



# 395 SQUADRON ALUMNI ASSOCIATION

## Alumni Notes

395 Squadron Alumni Association Newsletter

December 20, 2021

*395 Squadron Alumni Executive  
is hoping that all of you are  
safe and healthy during this uncertain and  
challenging time due to COVID-19*

### Overview

Great news! 395 Squadron Alumni has successfully been using free social media including Twitter and our Facebook page along with a website presence. Our costs have been reduced by sharing our website courtesy of the 395 Parents Association and 395 Squadron RCAC.

This year we had one successful fundraiser, the Scavenger Hunt. Joe Luce and Brian Andrus planned a route for the event mostly on the north side of the river. There was no physical contact as each vehicle had its own isolated environment. This activity took approximately 2 hours, but for some, a bit longer. We had five teams participating, just wish there were more but maybe next year?. See the page on the 'Hunt' later in this issue.

The pandemic has delayed another reunion. The cadet unit is unclear if they will be allowed to parade in person. With the Omicron virus taking hold, it is unsure how it will affect us in Alberta. Some specialists are saying this variant doubles every four days. So with regret, we will have to postpone our reunion for another year. At the rate we are going, maybe we should plan for the 80th year reunion.



417 Squadron Griffon Helicopter

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## And Where Did They Go? Julius Martisz former 395 Air Cadet - His Story



Julius Martisz graduated from the Air Cadet Flying Scholarship Program in August 1973. At that time fly school was located in CFB Penhold. He left 395 Squadron WO2 on May 1974.

From 1975 until 1980 Eldorado Aviation Corporation hired Julius as an apprentice Aircraft Maintenance Engineer (AME) with the possibility of a flying position if he was suitably qualified. Subsequently he was rated as a Commercial Pilot in 1976. Completed a Multi Engine IFR rating in 1977.

He worked with Aircraft Maintenance organizations at Edmonton's Municipal Airport from 1986 to 1989, gaining flying experience with these organizations occasionally ferrying aircraft. During this time, he became licensed as an AME and subsequently became certified with pressurization and turbine endorsements.



Julius was hired by Brooker Wheaton Aviation as an AME in 1989. Brooker Wheaton Aviation was the exclusive Canadian Operator for Federal Express (Fed-Ex). They operated a single Swearingen SA-226 Metroliner when he was hired. In 1990 he saw the arrival of two Boeing 727-100 aircraft which were registered as Canadian aircraft. Both these aircraft were former Flying Tiger Line aircraft. He completed training and became licensed as a Flight Engineer with a Boeing 727 type endorsement. During this time, Julius flew throughout Canada, the United States (US) and to Europe. Some of his duties included acceptance flights after heavy maintenance. One of Federal Express' heavy maintenance facilities was in Lisbon, Portugal. The Boeing 727 was modernized during this period and saw the introduction of the Boeing 727-200 aircraft and a growth of the fleet. During this time period he also became involved in training and instructed Second Officers who would eventually replace the Flight Engineers. He would log 2600 hours as a Flight Engineer.

The opportunity to pilot an aircraft was offered to him in 1994. The work was as a First Officer on the SA-226 aircraft. He received the left seat endorsement for this aircraft within six months and became a Captain. Simulator training was in Saint Louis, Missouri so he travelled to numerous destinations between Edmonton and Toronto flying this

aircraft and was based in Winnipeg, Manitoba. He left this aircraft with just over 3000 hours.



In 1997 he was endorsed as a First Officer on the Boeing 727. His training took him to Seattle Washington (with Alaska Airlines and STI), Kelowna, British Columbia (with Kelowna Flightcraft) Dallas, Texas (with American Airlines) and Minneapolis, Minnesota (with Northwest Airlines). In 2001 he completed command training and became a Captain. His Category II certification was in 2005 then was based in Edmonton and flew mostly in Canada with destinations from coast to coast. Julius did get to fly out of the Municipal Airport several times. During this time, he did several airshows for Federal Express. The airshows were in CFB Trenton, CFB Shearwater, Halifax International Airport, Hamilton Airport. Some maintenance was done in the Pacific Western hangar. He did have US trips periodically. Most of the US trips which he flew were acceptance flights after heavy maintenance and positioning flights for heavy maintenance. Fed-Ex moved their operation to Toronto Pearson Airport in 2003. Their facility and apron is on the north side of Pearson Airport.



Fed-Ex Canada underwent a fleet replacement beginning in 2009. The Boeing 727-200 aircraft were replaced with the Boeing 757-200. He did his left seat transition in Memphis, Tennessee in 2010. Julius would fly the 757 to Canadian destinations coast to coast and periodically to the US. His longest North America trip was from Calgary, Alberta to Jacksonville, Florida (non-stop). He did the training in Memphis, Tennessee and in Reykjavik, Iceland. He was then CAT III Autoland certified in 2018 and logged several



CAT III landings in Vancouver and Toronto. His 757 aircraft were Heads Up Display (HUD) equipped with an integrated FLIR infrared display system. Julius's last flight before retirement was into Toronto on June 17th, 2020.

Total Time	18,044.8 hours
Transport Jet	12,761.7 hours
Total Night Flight	9,790.3 hours
Total Landings	6,000 (min.) not completely counted
AME License	will expire in 2028.

We are all hoping for happier times and no doubt this will not happen until we have a vaccine and the bulk of the population has been vaccinated. With dramatic numbers of individuals testing positive for COVID the peek has yet to come. As everyone is aware this pandemic has affected us in all aspects of our lives.

## ZOOM Get Together



The Alumni established a zoom meeting for the Alumni to gather. Although not many attended, the conversation covered the past to present day events. Participation included three former commanding officers, cadets from the past and new Alumni members. We will attempt to try this zoom reunion again in the near future. Watch for the notice!

### *Thank You's*

- A big thank you to **Nanette Booth** for her creative touch on the Alumni Christmas greeting (last page).
- A thank you also goes out to **Joe Luce** and **Karen Butkowski** for their work on maintaining the Alumni's FaceBook page.
- Thanks to **Raphael Mlynarski** for taking the role as Webmaster for the Alumni.

## Veterans Association Food Bank "Veterans Helping Veterans"

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.

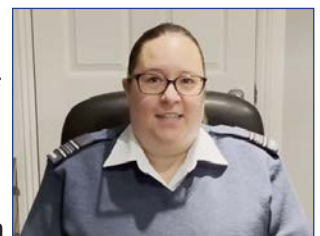
The Veterans Association Food Bank Edmonton is located at 17218 - 107 Ave. Requests for food, finding support and connecting to community resources in Edmonton can be made by calling 403-FOR-VETS (403-367-8387). Staff is on call to assist 24 hours a day, 7 days a week. Please call 911 if you require emergency assistance.

## Reunion Update

We are 6 months away from the 76th year anniversary of our 395 Squadron Charter. We tentatively were planning for this event but everything came to an abrupt stop when the pandemic evolved once again. At this point in time we are not hopeful we can celebrate. The cadet unit may not be able to parade either. The Alumni executive will be looking for volunteers to help plan and organize the event once we are given the green light to go ahead. Approximately 10 months of planning goes into putting on this type of an event. Stay tuned.



**Welcome**  
to the new  
Commanding Officer of  
395 Squadron RCAC  
Edmonton



**Major Britney Pilkington**

## Alumni Car Rally Scavenger Hunt

During the constant ongoing pandemic, a need for a fun event for family and friends was envisioned. An idea was given to do a Car Rally Scavenger Hunt. Brian Andrus & Joe Luce, the organizers, thought why not try to make it a bit of a fundraiser. On a beautiful hot June 26th Saturday afternoon the quest for fun happened! A two hour ride around our great city to discover some hidden gems and history by trying to solve riddles and traveling to locations, taking team selfies took place. Once the teams provided their location/selfie, the organizers provided a thumbs up emoji to the team if they were on the right track or a thumbs down if on the wrong track. If a hint was given to help the team, points were deducted.



For Bragging Rights the following teams were the Winners of the First Scavenger Hunt.

- Team 1st Place "Memphis Belle"
- 2nd Place "Rav 4"
- 3rd Place "Buttheads"



Erwin Loewen, Sylvia Loewen & Nick Nimchuck

Some are asking what kind of riddles we had for the scavenger hunt. Here is an example:

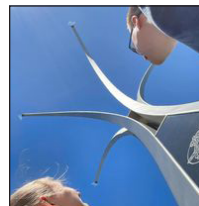
"Aerobatic display stands tall for all. Was told this is to stimulate your imagination, your dreams, the desire to learn, and to hopefully excel. This Star Burst Maneuver. Name what it is, but we also require along with the name a certain pic. Stand underneath take a selfie looking up; be sure to send it to thee".

The comments and the excitement the organizers got when the selfies started coming in really made their day! The work that the organizers put into this really was a test event. Reactions and photos sent in were amazing! Checkout the Alumni's Facebook page to see the smiles and fun we had.

**Thank you Alumni!!  
This was Fun...  
We shall do this again.**



Robert Montgomery & Howard Horobec



Flo Andrus & Ryan Andrus



Marysia Wojcik & Raphael Mlyarnski



Alan Honey & Elise Andus

“

The province of British Columbia declared a state of emergency due to wildfires and requested assistance from the military. This kicked off a short notice deployment to Kamloops, B.C. in support of Op LENTUS in the first week of July.

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Photo: Sailor 1st Class Victoria Loganov

## 417 Combat Support Squadron

This summer was quite busy for 417 Combat Support Squadron (CSS). The province of British Columbia declared a state of emergency due to wildfires and requested assistance from the military. This kicked off a short notice deployment to Kamloops, B.C. in support of Op LENTUS in the first week of July. The Squadron deployed a CH-146 Griffon helicopter with two full SAR crews and associated maintenance personnel. While deployed, unit personnel held standby in support of fire-fighting operations and also provided utility capability to the Air Task Force (ATF). Support for Op LENTUS was handed over to 408 Tactical Helicopter Squadron (Tac Hel Sqn) with 417's personnel returning to



Photo: Corporal Jay Naples

Cold Lake in mid-August. 417 CSS also participated in several no-duff rescue missions this quarter, including a complicated 3-day search and recovery in Slave Lake, Alberta that included challenging weather conditions in the search area and a local rescue of an individual from the Primrose Range. 417 CSS continues to provide support to 4 Wing Cold Lake in the form of providing SAR standby for local flying operations and Wing utility requirements to the Air Weapons Range. September proved to be a busy time as well with the unit providing extended SAR response posture for both 408 (Tac Hel Sqn) Ex GANDER GUNNER and the United States Marine Corps VMA-231 - 4 Wing joint exercise - the sight of their Harrier jets was an exciting rarity around here.

417 CSS participated en masse in the 4 Wing Summer Sports Day. The max participation by all personnel allowed 417 to win the day in four of five categories



Photo: Sailor 1st Class Victoria Loganov

including overall winner. The high tempo of the quarter brings many challenges, but 417's personnel have faced them with great aplomb and look forward to what awaits this fall and into next year.



## 395 Squadron Alumni Steering Committee Executive 2019-2020

**Brian Andrus**  
Chair/Treasurer

**Karen Butkowski**  
Co-Chair/Admin Coordinator

**Nick Nimchuck**  
Archives

**Erwin Loewen**  
Archives

**Raphael Mlynarski**  
Webmaster

**Joe Luce**  
Event Coordinator

**Nanette Booth**  
Graphic Design

**Don Ste-Croix**  
Member at Large

**Sylvia Loewen**  
Member at Large

**Stacy Urwin**  
Member at Large

395 Alumni  
c/o 7404 – 180 Street  
Edmonton, AB T5T 2K8

**395 Alumni Website**  
[www.395alumni.ca](http://www.395alumni.ca)

**Email**  
[395alumn@telus.net](mailto:395alumn@telus.net)

### Our Cadet Squadron

COVID has dramatically altered training for the cadets not only from our squadron, but for all squadrons across Canada. As Covid lingers, Cadets are still not allowed to meet face to face therefore activities such as outdoor weekly parades, camping, familiarization flying and gliding are all still cancelled. Summer camps were cancelled including the gliding and flying scholarships. Currently all cadets, including 395 Squadron are meeting online, subsequently enrollments are down across the country. There was some indication the cadet units would be able to meet face to face in January 2022 but with the variant Omicron taking off, this will not likely materialize.

As familiarization flying in a glider or powered aircraft has been suspended, there is a cause for concern due to the lack of trained tow plane pilots and glider pilots to take the cadets up. When do the gliders pilots receive their training? It may take up to a year to bring everything back to pre-pandemic levels once the flying is approved by DND.

