

434 Niagara

BULLETIN



Vol. 23 no 1 Sept-Oct, 2020

General Meetings

3rd Thursday of each month at

Branch 4 RC Legion

383 Morningstar Avenue Welland ON

We proudly promote the glorious tradition of the RCAF

434 Wing Board of Directors

2020-2021

Chairman – Bill Heron	H - 289-820-8712
1 st Vice Chairwoman – Julie Sheppard.....	H - 905-734-6307
2 nd Vice Chairman - Norm Sonnenberg.....	H - 905-834-6722
Secretary Treasurer - George Groff.....	H - 905-734-4948
Membership Chair - Jeanette Lee.....	C - 905-359-3531
Bulletin Editor – James Allan	H - 905-685-6787
Kit Shop Chairman - Rod Lee.....	C - 905-359-1975
Director At Large – Wesley Pierce.....	H - 289-820-9827
Honourary Director – F/L Tom Vance.....	H - 905-834-8155
Wing Padre - Rev John Cathcart.....	H - 905-384-4660

COMMITTEES

Air - Cadets Capt - Julia Sheppard
Audio Visual - Rod Lee
Phone Committee - Chuck & George
Programs - George & Board
Sick/Visitation - Jeanette Lee
Publicity - Board

ROYAL CANADIAN LEGIONS

Welland	Branch 4	Office	905-734-3611
		Canteen	905-734-6601
Port Colborne	Branch 56	Hall	905-834-9512
Fort Erie	Branch 71	Hall	905-871-8682
Fonthill	Branch 613	Hall	905-892-6293

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Royal Canadian Air Force Association of Canada

Secretary/Treasurers' Report

Hello to everyone! It has been a while since we have met and I hope everyone is healthy. As we are going into stage three, groups of 50 can meet but the Legions are still closed so we will keep you informed on how upcoming meetings will take place and when.

As you can imagine without being able to fundraise this year, our finances are getting low. So far all Giant Tiger BBQs , Canal Days in Port Colborne and author Ted Barris have been cancelled. We are still hopeful about having our Annual Banquet and Awards Dinner and our Christmas Dinner.

The Battle of Britain Committee will be meeting soon to discuss a program without cadets or spectators to be aired in conjunction with Cogeco. More information to follow.

We are going to sell Pocket Calendars and Christmas Cards this year to generate some much needed funds and I will let Chairman Bill speak more on that.

We need to still do our annual financial audit so the Board of Directors will need three general members to volunteer to complete it in the near future.

That's all for now and I hope to see you soon!

George Groff
Secretary/Treasurer

Happy Birthday Tom !



Well known Spitfire pilot Tom Vance and active member and director of 434 Niagara, raises a glass to celebrate his 98th birthday. His birthday was recognized with a 2-plane flyover of his residence provided by Alf Beam.

The Scribbler Too

Be sure to check out ***The Scribbler Too***, a magnificent collection of short stories, many from the wars, put together by Sam Newman and his daughter Tammy. These illuminating stories can be read by going to www.vimylondon.ca and select The Scribbler Too from the left side of the page.

Chairman's Report August 2020

From me to you

As we continue to battle this virus, I hope that this issue will find you all in good health, staying safe and doing all the required things to achieve a favourable outcome.

In General

I have to say I find it a bit difficult to make this report interesting given the lack of Wing activity, but I'll give it a shot. For our Wing In more ways than one, it has been a tough year with no regular meetings, functions and fundraisers having to be cancelled, but in saying that I would think that most wings are in the same boat, so we are not alone.

With that having been said and as noted, amongst the cancellations were all of our fundraisers so taking that into consideration and discussions of earlier in the year I would like to take this opportunity to make you all aware of our plan to at least try to salvage part of this important element.

It was decided that we would again produce Christmas cards and also our 2 year pocket planners. Having enquired as to printing costs for the cards via Julia, it turns out that given an increase in prices, it was not viable to use their services so I offered to do them here at home and that was accepted, so I want to now give you a bit of information that will assist me moving forward with this project.

Cards will sell for a pack of 5 with envelopes at a cost of \$12.00 per pack; each card displays an aircraft in a winter scene with a saying of good wishes on the inside. Our pocket planners will remain the same @\$5.00 each and will be as they have been in the past. Because I will be doing this at home and to avoid a large inflow all at once I would ask that if you are interested in purchasing, please contact me ASAP at layman431@hotmail.com and yes I know Christmas seems a long way off but with the amount of work involved early action will make the job much easier, please do not leave it to the eleventh hour. Your participation in this project will help greatly in ensuring the Wing funds are maintained

Looking ahead, there are still things that are on the table and under consideration but outside factors because of this virus will determine when/if/where we can move forward. If any progress is made relative to these items rest assured we will let you know of developments.

For now, please follow the advice of the medical professionals, I wish you all well and it is my hope along with the Board that we will be able to once again get together soon and enjoy the camaraderie and friendship of our members

Bill Heron (Chairman)

434 (Niagara Peninsula) Wing

RCAFA

AIR CADET REPORT

1st Vice Chairwoman

Julie Sheppard

2020 Winners

AIR CADET LEAGUE OF CANADA - ONTARIO PROVINCIAL COMMITTEE

2020 LOTTERY RESULTS - DRAW HELD 16 July 2020

LICENCE NO. 11036

TICKET REQUIRED TO CLAIM PRIZE

1st GRAND PRIZE: One 2020 Subaru WRX STi

@ \$50,217 MRSP all taxes included;

Ticket no. 049201 Beatrix Demers, Toronto

2nd GRAND PRIZE: One 2020 Subaru KV100-BRZ 6sp @

\$33,669 MRSP, all taxes included;

Ticket no. 070443 Linda McLaughen, Plainfield

3rd GRAND PRIZE: One Hour, flight for 4 in the Lancaster Bomber @ \$14,565, all memberships and taxes included

Ticket no. 121374 Jenny Lun, Newmarket

4th PRIZE: 6 RESIDUAL PRIZES of \$5000 Cash Each

Ticket no. 005638 Clare Barnett, Toronto

Ticket no. 084644 Sidra Ali, Brampton

Ticket no. 004143 Donna Cooke, Welland

Ticket no. 056189 Yi Ding, Markham

Ticket no. 107584 Cora and Don MacMillan, Ridgetown

Ticket no. 049724 Susan Funk, Sioux Lookout

4th PRIZE: 6 RESIDUAL PRIZES of \$1000 Cash Each

Ticket no. 121511 Hiayan Zhao, Maple

Ticket no. 098518 Lilli Audeh, Mississauga

Ticket no. 024708 Eric Gray, Kingston

Ticket no. 001950 62 SSC, Grimsby

Ticket no. 113547 Liz Martin, Everett

Ticket no. 098404 Fatima Sajjad, Mississauga

CONGRATULATIONS TO OUR WINNERS –

The Last Flight

On May 23, 2020, 434 Niagara member **Don Weaver** passed away in his 92nd year. We will all miss Don's cheerful and enthusiastic presence at meetings and events where he would greet each person by name.



TEAM TEMPEST

Team Tempest partners consisting of BAE, Rolls Royce, Leonardo and MBDA, are now working on the development of the UK's sixth generation fighter aircraft intended to replace the present Typhoon aircraft. Additional new companies joining the partnership are GEUK, GKN, Collins Aerospace, Martin Baker, QinetiQ, Bombardier and Thales UK, along with UK universities and SMEs. There are currently 1,800 people working on the project with projections of more than 2,500 by 2021.



Concept Photo of Sixth generation Tempest

Made In China



Mass production has begun on China's Fifth generation J-20B stealth aircraft. The J-20B will continue to run fitted with the Russian Saturn AL-31 engine until China's development of WS-15 engine is complete. Initial production will be to supply orders placed by China Military.

434 Niagara Members

The following article was submitted by **Sam Newman**
Past Ontario Group President,
Member, 427 (London) RCAFA Wing
And - a really super gentleman

THE ENGAGING CAREER OF DON FEDUCK

I'm thinking that this gentleman's contributions to the RCAFA commenced circa 1981. As a charter member of 483 (Regional Niagara) Wing, Don he became their Wing's President from '86 – '91, and in doing so, became the 1992 AGM Convention Chairman which was held for the 1st time in Niagara Falls. With his original Wing successfully operating, he was asked to transfer to the 434 (Niagara Peninsula) Wing in Welland, where in the late 90's, he became its leader until 2018 making 20 years his benchmark as a successful Wing President.

Being of the curious type, as well as a reader of many subjects, and full of knowledge gleaned over the years, Don truly has done it all. He has led the way in supporting #'s 79, 87 and 611 Air Cadet Squadrons, teaching them among other subjects, photography, aeronautics and a/c related subjects; He not only coerced a long standing RVP (Gerry Cuffe) to be an important "GO TO" man for him, but over the years, he made important contact people who served as Guest Speakers, and offered the 'connections' that helped him to be so successful.

Don made it one of the important chores of his to obtain the continued services of a Regular Force Liaison Officer, usually from Trenton; Time and time again, he organized or co-organization the many successful Battle of Britain Parades and ensuing Ceremonies in the Niagara Peninsula; and not to pour on the icing too high, Don was fastidious in his writeups for nominations for Awards and Honours for his Wing, as well as the Group's perusal. All in all, leadership of the highest calibre for many, many years.



Starting in his youth, Don showed an avid interest in aircraft



As an adult Don moved on to larger model aircraft; shown at the controls of the replica Silver Dart which he helped construct.

Continued

Don working on construction of the engine for the Silver Dart in his workshop

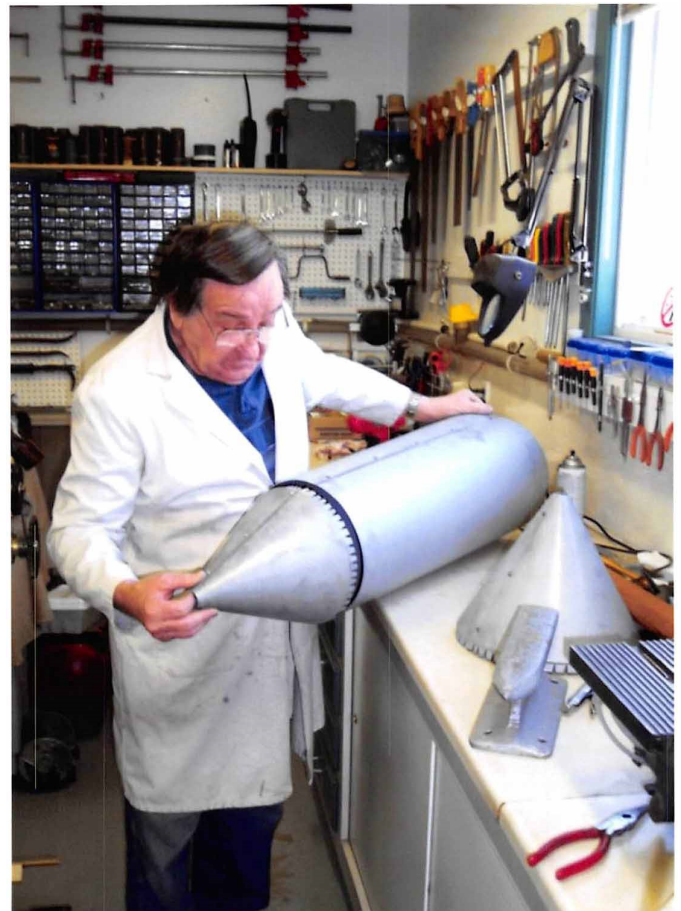


If all those activities and involvements weren't enough to put his energies into, over the years, Don became a Life Member with the Canadian Aviation Historical Society, and the Canadian Warplane Heritage Museum which permitted him to become part of the Restoration, Maintenance and Flight Crew for the LANCASTER a/c VRA. Truly a full gambit of historically important aspects of our Association, which many people never either get or make the opportunities to become involved in. Don dug in his heels, and made these opportunities, over the decades!

All in all, and with deep respect, on behalf of all the members of especially those of 434 Wing, and the remainder of the Ontario Group, I wish again, to thank Don for his services over the decades; for becoming a loving mentor of mine; an extremely close friend; and finally, one hell of a strong 'Skipper'!



Don Feduck being presented with the Silver Dart Award as Member of the Year by Sam Newman



Don in his workshop making Silver Dart Gas Tanks

Charles “Chuck” Leguerrier

Chuck Leguerrier served as Welfare and Membership Chairman until his recent retirement from the Executive. Prior to this position he served as both Welfare and Membership Chairman and Bulletin Editor.

Born in a small Ontario village of Clarence Creek on November 14 1930. I was the 15th of 16. I had 10 brothers and 5 sisters, quite a crowd around the dinner table.

After high school my first job was at an Ottawa bank with the enormous salary of \$600 per year. So when the North Koreans were rattling their sabers, the RCAF started advertising for recruits. I decided it was time for a change and enlisted in 1949. I was sent to Aylmer Ontario, the RCAF manning depot. After three months of training I was sent for contact training in supply management to Chatham, New Brunswick. Then to Trenton on a course of Supply Technician. Then on to Chatham again as a qualified supply technician.

I was married to Irene in October 1951. Our first born Robert showed up in October 1953. In 1955 I was transferred to St Hubert and it was on by train to Montreal and St Hubert with Irene and our first born Robert. Back then when you were transferred you went by train with your meal tickets. Our second child Vivianne was born in 1956 in Montreal.

In 1958 I was transferred to Germany at #3 Wing Zweibrucken. Where I was to be for 4 years, but in 1960 I was transferred to Sardinia where the RCAF operated an air to air firing range over the Mediterranean. Squadrons came from the 4 wings in Germany and France for a 2 week stay.

We had to provide support for them. This was undoubtedly my best posting. We worked from 7 am to 3 pm at the Italian air base of Decimomannu and lived in an apartment in Cagliari one block from the beach. It was like a great vacation. We were in Europe during the cold war and we made the best of it, not caring if we were in harms way with the Russian bear threatening the rest of Europe.

In 1962 I was transferred to RCAF Rockliffe where I was stationed until I retired from the forces in 1971. While at Rockliffe I was asked to take an aptitude test to see if I could be trained as a computer programmer. After the test I was sent on a course at IBM and then on to work on the Devil program. Devil was the Development of integrated logistics in computers.

So in 1971 I decided to retire and take on a job as computer analyst with DND then on to another job in computers at Canada Pension Plan where I worked until 1973. In 1973 I applied for a job with the Department of Communication with a promotion. I was in charge of computer operation until 1986. I had told so many people I would retire at age 55 that if I did not retire I would lose face so in January of 1986 I pulled the plug and retired. We then decided to move to Niagara On The Lake. When NOTL became too busy we moved to Fonthill in 2000. I had joined the Niagara Falls wing in 1994 so when I moved to Fonthill. I transferred my membership to 434.



Chuck and Sam Newman pay their respects at Vimy Memorial

Canadian Female Ferry Pilots in the ATA

Four Canadian Women were accepted into the ATA:

Violet Milstead (Warren) b. October 17, 1919 Toronto, ON – d. June 27, 2014, Colborne, ON)

Vi had her first flying lesson on September 4, 1939 and she received her pilot's license before Christmas and obtained her commercial license by the spring of 1940. She received her instructor's rating in July 1941. Vi taught flying at Barker Field in Toronto until gas rationing put an end to civilian flying in 1942. She and fellow pilot Marion Orr sailed to England and joined the ATA. She was a member of the Canadian Aviation Hall of Fame, the Order of Canada, and the Bush Pilots Hall of Fame.



Marion Alice Powell (Orr) b. June 25, 1918, Toronto, ON d. April 4, 1995, Peterborough, ON She took her first flying lesson April 22, 1939 and received her Private Pilot's license January 5, 1940. She received her Instructors Rating at the Trenton RCAF base, one of only six in Canada to do so.

On October 2, 1942 she was hired as manager and chief flying instructor at the **St. Catharines Flying Club**, becoming the first woman in Canada to operate a flying school. A fire at the Club and the outbreak of WW II curtailed private flying.



Marion was then hired as a control tower operator in Goderich, Ontario, being the second woman in Canada to be licensed as a control tower operator. She applied to the RCAF as an instructor and was turned down because the RCAF would not consider a woman instructor. Then she received a call from fellow pilot, Vi Milstead, advising that BOAC was hiring pilots for the Air Transport Auxiliary to ferry military aircraft for the RAF in England. Marion joined Vi and they set out for England.

Jaye Edwards grew up in Kent, England. At 21 she joined the National Air Women's Reserve where she received flight training and in 1939 she earned her pilot's licence. She joined the ATA in 1943 and remained there until 1945 when she was discharged. By 1948 she had found her way to Vancouver where she settled and has lived to this day.



Helen Harrison-Bristol was born in Vancouver on December 7, 1909. She was educated in England and Belgium and received an A licence in 1935. She qualified for a seaplane rating while visiting Singapore. Helen also qualified for a commercial pilot's licence in 1935. She obtained a B licence at London Aeroplane Club in April 1936. In October 1936 she received her Instructors Rating, becoming one of the first women pilots to receive an instructors rating in England.

Helen relocated to South Africa where she was recognized as the first



woman in that country to hold a commercial pilot's licence and an instructor's rating. She taught at the Cape Town Flying Club until the Royal South African Air Force (RSAAF) offered her an instructor's course on military aircraft at Pretoria. She was then retained by RSAAF to train reserve air force pilots. She also qualified for the South African commercial pilot's certificate as well as instructor and instrument ratings. In 1938 she returned to England and in 1939 she was appointed chief flying instructor at the Sheffield Aero Club.

Helen then went to the United States where she earned her US commercial pilot's licence. She moved from the US to Hamilton, Ontario where she earned her commercial pilot's licence and class two instructor's rating. She was employed by Cub Aircraft Company in Hamilton as an instructor and within a year she was named as attest pilot and chief flying instructor. In 1942 she was accepted in the ATA and became the first Canadian ferry pilot to serve in the UK.

The Auxiliary Transport Association (ATA)

The Air Transport Auxiliary (ATA) was a civilian organization. By 1 May 1940 the ATA had taken over transporting all military aircraft from factories to maintenance units to have guns and accessories installed. On 1 August 1941 the ATA took over all ferrying jobs. Ferry pilots delivered new aircraft from the factories where they were being produced to frontline squadrons on the RAF bases all over Britain. They ferried damaged aircraft to and between factories, repair shops and RAF airfields. They flew these aircraft in time of war without radio or were not allowed to use the radio, and without fully functioning navigation instruments. The ATA ultimately consisted of 1,152 male pilots and 168 female pilots.

Women pilots were initially restricted to non-combat types of aircraft (trainers and transports), but they were eventually permitted to fly virtually every type flown by the RAF and the Fleet Air Arm, including the four-engined heavy bombers, but excluding the largest [flying boats](#). [Hurricanes](#) were first flown by women pilots on 19 July 1941, and [Spitfires](#) in August 1941.

ATA pilots, both male and female flew 147 models of aircraft. Women were invited into what was traditionally a man's world and women flying military aircraft had been unheard of in the western world until this time. They proved themselves more than capable in this new role as pilots.

In the morning each woman would arrive at their respective Operations Room and pick up their chitty which would outline their deliveries for the day. Often the chitty would include aircraft they had never seen before but would always be within their level of training. So they often found themselves seated in a plane they had never seen, had not even been flight tested, without a radio or navigation equipment (no altimeter, airspeed indicator, etc.) and carrying with them a map (without any names for security reasons), a compass and a watch and their all important pilot's notes which outlined the characteristics of the planes. They could be asked to fly a particular plane from anywhere to anywhere

For the purpose of flight training, different types of aircraft were placed in groups or classes. Pilots were able to graduate through each class and having flown planes in that class, receive training in the next class.

Classes:

Class 1: Light Single Engine

Class 2: Advanced Single Engined

Class 3: Light twin- engine

Class 4: Advanced twin-engined

Class 5: Four-engined

Class 6: Sea Planes

With four-engined and some twin-engined, ATA specified that a second crew member should be carried.

Examples of planes in each class:

Class 1: light single engine

Swordfish, Albacore, Fairchild

Swordfish



Class 2: faster, heavier single engine

Hurricane, Defiant, Battle, Spitfire

Spitfire



Class 3: light twin engine

Blenheim, Airspeed Oxford

Blenheim



Class 4: heavy twin engine

Wellington, Beaufighter, Whitley, Mosquito

Mosquito



Class 4 Plus:

Lockheed Hudson—was tricky aircraft to fly

Mitchell, Boston—Tricycle Aircraft

Mitchell with
tricycle
landing gear



Class 5: four engined

Lancaster, Stirling, Halifax

Halifax



Class 6: Seaplanes such as the Sunderland which were flown by men only

SU-35S to Egypt

Impressed with the capabilities of the SU-35s in Syria, Egypt placed an order with Sukhoi for 24 SU-35s aircraft. Delivery of the first five is expected shortly. They are currently being flight tested before delivery.



SU-35S for Indonesia The Indonesian parliament is deliberating over the purchase of the SU-35. The previous parliament had entered into an agreement with Russia to purchase the SU-35. The current Indonesian Defense Minister is being heavily criticized for his offer to buy 11 second hand Eurofighters from Austria and lawmakers are demanding that he go ahead with the purchase of the SU-35 which was already agreed upon. The Indonesian Ambassador to Moscow has recently confirmed to Russia that Indonesia is going ahead with the purchase of the SU35. As usual, the United States is threatening sanctions against Indonesia if they go ahead with the SU-35 purchase.

Dassault Rafale to India



The Indian Air Force (IAF) is to receive 36 Rafale Jets. The first five arrived at Ambala, India air force base on July 29, 2020. Upon entering Indian airspace they were given an aerial welcome by two IAF SU-30 aircraft.

ANTONOV 225—World's Largest Aircraft at Pearson Airport

The Antonov 225 touched down at Pearson Airport May 30, 2020, carrying PPE supplies from China for Canada.



Sponsors

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