrived – 21 hours after it had set out – 26 rescuers were on the ground," notes the website.

"They warmed and treated the injured and prepared them for medical evacuation. A Twin Huey helicopter from Alert made three trips to bring the survivors back to the station."

One of the things that the rescue demonstrated was that there was a lot of limitations to the equipment that was being used, Maj MacCauley said.

"Guys were still jumping with the round parachutes at the time, and the square parachutes they use now came from that rescue operation, Boxtop 22," he noted.

"They put in an unsatisfactory condition report to get some new equipment. They also ended up with night vision goggles and Global Positioning systems.

He also observed that all the survival gear dropped from his aircraft was never found.

"We put everybody's equipment in a big cargo net when we were going to drop the survival gear," Maj MacCauley said.

"The Loadmasters tied load sticks and put a couple of 24-foot parachutes on it, and threw it out the back of the airplane. And it just got blown away in the night. Those guys on the ground never saw it."

Maj MacCauley remarked that he was "very proud" to be part of that historic rescue mission.

"But, it was something I wouldn't want to do again," he said.

"When you're in the middle of it, you don't really notice things and realize the importance of it. You just do what you have to do.

"We knew there were people on the ground and people alive. We had a highly motivated backend crew that wanted to get into that crash site, and they saved some lives as a result."

The downed Hercules remains at the crash site to this day, preserved by the desert-like Arctic conditions, notes the online information.

The crash toll

Deceased

Captain John Couch, pilot, 435 Transport Squadron, Edmonton, Alberta

Captain Judy Trépanier, logistics officer, Canadian Forces Communication Command Headquarters, Ottawa, Ontario

Master Warrant Officer Tom Jardine, regional services manager CANEX, Canadian Forces Base Trenton, Ontario

Warrant Officer Robert Grimsley, supply technician, Canadian Forces Communication Command Headquarters, Ottawa

Master Corporal Roland Pitre, traffic technician, 435 Squadron

Rescued

Robert Thomson, civilian, Canadian Forces Base Trenton

Susan Hillier, civilian, Canadian Forces Base Trenton

Captain Richard Dumoulin, logistics officer, Canadian Forces Communication Command Headquarters

Captain Wilma DeGroot, doctor, Canadian Forces Base Trenton

Lieutenant Joe Bales, pilot, 435 Squadron

Lieutenant Mike Moore, navigator, 435 Squadron

Master Warrant Officer Marc Tremblay, supply technician, Canadian Forces Communication Command Headquarters

Sergeant Paul West, flight engineer, 435 Squadron

Master Corporal Tony Cobden, communications researcher, 770 Communication Research Squadron, Gander, Newfoundland

Master Corporal David Meace, radio technician, 1 Canadian Division Headquarters and Signal Squadron, Canadian Forces Base Kingston, Ontario

Master Corporal Mario Ellefsen, communications researcher, Canadian Forces Station Leitrim, Ottawa

Master Seaman "Monty" Montgomery, communications researcher, Canadian Forces Station Leitrim

Private Bill Vance, communications researcher, Canadian Forces Station Leitrim

Note on the other rescuers from the Govt. of Canada website: 435 Transport Squadron was located at Canadian Forces Base Edmonton, Alberta, at the time of the Boxtop 22 crash. The squadron was moved to 17 Wing Winnipeg in 1994. CFS Alert is part of 8 Wing Trenton, Ontario. The Canadian Joint Operations Command is responsible for conducting Boxtop twice a year with transport aircraft and aircrew coming from 8 Wing.

Further information: Death and Deliverance: The Haunting True Story of the Hercules Crash at the North Pole by Robert Mason Lee, describes Boxtop 22 in considerable detail.

Ordeal in the Arctic, a television movie written by Paul F. Edwards and directed by Mark Sobel, was based on Mason Lee's book.

The film stars Richard Chamberlain, Catherine Mary Stewart, Melanie Mayron, Scott Hylands and Page Fletcher.

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Presents...

A Holiday Creative Writing Contest

Open to all ages, we are looking for submissions of Holiday themed writing. This could be anything from a Christmas story, fiction, non-fiction, to a letter to Santa.

Please submit your stories to voxairmgr@gmail.com by December 6, winners will be notified and published in the next issue of The Voxair.





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Some of the MFRC Staff and the MFRC Children's Programming staff put together fun forts for the #homefortchallenge for military family appreciation month.



Congratulations to LCol Amanda Aldous. She stopped by the MFRC to pick up her winnings from the MFRC's 30th Anniversary virtual 50/50



Our Executive Director, Allison Payne, received a \$585 donation from the Royal Canadian Legion Transcona branch #7 for our Morale Mail program.



Wing Commander Col Proteau judged and picked a winner for the MFRC 1st annual Pumpkin Day event.

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Mennonites at War Exhibit

by Martin Zeilig, Voxair Photojournalist



Gord Crossley and Andrea Klassen, Mennonites at War exhibit, Mennonite Heritage Village.

“Dear Mother,

I will let you know that I am not feeling well. I am sick. The Doctor said that he is going to send me to the Hospital. In the hospital nobody can write if he is in there. I wish I was at home now than (sic) I could sleep in a good bed. but here I have to lay on the ground. My bones (sic) are so tired that I can not hardly move. I did not work for 3 days now.”

So begins a two page letter, written on faded yellow military paper emblazoned with an insignia at the top from the 222 Battalion Canada, from Jacob H. Cornelsen.

The letter is in a display case, along with other related artefacts, at the Mennonites at War Exhibit in the Gerhard Ens Gallery at Mennonite Heritage Village (Canada) Inc. in Steinbach, some 60 kilometres by highway southeast of Winnipeg.

The exhibit is open until April 1, 2022.

I was given a special tour of the exhibit by Andrea Klassen, Senior Curator at Mennonite Heritage Village on July 5, just prior to the grand opening and fundraiser on July 10. The opening was supposed to happen earlier in the late spring but was delayed by Provincial Health restrictions due to the COVID-19 pandemic.

Gord Crossley, 17 Wing Heritage Officer and volunteer at the Fort Garry Horse Museum and Archive was also present. Mr. Crossley helped set up the exhibit.

“Mennonites have a long-standing history of meeting violence with non-resistance,” says the presented information.

“At various times, like in the 1870s, when faced with the threatened loss of military exemption in Russia, more than 7,000 Mennonites immigrated to Canada, Mennonites held to this position and responded by seeking a new homeland. At other times, they responded by performing alternative service or becoming con-

scientious objectors during wartime, by taking up arms or joining the military as soldiers, and by joining the military in non-combat capacities. Their relationships with governments and the surrounding cultures have been tested and tried on this topic.”

“Their relationships with each other, as seen in some of the tensions that existed between the ‘Kanadier’ Mennonites of the 1870s and the ‘Russländer’ who migrated to Canada in the 1920s, or the Mennonite community’s response to returning Mennonite veterans after the Second World War, have also been severely tested over the ways Mennonites have chosen to respond to violence.”

The exhibit explores a number of themes including martyrdom in the Reformation; violence and migration; alternative service and conscientious objection; military service (either as soldiers or non-combatants); and the stories of Mennonite women during times of violence and war.

“Jacob Cornelsen joined the Canadian Expeditionary Force April 1, 1916, when he was 17 years old, notes a panel inside the display case.”

“He was killed during the battle of Vimy Ridge in France a year later, on May 4, 1917,” says the information. “Jacob lied about his age so that he could enlist, saying that he was born in 1897, rather than 1898. His brother was a Conscientious Objector. It is unknown why Jacob chose to enlist.

“These letters were written on July 11 and 12, 1916, while Jacob was ill. He was hoping to receive a pass so he could go home and visit his family, which he was able to do in August 1916.” One of the major themes in the exhibit is about soldiers, such as Cornelsen.

“That’s where Mennonites have joined

the army in combat or non-combat roles,” Klassen, a Mennonite historian by training, explained.

“So, we deal with that in the biggest portion of the exhibit.”

At the back of the gallery there is a display dealing with a subject called Objectors, where Mennonites have said no to war.

“In times of war in Russia and Canada, the majority of Mennonites did choose to become conscientious objectors rather than joining the military,” Klassen, who’s been working at the MHV since 2014, explained.

“When we talk about Mennonites at war, it’s often a male-focussed topic because men were the ones conscripted, and had to make most of these decisions. But war and violence isn’t just about the men’s perspective of joining the military or becoming a conscientious objector. It also drives entire families, men and women and children, to migrate.”

“Over the last 150 years or so since Mennonites have come to Canada, we look at migration as being one of those things where Mennonites have been forced to migrate because of war or violence of the threat of having to join the military.”

“Material for the exhibit was provided by the Steinbach Legion and the Fort Garry Horse Museum,” Mr. Crossley said.

“A realistic diorama of two Second World War Canadian Medical Corps orderlies dealing with a wounded fellow soldier sometime after D-Day in France, Belgium or Germany, was provided by a private collector of military equipment and uniforms in Winnipeg,” he added.

The mannequins are wearing equipment typical of the Second World War.

The soldier on the stretcher has a couple of wounds. He’s being administered with an IV bottle, shell dressings and specialized equipment that the medics would

carry.

“The medics were unarmed,” Mr. Crossley observed.

“This would appeal a lot to Mennonite men who joined because they could serve, and they felt the country deserved their service. However, they weren’t required to carry weapons.”

“And they weren’t required to fight directly. They carried a special card that gave them protection by the Geneva Convention, so even if they were taken prisoner they were given freedom to help the wounded prisoners on both sides. One of the policies we had was equal treatment for wounded whether they were German or Canadian. We picked them all up and gave them all the same treatment.”

Klassen added that joining the medical corps was one of those compromise positions, although not all Mennonites saw it as such.

“You are joining the military and whatever you do within that military structure, you shouldn’t do it,” she said.

“So, not all Mennonites agreed that joining the medical corps was okay for a pacifist to do.”

For some members of the community, it was off limits to do, Klassen emphasized.

“One of the things I hope people, who do come from a Mennonite background, would take away from this exhibit is where does this belief come from?” she said.

“It comes from the 16th century and the Reformation. For Anabaptists who were being burned at the stake, their beliefs were heretical to Catholics and Protestants.”

The presence of a tongue-screw, in a display at the front, from-that-period shows that the authorities at that time wanted them to shut up, Klassen, noting that infant baptism and non-resistance were two of the biggest beliefs that Anabaptists held.

“So you would need to shut people up about those topics on the way to them being executed for those beliefs,” she continued.

“So I hope people, who say they are Mennonite, will say, ‘Oh. This is serious history. What do we do with this belief that was very important 500 years ago? Does it matter today?’

“I think even if they ask those questions, then I’m happy. It’s important to ask especially if you’re from a Mennonite background. When the rubber hits the road, like it did in the Second World War, how do you work out those beliefs for yourself?”

“How does the community work those beliefs out for itself? How do you make peace with one another if you disagree on something like that?”

It’s important to ask those questions whether you’re a Mennonite or not, she stressed.

“Are there ways of dealing with conflict, either interpersonal or on a national or on an international level, that doesn’t involve violence? Is that even an option? Sometimes we don’t ask that question seriously enough.”

An online version of the exhibit can be found here: <https://mennoniteheritagevillage.com/mennonites-at-war-exhibit-at-mhv>

TEME Breakfast

by Martin Zeilig, Voxair Photojournalist

A meal of scrambled eggs, pancakes, sausages and bacon, hash browns and baked beans with orange juice and Tim Horton's coffee all for a minimum donation of five dollars. What a bargain.

That can mean only one thing: the TEME Breakfast in support of the Government of Canada Workplace Charitable Campaign (GCWCC) which includes the United Way and Health Partners which is part of the United Way Campaign.

The GCWCC is the largest and most generous charitable campaign in Canada, says the Government of Canada website. Every year, federal public servants and retirees raise awareness and funds to help the people and communities who need it most. Whether it is a friend, a neighbour or a community foodbank, your donation makes a difference.

The annual event, which wasn't held last year due to the COVID-19 pandemic, took place on November 3 in the giant garage at Building 129.

Master Corporal Chrissy Craig has spent the past two months organizing the breakfast.

She noted that a total of \$2240.30 was raised from the 393 military and civilian personnel in attendance.

"I'm just glad that once again we're able to go to our grassroots face-to-face boosting morale," Wing Commander Colonel Dave Proteau said.

"It's a great turnout. You can see it. You can feel it in the room that people are happy to be together again. I'm a mem-

ber of the City of Winnipeg cabinet of the United Way Campaign, so it's a cause near and dear to my heart. It provides us with a morale boost, too. So, it's a win-win. I think it's fantastic. The breakfast was so good, outstanding. That's an extra perk."

Warrant Officer John Donahue, Deputy Foods Officer at 17 MSS, noted that his crew of cooks started their day at approximately 530 hrs preparing the food at their temporary kitchen while their main kitchen, in the Officer's Mess, is being renovated.

"My team has been cooking continuously throughout the morning to prepare the food and bring it out to the section, and to get it distributed to the serving staff. It's an all volunteer team serving from throughout MSS."

WO Donahue pointed out that 20 people in total were helping out from serving to cleaning tables, helping out at the kitchen by cleaning out the pots, along with five cooks producing the meals.

"It's been a delightful day and a lot of fun cooking for the GCWCC breakfast," he said.

"We've been received nicely by the customers. I'm very happy at how it turned out."

Danny Chang, a sponsored executive with the United Way, was staffing a table with information, including a television showing agency tour videos and a power point presentation about the GCWCC and the United Way.

He praised 17 Wing for being very supportive with the GCWCC Campaign.

"They have various campaigns taking place throughout the base," Chang, who works for the Canada Revenue Agency, said.

"They're making a lot of special event money for a great cause. The dollars will go to the United Way and Health Partners. For the United Way, the dollars will go through our community fund— all donations received in year. By doing that, we can give together, collectively, through long term sustainable funding to the partners and agencies who need it."

Craig commented that she had approximately 30 volunteers helping with the set up, the meal preparation, clean

up crew, serving, cashiers, among other tasks.

"I have had people help producing memos," she said.

"There were sponsors donating the food and supplies— Tim Hortons, Cisco, Kraft, and the United Way brought in this beautiful video presentation. People had to show their proof of vaccination. Everyone has been very respectful of the rules. Wing Food Services prepared the meal and brought it down.

"I want to say that I'm very appreciative of all of our sponsors and everyone who came to the event, and all of the volunteers who have helped make it a success."



Members of Transportation and Electrical and Mechanical Engineering (TEME) host the TEME Breakfast in support of the Government of Canada Workplace Charitable Campaign (GCWCC) and United Way on November 3, 2021 at 17 Wing Winnipeg, MB. Image by: Cpl Angela Gore, 17 OSS Imaging

WE HIRE MILITARY SPOUSES

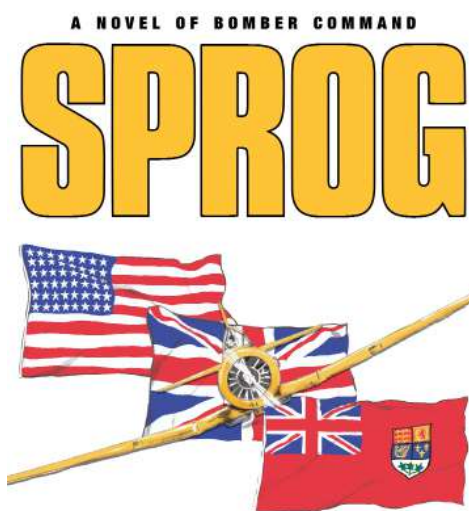
Flexibility, opportunity
and support,
wherever you're based.

Most civilian employers will look at the resume of a military spouse and see a lot of scattered jobs. Commissionaires recognizes that that's actually a good thing. It means that every time the spouse has relocated, she's put herself back into the workforce and found a position.

Natasha McKinnon
VICTORIA DIVISION

They Share A Dream: To Fly

by Martin Zeilig, Voxair Photojournalist



SPROG: A Novel of Bomber Command by Malcolm Kelly

“Summer 1941. They come from different places, and different lives, but they share a dream: to fly. Eager to join the war in the skies over Europe, thousands of young men flock to Canada from Britain, the Commonwealth, and the United States - all hoping to earn their pilots’ wings. Before taking to the air, they must endure the challenges of the British Commonwealth Air Training Plan, which quickly turns them from boys into men, and from civilians into warriors,” says the introduction to *Sprog: A Novel of Bomber Command* by Malcolm Kelly (Centennial College Press, 592 Pg. \$24.75).

“The story takes us to Bomber Command’s war, to the retreat from France, and to the peaceful but dangerous skies of Canada where these young men will discover themselves, and their destinies.”

“It is remarkable that someone who did not live in that time has been able to recreate our lives as airmen in the Second World War in such detail,” Flying Officer Robert J. Middleton, Navigator, 431 (Iroquois) Squadron, No. 6, Group, Bomber Command, writes on the novel’s inside cover.

The author, a professional journalist for 37 years who lives in Toronto with his wife and son, agreed to a telephone interview with The Voxair in August shortly after the novel was published.

The Voxair: What motivated you to write this novel?

Malcolm Kelly: It’s a bit of a longer story, but I’ve been interested in aviation all my life. I grew up in England until I was eight years old.

In 1965, when I was standing in my schoolyard in England. I was six years old. As part of the 20th anniversary to mark the end of the Second World War and the 25th anniversary of the Battle of Britain, I suddenly hear this noise. So I looked up and here comes very low, a Lancaster with bomb bay doors open, and a Hurricane and a Spitfire. Right over my head. It enthralled me. And, I was hooked. So, I’ve always had an interest in modern aviation and the Second World War.

The Voxair: How long did it take you to research and write the novel?

Malcolm Kelly: It took me 15 years to write the book because of family, work and other things and an incredible amount of research.

I’d been thinking about when you look at the names inscribed on a wall or

a Second World War memorial. You see the groups of names. We will say that ‘We will never forget them.’ And rightly so, but what we’re doing is remembering the sacrifice of the group. I became interested in it because both my parents were war veterans. My father was a survivor of the Battle of Calais, six days in hell. I became very aware of who each of these people are. How did they grow up? What did they do during the Depression? What was their music like? How did they talk to each other? What was their pattern of speech? Were they athletes? Were they musicians? Were they good at science or math? Were they a nice person? I wanted to know these things.

Then that sort of led to the idea of writing a book, then it led to the idea of writing a fiction piece. I already had four non-fiction books out, so it became this obsession of writing a story. It became this long thing. The first of what I hope will be six books. To tell the story of these kids, because they were kids, who went off to war because when they signed up they would be between 18-22 years old. I wanted to write about them. The research was endless and another reason it took over 15 years. I wanted it to be as accurate as I possibly could make it, so I spoke to as many veterans, most of whom are gone now, as I could. I did as much reading as I could, including letters and journals and those sorts of things. I just researched the heck out of it, and I watched as many videos as I could.

The Voxair: What’s the reaction to the book been so far?

Malcolm Kelly: I think the comment that’s on the back of the book by Bob Middleton, who turned 98 years old in July 2021 and was at 431 Squadron during the war, is one of the proudest moments I’ve had in my life, including 40 years as a journalist. He flew 33 operations. What he said was exactly what I was going for. I wanted to be able to tell as honestly as I could from the perspective of somebody who was actually there what happened to these boys, and what it was like for them.

The Voxair: Who are some of the characters in your novel?

Malcolm Kelly: My characters are representative of actual people at the time. One of my characters is from Abilene, Texas. The reason he’s in the book is because before Pearl Harbour (the surprise military strike by the Imperial Japanese Navy Air Service upon the United States against the naval base at Pearl Harbour in Honolulu, Territory of Hawaii, on Sunday morning, December 7, 1941), there were over 8,000 Americans who came north to join the Royal Canadian Air Force. Of those 8,000, more than 800 of them were Texans. There were so many that the Texans like to refer to themselves as the Royal Texan Air Force. What happened after the Japanese attack on Pearl Harbour, most of those young men transferred to the American Army Air Force, but an awful lot of them also stayed in Canada and we use Texas as an example. There were 40 Texans who died flying for the RCAF, almost all of those after Pearl Harbour, so I wanted to honour that group.

I went to Eastern Collegiate in Toronto. An awful lot of young men from the school joined the RCAF. It was a good athletic school and a good academic school, so you had a lot of pilots and academics

from that school. One hundred and twenty-nine young men from the school died in all the branches of the Canadian Armed Forces during the war.

Two of the characters come out of Eastern Commerce Collegiate Institute, because as they say, you write what you know. There had to be somebody coming out of there because when the story starts weaving its way through the British Commonwealth Flight Training Plan, they could go to the number one manning depot in Toronto at the CNE. All the buildings are still there.

Then, I have a fourth character who’s from the town of Penetanguishene, Ontario. Canada’s first prisoner of war was from Penetang during one of the first air raids in the first few days of the war. His name was Alf Thompson. He survived. It was quite amazing. When you start bringing all these characters in together, it’s quite amazing. I worked the Battle of Calais to honour my father. (Wikipedia: The siege of Calais in 1940 was a battle for the port of Calais during the Battle of France. The siege was fought at the same time as the Battle of Boulogne, just before Operation Dynamo, the evacuation of the British Expeditionary Force (BEF) through Dunkirk).

Number 12 Squadron is there in the Battle of France. John “Moose” Bolton, who 419 Squadron is named after, is in the book.

The Voxair: Is there anything else you’d like to add?

Malcolm Kelly: You start putting these things together, and you start bringing people in from all over the place and you have side characters.

There is also a Jewish character in the book, who I can’t reveal. That’s because it is far too important to the narrative for

me to say who it is. That’s a major part of the book as well.

I grew up knowing about Lancaster Bombers, Liberators and Spitfires, Hurricanes and Mustangs, and as I started to think about this book, and Ted Barri’s and Spencer Dunworth’s books on the BCATP and Murray Peden’s book, *A Thousand Shall Fall*, I realized that I needed to learn a lot about the British Commonwealth Air Training Plan BCATP).

After that, they go to SFTS (Service Flying Training School). The aircraft that they train in are the Anson, the Fateful Annie and the Harvard - one of the great aircrafts of all time. It’s just such a beautiful aircraft. That’s why the Harvard is on the front cover because I think she epitomizes what the BCATP was all about.

The BCATP turned out 130,000 aircrews. Over 50,000 pilots. If you think, for example, that when you were going from your Tiger Moth aircraft, it was over a year before you went over to England.

You went from Tiger Moth to the Anson or the Harvard and then within a year of joining the RCAF, they put you into a Wellington at Operational Training Units, and within a year you’re in Harvard or a Sterling or a Lancaster. That’s incredible.

You started to fly on this tiny Tiger Moth that looks like something romantic from the First World War all the way up to this incredible Lancaster or Halifax. It’s amazing. The death toll in Bomber Command was horrendous. 57,000 total fatalities. 9,000 Canadians. When you were SPROG crew, which is what they called rookie crew, your chances of surviving the first five missions were pretty damn small.



Malcolm Kelly and his novel SPROG

Winnipeg Jets Military Appreciation Game

by Martin Zeilig, Voxair Photojournalist

For both Corporal Tristan Roberts and her younger brother, Chase, being at the Winnipeg Jets vs Los Angeles game at the Canada Life Centre on November 13 was a “very cool” experience.

Cpl Roberts was one of over 300 members of the Canadian Armed Forces, amongst a noisy crowd of about 15,000 fans in attendance at the Jets annual Military Appreciation game.

The Voxair interviewed a few CAF members during the first intermission.

The national anthems of Canada and the United States were sung by the three principal vocalists of the RCAF Band: Warrant Officer David Grenon, Sergeant Cindy Scott and Sergeant Richard Monzon.

A cheque for \$20,000 was presented by the President of True North Sports and Entertainment, John Olfert, to Jeremy Diamond, CEO of the RCAF Foundation prior to the game.

The RCAF Foundation’s mission is to recognize, foster and celebrate the Royal Canadian Air Force (RCAF) through community engagement, education programs and commemorative activities, says its website.

Mark Chipman, executive chairman True North Sports & Entertainment, noted that the military appreciation game concept goes back to the time some 20 years ago when the Manitoba Moose, who play in the American Hockey League, were the only professional hockey team in Winnipeg.

“It’s a night that we look forward to

every year,” Mr. Chipman said during an interview in the press box at the first intermission.

“It never gets old seeing the images and seeing the service men and women who are here. The association we’ve had with the military is something we’re very proud of, so it’s nice to take a night to honour them. I can’t imagine us never not doing it to be honest.”

He also pointed out that the cheque presented to the RCAF Foundation is a new gift started this year.

“That’s the first of a five year commitment,” Mr. Chipman said.

“In addition, the amount we’ll do across various charities that the military operates, will be \$50,000.”

He was also pleased with the number of military personnel in attendance.

“We always have a good turnout,” he added.

“Our season ticket holders always donate those tickets so that those folks can attend the game.”

“We’re having a good time,” Cpl Roberts, a Reservist based out of Minto Armoury, said. “I just want to say thanks and we’re happy to be here.”

“I’m excited,” eleven year old Chase said between bites of a juicy hotdog.

“I’m a big hockey fan.”

Corporal Deven Savard and Corporal Jeremie Veilleux, both from TEME Transport, were also enjoying being at the game.

“It’s fun,” Cpl Savard said.

“I like the ambience of the game. It’s

my fifth Jets game. Go, Jets, Go!”

“It’s really nice that the Winnipeg Jets gave the military the opportunity to attend the game,” Cpl Veilleux said.

“It was fantastic to see the opening ceremonies.”

Major Jamie Brennan and Major Michel Pistilli, who both work at 2 Canadian Air Division in Air Operations Training,

expressed similar sentiments.

“This is fantastic,” Maj Brennan said.

“It’s a great opportunity. I’m pleased that the Jets reached out to us. I understand it’s the fans that gave us the tickets. I’m very appreciative of that.”

“Everybody around us in the stands has been so friendly,” Maj Pistilli said. “We feel like we’re part of the family.”



Images displayed on the jumbotron during the opening ceremonies of the Jets Military Appreciation Night game.

17 MSS Leading The Way



17 Mission Support Squadron demonstrated great leadership in the frame of this year’s GCWCC by hosting back-to-back events within two of their flights. Not only did they amass the impressive sum of \$5,068.30 between the annual TEME Fit Breakfast and RCEME Fit Tire Change events, they also provided an opportunity for members throughout the Wing to gather and gain a sense of community in rallying for this great cause. Bravo Zulu to everyone involved!

17ème escadron de soutien de mission nous a démontré un exemple de leadership dans le cadre de la CCMTGC la semaine dernière en tenant deux événements charitables en seulement trois jours! Non seulement ont-ils amassé une somme impressionnante de 5,068.30\$ entre le déjeuner annuel de l’escadrille TGEM et le changement de pneus de l’escadrille GEMRC, mais ils nous ont également fourni la chance de se regrouper comme escadre et de partager un sens de communauté en collaborant pour cette belle cause. Bravo à tous les gens impliqués!





Going Forward Into Another New Normal

by Padre Paul Gemmiti, Chaplain

Anyone with a sense of history realizes that we human beings continually have change at a local, regional, or international level, affectionately known as a "new normal." One can think of the big occurrences such as what the explorers accomplished 500 years ago when they realized and affirmed the existence of a spherical planet instead of a flat one, and of peoples that existed and continue to exist on many of its faraway lands. Others would be the industrialization of business ventures, the rise of labour movements and independent nations, and the advancing complexities of technologies and sciences. Within my own lifetime, I can remember the seemingly never failing anxiety of the rise and eventual fall of the so-called "Cold War" pitting the East against West or Democracy against Fascism.

And so now we continue to go forward with the current "new normal", for example, of our continued destruction and pollution of other creatures and our planet, the circumstantial spread of new mortal viruses, conflicting business policies and upgrades to our software and phone service, and increased stresses of new expectations upon oneself, family, and cultural identity. I am quite sure that these and new occurring phenomena will be a continuing challenge for present and future generations.

And so relatedly, the "new normal" of our chaplaincy service here at 17 Wing has some familiar elements such as myself being a supportive navigator and our current supervisor re-visiting. Our team now has two former BTL chaplains who

are considered to be formally trained, but who remain open to the many possible new occurrences that their past experience or education could not have foreseen or at least not have been able to include within their preliminary trainings. We also have a new BTL chaplain candidate in training for Regular Force, and a new BTL chaplain candidate for a newly resurrected position as Air Reserve Flight chaplain. Dundurn Detachment in Saskatchewan, which is linked with 17 Wing also has a new chaplain.

At the time of this article being published, we will be hosting the five-day-long annual Exercise Phoenix Rising that comprises a cross-section of current CAF chaplains who work within an RCAF environment across Canada. Building 94 at 2235 Silver Avenue, traditionally known as the Chapel and Annex, will be newly re-branded as the 17 Wing Spiritual and Well-Being Centre, and some of our established office locations will be gradually moved elsewhere so as to accommodate the expansion of an onsite unit that needs more space, although the embedded offices of our individual chaplains at 17 Wing HQ, Hangar 16, MSS Building 129, and Building 64 will remain.

As with any "new normal", we chaplains strive to go forward as best we can in current context, and retain a faith, compassion, and perseverance in the benevolence of God. We wish and pray you the same as we walk with you in your and our journey that ultimately, if only in hindsight a few years from now, will indicate how well we have done and how much we have been transformed by

it all...no longer staying stagnant in the past "old normal" but having adapted, overcome, and gradually thriven into the "new."



Padre Joshua Falk during the invocation at a 402 Squadron, Air Combat Systems Officer graduation. Photo credit Cpl Kenneth Drake, 17 OSS Imaging

Faith and Life

PROTESTANT

GOOD SHEPHERD PROTESTANT CHAPEL COMMUNITY

SUNDAY SERVICE: 1300 hrs, or check with a Chaplain

COMMUNITY SERVICES:

Sunday School: It is held during the service for children ages 3 to 12. Childcare is provided on an as-required basis for children under 3 years of age.

Marriage: Contact the chaplain at least six months in advance if possible. A marriage preparation course is a requirement. *Please contact the Chaplain before setting the date for the wedding or arranging family travel.*

Baptism: The Sacrament of Holy Baptism is available by contacting a Chaplain. Baptism Preparation is a requirement. *Please contact the Chaplain before setting the date for the baptism or arranging family travel.*

Protestant Chapel Guild: It meets the first Wednesday of the month at 1300 hrs in the Chapel Annex. All women are welcome.

CHAPLAINS

Padre Joshua Falk
(Nazarene) - Protestant
Faith
Community Coordinator
ext 5785

Padre Greg Lutz
(Lutheran)
- Det. Dundurn
306-492-2135 ext 4299

TBD
- Mental Health Chaplain
ext 5086



17 Wing Military Community Chapel
2235 Silver Ave
(west off Whytewold/Wihuri Road)
ext 5086

CATHOLIC

STE MARGUERITE BOURGEOYS RC CHAPEL COMMUNITY

SUNDAY MASS: 1500 hrs, or check with a Chaplain

COMMUNITY SERVICES:

Religious Education: Classes can be available to children from Preschool to Grade 6.

Sacrament of Reconciliation: It is available by request and at special times of the year. Contact Padre Gemmiti.

Baptism: We recommend that you contact the chaplain's office for an appointment six months in advance. *Please contact the Chaplain before setting the date for the Baptism or arranging family travel.*

Marriage: Six months notice (1 year preferred) is required for weddings, as counselling is necessary to prepare couples for Christian marriage. A marriage preparation course is also required. *Please contact the Chaplain before setting the date for the wedding or arranging family travel.*

MAIN OFFICES

Administrative Assistant
204-833-2500 ext. 5087
Building 64,
Lower Level, North End.

EMERGENCY DUTY CHAPLAIN

Contact MP Dispatch ext 2633.

INFO PHONE NUMBER

For chaplaincy services and related information, phone ext 6800 and follow the prompts.

WEBSITE

Those with access to the DIN can visit 17Wing.winnipeg.mil.ca, then click '17 Wing', then 'Services'.

CARE & SHARE BENEVOLENT FUND

Contact Wing Chaplain Office for further information.



Around The Wing



Tim Hortons stops by 17 Wing Winnipeg to share coffee and baked goods with military members as part of their "Tim's for Good Campaign" to show their appreciation to essential workers on Nov 2, 2021 at 17 Wing Winnipeg.



Members of 435 Squadron, the Royal Canadian Mounted Police and STARS Air Ambulance participate in a simulated major air disaster exercise on August 27, 2021 at Beaudry Provincial Park, Springstein, MB. Photo: Corporal Darren McDonald 17 OSS Imaging, Winnipeg



Members of 17 Wing enjoy a day of golf at CFB Winnipeg Golf Club - Photo Credits: Cpl McDonald

D/WComd LCol Gravel and WCWO, CWO Faucher kick off the GCWCC Campaign at the Twonie Walk held 17 Sept 2021 Photo credits: Cpl Gore



The 81st anniversary of the Battle of Britain held at the Garden of Memories at 17 Wing Winnipeg, MB on September 19, 2021. Photo: Corporal Darren McDonald 17 OSS Imaging, Winnipeg



Music from the RCAF Band during opening ceremonies to a variety of activities during CAF Sports Day held on 22 Oct 21. - All photo credits: MCpl Ancelin