

434 Niagara

BULLETIN

Vol. 26 no 4 Mar-Apr, 2024



General Meetings

3rd Saturday of each month at

Welland Optimist Club, 38 Patterson Ave., Welland, ON L3B 2C4

We proudly promote the glorious tradition of the RCAF

434 Wing Board of Directors

2022-2023

Chair – Bill Heron	H - 289-820-8712
1 st Vice Chair – Julie Sheppard.....	H - 905-734-6307
2 nd Vice Chair - Norm Sonnenberg.....	H - 905-834-6722
Treasurer—Julie Sheppard	H—905-734-6307
Recording Secretary - George Groff.....	H - 905-734-4948
Membership/Welfare - Jeanette Lee.....	C - 905-359-3531
	C - 289-723-2544
Bulletin Editor – James Allan	H - 905-685-6787
Kit Shop Chair - Julie Shepard.....	C - 905-734-6307
Advertising Chair—Rod Lee.....	C - 905-359-1975
	C - 289-686-8636
Honorary Director – F/L Tom Vance.....	H - 905-834-8155
Wing Padre - Rev John Cathcart.....	H - 905-384-4660

COMMITTEES

Air - Cadets Capt - Julie Sheppard
Audio Visual - Rod Lee
Phone Committee - Jeanette & 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

Published by

434 (Niagara Peninsula) Wing

Email: 434wingrcafa@gmail.com

Royal Canadian Air Force Association of Canada

Report from the Chair March-April 2024

I hope this finds everyone in good health and looking forward to the upcoming year.

Since my last report, things have moved ahead with the planning of celebration of the 100th Anniversary of the RCAF.

The City of Welland has agreed to plant one of the floral beds which will include the 100th logo.

Besides this, we (434 Wing) had requested that the Main Street Bridge be lit up by floodlight in blue on April 01 and this too is in place.

Further as part of the 100th celebration, the City was approached with the idea of renting one of the pavilions in Chippawa Park in order that we could plan a BBQ for members, family & friends, our application for the permit has been approved and we have set a date of July 20th for this event. Needless to say there is still some planning to be done but I am confident we will have all the necessary pieces in place and look forward to a good turnout.

The presentation by Daniel Rodrique at our General meeting was very enlightening and gave a boots on the ground view of the events happening in the Ukraine.

Further to my last report regarding a tour of the Bombardier facility, they are currently moving location from Downsview to Pearson and a response from Bombardier says there will be more information available regarding this once things have settled down at the new location.

To make any event/function successful, your input is needed so when the idea of a trip is offered we need to hear from our members as to whether this is a viable idea, if no one is interested then the work that goes into arranging it is not required and time and effort are not wasted.

Do you have any ideas for a social function, trip or event? Your Executive Board are always willing to hear anything that you have to offer and will always give it due consideration as to its viability.

Please watch for the notification regarding our next General meeting, George will ask for a response so please consider that once notification is received.

The Ontario Group AGM is May 17-19 to be held in Trenton.

Giant Tiger BBQ dates have been set as follows May 25, June 15, and Aug. 17.

We will be setting up once again for Canal Days and also Thunder River bike fest July 20 & 21.

We have lots ahead of us and as always need people to step up and volunteer.

Bill Heron (Chair)

Per Ardua Ad Astra

OSCE

Background

CSCE

The OSCE is a large international Non-Governmental Organization (NGO) with its headquarters in Vienna, Austria. The OSCE traces its origins to the détente phase of the early 1970s, when the **Conference on Security and Co-operation in Europe (CSCE)** was created to find common ground between the two opposing systems in Europe; to serve as a multilateral forum for dialogue and negotiation between East and West. Meeting over two years in Helsinki and Geneva, the CSCE reached agreement on the Helsinki Final Act, which was signed on 1 August 1975. This document approached security through three dimensions:

polito-military,

economic and environmental

human rights issues

that became central to the so-called 'Helsinki process'. It also established ten fundamental principles (the 'Decalogue') governing the behaviour of States towards their citizens, as well as towards each other.

Until 1990, the CSCE functioned mainly as a series of meetings and conferences that built on and extended the participating States' commitments, while periodically reviewing their implementation. However, with the end of the Cold War, the Paris Summit of November 1990 set the CSCE on a new course. In the Charter of Paris for a New Europe, the CSCE was called upon to play its part in managing the historic change taking place in Europe and responding to the new challenges of the post-Cold War period.

OSCE

At the Paris Summit, the Heads of State or Government of the CSCE specifically called for the creation of a CSCE parliamentary Assembly. In April 1991, at the invitation of the Spanish Parliament, high-level parliamentary leaders from all CSCE participating States gathered in Madrid for the particular purpose of creating a CSCE Parliamentary Assembly. On January 1, 1995, the CSCE was renamed the **Organization for Security and Co-operation in Europe (OSCE)** due to the expanded role of the organization. The CSCE-OSCE Summits in Helsinki (1992), Budapest (1994) and Istanbul (1999) reaffirmed the participating States' interest in the active participation of parliamentarians in the OSCE process. The OSCE now had a formal secretariat, a Senior Council, a Parliamentary Assembly, a Conflict Prevention Centre, and an Office for Free Elections, which later became the Office for Democratic Institutions and Human Rights.

There are now 57 participating member countries and 11 partners for cooperation (See next page), making it the world's largest and most comprehensive regional security organization. It is a major forum for discussing and taking action on vital issues of peace, security and human rights in Europe and Central Asia. Collective security and stability are sought through consensus-based agreements.

Mandate for OSCE in Ukraine

On 21 March 2014, the OSCE Permanent Council in Vienna issued a mandate for a Special Monitoring Mission to Ukraine. Up to 500 unarmed civilian OSCE monitors were mandated to report on political developments, security matters, human rights and minority issues, and to promote dialogue on the ground.

-On 24 July 2014 it was also decided to send OSCE observers to two Russian border checkpoints on the Russian-Ukrainian border.

57 Member Countries of the OSCE including Canada

State	Admission	Signed the	
		Helsinki Final Act	Charter of Paris
Albania	19 June 1991	16 September 1991	17 September 1991
Andorra	25 April 1996	10 November 1999	17 February 1998
Armenia	30 January 1992	8 July 1992	17 April 1992
Austria	25 June 1973	1 August 1975	21 November 1990
Azerbaijan	30 January 1992	8 July 1992	20 December 1993
Belarus	30 January 1992	26 February 1992	8 April 1993
Belgium	25 June 1973	1 August 1975	21 November 1990
Bosnia and Herzegovina	30 April 1992	8 July 1992	
Bulgaria	25 June 1973	1 August 1975	21 November 1990
Canada	25 June 1973	1 August 1975	21 November 1990
Croatia	24 March 1992	8 July 1992	
Cyprus	25 June 1973	1 August 1975	21 November 1990
Czech Republic	1 January 1993	[Note 1]	[Note 1]
Denmark	25 June 1973	1 August 1975	21 November 1990
Estonia	10 September 1991	14 October 1991	6 December 1991
Finland	25 June 1973	1 August 1975	21 November 1990
France	25 June 1973	1 August 1975	21 November 1990
Georgia	24 March 1992	8 July 1992	21 January 1994
Germany — as West Germany — as East Germany	25 June 1973	1 August 1975	21 November 1990
Greece	25 June 1973	1 August 1975	21 November 1990
Holy See	25 June 1973	1 August 1975	21 November 1990
Hungary	25 June 1973	1 August 1975	21 November 1990
Iceland	25 June 1973	1 August 1975	21 November 1990
Ireland	25 June 1973	1 August 1975	21 November 1990
Italy	25 June 1973	1 August 1975	21 November 1990
Kazakhstan	30 January 1992	8 July 1992	23 September 1992
Kyrgyzstan	30 January 1992	8 July 1992	3 June 1994
Latvia	10 September 1991	14 October 1991	6 December 1991
Liechtenstein	25 June 1973	1 August 1975	21 November 1990
Lithuania	10 September 1991	14 October 1991	6 December 1991
Luxembourg	25 June 1973	1 August 1975	21 November 1990
Malta	25 June 1973	1 August 1975	21 November 1990
Moldova	30 January 1992	26 February 1992	29 January 1993
Monaco	25 June 1973	1 August 1975	21 November 1990
Mongolia	21 November 2012 ^[Note 2]		
Montenegro	22 June 2006	1 September 2006	
Netherlands	25 June 1973	1 August 1975	21 November 1990
North Macedonia ^{[Note 3][63]}	12 October 1995	8 July 1992	
Norway	25 June 1973	1 August 1975	21 November 1990
Poland	25 June 1973	1 August 1975	21 November 1990
Portugal	25 June 1973	1 August 1975	21 November 1990
Romania	25 June 1973	1 August 1975	21 November 1990
Russia (as Soviet Union)	25 June 1973	1 August 1975	21 November 1990
San Marino	25 June 1973	1 August 1975	21 November 1990
Serbia (as Yugoslavia)	25 June 1973	1 August 1975	21 November 1990
Slovakia	1 January 1993	[Note 1]	[Note 1]
Slovenia	24 March 1992	8 July 1992	8 March 1993
Spain	25 June 1973	1 August 1975	21 November 1990
Sweden	25 June 1973	1 August 1975	21 November 1990
Switzerland	25 June 1973	1 August 1975	21 November 1990
Tajikistan	30 January 1992	26 February 1992	
Turkey	25 June 1973	1 August 1975	21 November 1990
Turkmenistan	30 January 1992	8 July 1992	
Ukraine	30 January 1992	26 February 1992	16 June 1992
United Kingdom	25 June 1973	1 August 1975	21 November 1990
United States	25 June 1973	1 August 1975	21 November 1990
Uzbekistan	30 January 1992	26 February 1992	27 October 1993

11 Partners for Cooperation

Mediterranean Partners for Cooperation are: Algeria, Egypt, Israel, Jordan, Morocco, and Tunisia. Asian Partners for Cooperation are: Japan, Thailand, Afghanistan and Korea. The newest Partner for Cooperation is Australia, which was granted this status in 2009.

Core Values and Principles of the OSCE

The OSCE helps its participating States strengthen democratic institutions; hold genuine and transparent democratic elections; promote gender equality; ensure respect for human rights, media freedom, the rights of persons belonging to national minorities and the rule of law; and promote tolerance and non-discrimination.

In his recently published book, *Eyes on Donbas*, Daniel Rodrique describes the OSCE core values in the simple terms of:

Arms Control;

Human Rights

Freedom of the Press

Free Elections.

The OSCE focus is on security issues from monitoring conflict treaties to human rights and from election monitoring to combating human trafficking, all intending to make the world a better place.

Eyes on Donbas by Daniel Rodrique

For those who were fortunate enough to attend our General Meeting on February 24, 2024, it was an education. Daniel Rodrique, author of *Eyes on Donbas*, gave his illuminating presentation outlining his activities with the OSCE in the Ukraine. Although his presentation covered the OSCE monitoring of the civil war from 2014 through 2021 we gained an insight into events in the Ukraine today.

Presentation

His presentation covered the period of civil war involving the oblasts of Donetsk and Luhansk in the Donbas region of the Ukraine. In 2022 Russian forces entered the Ukraine escalating the civil war.



Daniel Rodrique beginning his presentation

Dan spoke of how he was selected as a representative from Canada for the OSCE in Ukraine. He outlined how the civil war developed. In November, 2013 in Kyiv, the Ukrainian President, Viktor Yanukovich, was moving to establish closer ties with the European Union. However, Yanukovich refused to sign the European Union–Ukraine Association Agreement, and started conducting talks with Russia which angered citizens in Kyiv and triggered a large scale protest at Independence Square. The protest grew into a movement, drawing people from around the country who were calling for the resignation of Yanukovich and his government. This became known as the Maidan Revolution or Euromaidan. By February 2014 clashes between the protesters and the special riot police became deadly with people on both sides dying. On February 21st President Yanukovich fled Kyiv for Russia. On February 22nd, the Parliament of Ukraine voted to remove Yanukovich from office and a new President, Oleksandr Turchynov was placed at the head of the government. On February 23, 2014 the Ukrainian Parliament voted to ban the Russian language in Ukraine This was an upset to those in Eastern Ukraine where 80% of the population was Russian speaking and their language rights were protected by a 2012 law. On February 27, 2014,



434 members and guests at presentation

government buildings in the Crimea were seized by pro-Russians.

Civil War

Shortly after, sections of the Luhansk and Donetsk Oblasts would move to break away from Ukraine. This was the end of Maidan Revolution and the beginning of the Civil War which would continue until the invasion on February 24, 2022.

Eyes on Donbas by Daniel Rodrique continued



Line of Conflict and Buffer Zones

To understand some of the functions of the OSCE in Ukraine, it is helpful to understand lines of contact or control and buffer zones. The map to the left is merely to illustrate these terms and it may not illustrate the current situation in time. The map shows the Ukraine on one side (government controlled area [GCA]) of the line and non government controlled area [NGCA] or separatist areas on the other side with a buffer zone on each side.

International Humanitarian Law (IHL)

While some of the rules are similar, IHL and Human Rights Law are different. These two bodies of law developed separately and are contained in separate treaties. It seems the Civil War involving the Donbas was covered by IHL.

The most important element of the treaty law is Common Article 3 to the Geneva Conventions of 1949, to which Ukraine is a party. The article sets forth minimum standards for all parties to a non-international armed conflict.

The **OSCE Special Monitoring Mission (SMM)** was originally deployed following a request to the OSCE by Ukraine and a consensus agreement by all 57 OSCE participating States. Operating under the principles of impartiality and transparency, the observers operated 24/7 and reported on the situation at checkpoints as well as on the movements across the line of contact.



Before the Civil War citizens of Donetsk and Luhansk could travel freely from one area to another. With war, these citizens could only enter Ukraine (GCA) and return to NGCA through check points. For many residents of the NGCA, crossing the line of contact is critical in order to see family, visit property, withdraw cash, or access social programs including pensions. Restrictions on freedom of movement and the transfer of goods imposed by the Government of Ukraine at entry-exit checkpoints (EECPs) along the Line of Contact have required civilians to expose themselves to security risks, long queues, and other physical challenges, further dividing a once-integrated community. A monthly survey at the EECPs shows that two thirds of persons crossing them are over the age of 60.2

Elderly at Checkpoint

The Technical Monitoring Centre (TMC)

The TMC was set up in 2017, after the Mission had begun. It started with a small crew monitoring a few cameras placed along the Contact Line. It became a safe way to monitor night time activities. With the cameras, a significant number of Cease Fire Violations were recorded. Dan joined the TMC staff in January of 2020. By then, the TMC had grown to 30 cameras and four teams of ten members each. And was still growing. Observation was carried out in the camera monitoring room where there were two rows of computer desks with large monitors. In addition there were five very large monitors mounted on one wall. Possible violations were recorded which would include the movement of troops over the contact line and mostly at night, explosions and projectiles. Anything recorded on the night shift was verified by the incoming day shift. Events were referred to as kinetic activity.

Where a disturbing issue was observed, e.g, civilians being killed, the Assistant Supervising Officer of the team on duty could contact the OSCE military liaison person who was a civilian. The liaison person would then contact the **Joint Centre for Control and Coordination (JCCC)** which was established in September 2014 by Ukraine and the Russian Federation. The JCCC was comprised of officers from the Ukrainian and Russian Army assigned by their government to act as liaisons between the combatting forces and the OSCE. For example, if the OSCE had an issue with the Ukrainian fighting force, the liaison person would contact the Ukrainian JCCC who would remedy the issue with the Ukrainian forces. If there was an issue with the Luhansk or Donetsk, the liaison person would contact the Russian Federation JCCC who would remedy the problem. This worked well until the end of December 2017 when the Russians dropped out of the JCCC arrangement due to increasing issue that they had with Kyiv.



OSCE Camera-Ukraine

After this point, the mission continued to deal with the Ukrainian JCCC, but would have to deal directly with the commanders of the LPR and DPR forces which meant that an OSCE civilian was having to deal with Russian Officers which worked but is not the most effective arrangement..

Danger to OSCE Mission Members

In 2017 one monitor, a medic from the USA, was killed and two more wounded when their vehicle struck a landmine. Subsequently, SMM patrolling was limited to asphalt and concrete roads. SMM monitoring effectiveness suffers from the presence of mines, unexploded ordinances and the low rate at which they are cleared, and from shelling by artillery and threatening behavior of armed personnel. OSCE monitors may be fired upon when soldiers believe they are being spied upon by the monitors or by inebriated soldiers shooting at what they believe to be an enemy. Certainly at night a pair of headlights may be enough to fire upon an OSCE vehicle.



OSCE Vehicle which hit a land mine, resulting in the death of one mission member and wounding of two other members

Eyes on Donbas by Daniel Rodrique continued

Monitoring Infrastructure repairs

The facilitation and monitoring of repair and maintenance of essential infrastructure is a Mission priority and has represented a substantial part of the SMM's efforts and resources throughout eastern Ukraine for the benefit of the people living there.

Throughout the reporting period, the SMM facilitated and monitored 1,450 "windows of silence" through deploying 3,400 patrols for a total of 150 repair projects. Windows of silence are localized ceasefires which have been agreed upon by the sides. The Ukrainian Armed Forces and the armed formations provide security guarantees, which are a commitment to refrain from firing during specific periods and in



specific locations, often to allow repair work to be conducted. To support infrastructure repairs, the SMM has also established the practice of deploying mirror patrols (patrols simultaneously and visibly present on both sides of the contact line) to effectively monitor adherence to windows of silence, as agreed by the sides during repairs. More recently, the SMM has complemented its monitoring through the use of unmanned aerial vehicles (UAVs) near repair sites and included relevant findings in its reports

Eyes On Donbas

Dan Rodrique's book offers a much more detailed account of the OSCE Mission in the Donbas along with an insight into the people of Ukraine and how the people of Luhansk and Donetsk felt about the war. There is also his account of how he helped Boris escape from Kyiv and come to Canada. His book can be obtained on Amazon and is well worth reading if you have not already done so.

Welcome Lisette!

At our General Meeting we welcomed new member Lisette who was inducted by Membership Chair Jeanette Lee. Photo shows Jeanette (left) and Lisette (right).



In The News

Last Blackburn Beverly xb259 to be saved

The Beverly was originally designed by General Aircraft which was later merged into Blackburn Aircraft. During the late 1940s, the Air Ministry issued Specification C.3/46, which sought a medium-range tactical transport aircraft that would, amongst other criteria, have a payload capacity of 25,000lb, a service ceiling of 18,000ft, and be suitable for missions such as air-dropping paratroops, casualty evacuation, glider towing and the air-dropping of heavy payloads. The project was boosted by Bristol Aeroplane Company's agreement to develop a version of the Centaurus engine with a two speed super-charger, capable of producing up to 1,950lb.



Last Blackburn Beverly xb259

General Aircraft were issued with a prototype order from the Air Ministry. The first production Blackburn Beverly (XB259) flew on 29th January 1955, and in all 47 aircraft were constructed (inc. the two prototypes). The Blackburn Beverly entered RAF service with the first operation aircraft arriving at RAF Abingdon in March 1956. The final recorded military use of the Blackburn Beverly was at RAF Khormaksar, Aden which flew them from 1958 until August 1967.

For 20 years, the last remaining Blackburn Beverly has been stationed at Fort Paull, a former military museum near Hull in the north of England. After the museum closed in 2020 the Beverly was bought at auction by businessman Martyn Wiseman for £21,000 who has donated it to the Solway Aviation Museum Lake District Airport. Funds have been raised to move it from Fort Paull to Solway Aviation Museum.

World's Fastest Super Cruiser to Have Advanced New Engine

The Russian Air Force is scheduled to begin receiving an enhanced new variant of the Su-57 fifth generation fighter which will integrate a new engine designated AL-51F. Recent reports from Russian sources indicate that the AL-51F will allow the fighter to cruise without using afterburners not only at supersonic speeds - a capability known as supercruise - but to do so at speeds of Mach 2 or more. The only tactical combat jet currently capable of Mach 2+ cruise is the MiG-31 Foxhound interceptor, although it requires afterburners to do so. This capability allows the Su-57 to respond to threats and conduct patrols far more quickly without taking a toll on its range. Use of afterburners burns fuel far more



quickly and thus makes flying supersonically unviable for extended periods for the large majority of fighter aircraft while reducing their ranges significantly. Currently the only fifth generation fighter in production capable of supercruise is the Chinese J-20, although this can only be achieved at low supersonic speeds a little over Mach 1. The American F-35 cannot fly supersonically without using its afterburners. There are no plans to replace engines on the current Su-57's because even with the first stage engine, the Su-57 surpasses the US F-35. capabilities.

In The News

Delta Air Lines to fly WW2 veterans nonstop to Normandy for D-Day anniversary

Delta Air Lines will be operating a special flight between its Atlanta-Hartsfield (ATL) hub in USA and Deauville Airport (DOL) in Normandie, France on June 2, 2024.

On board the flight, which will be operated by a Boeing 767-300, will be 60 Second World War veterans returning to the battlefields where they fought in their youth. The flight will commemorate the 80th anniversary of D-Day, the 1944 Normandy landings that marked the start of the liberation of Northern Europe.



The initiative which is in its third year, is supported by the Best Defense Foundation, a nonprofit institution in the United States which looks after war veterans, along with Michelin North America, the US subsidiary of the French tire manufacturer and Delta Air lines. The airline is assigning 15 members of staff, who are members of the Veteran Business Resource Group, to look after the elderly veterans during their trip. Delta is also launching a volunteer program through which its employees will be able to pair a veteran to build a relationship and offer support throughout the year.

During their stay in France the veterans will be celebrated at multiple public remembrance ceremonies and other public events such as school visits and parades. The return flight from Normandy to the US is scheduled for June 12, 2024.

Malaysia picks South Korea's FA-50 over Tejas, Hurjet in \$920 million deal

Last year Korea Aerospace Industries (KAI) and the Malaysian Ministry of Defense signed a contract for 18 KAI FA-50 light fighter jets. The aircraft was selected during the Royal Malaysian Air Force (RMAF) light combat aircraft (CA) tender, where it competed against Indian's HAL Tejas, Turkey's TAI Hurjet, China's Catic L-15, Italy's Leonardo M-346 and Russia's MiG-35.

The first aircraft are scheduled to be delivered by 2026, KAI noted in a press release, adding that with this deal, KAI has now sold 222 aircraft based on the T-50 advanced trainer platform including FA-50 fighter jets.



Philippines Air Force

Besides the Republic of Korea Air Force (ROKAF) which operates 60 T-50s and FA-50s, the jet has also been purchased by Indonesia, Iraq, the Philippines and Thailand.

In The News

KAAN—Turkiye's First Fifth Generation Fighter

Turkey successfully flight-tested its first fifth-generation fighter jet, named KAAN, on February 21, 2024.

KAAN is slated to be a fifth-generation fighter jet with a low-observability design, the ability to carry weapons inside and outside the fuselage, an active electronically scanned array (AESA) radar system, supercruise, and advanced data link capabilities.

The KAAN program aims to modernize the Turkish fighter fleet and enhance national defense capabilities to meet the strategic needs of the Turkish Armed Forces.

Development of the TF-X began in 2010 but



KAAN—Fifth Generation Supercruise Stealth Fighter Jet

experienced several interruptions and delays. However, the process accelerated significantly in 2019 after Turkey was excluded from the F-35 program.

"With KAAN, our country will not only have a fifth generation fighter jet but also technologies that few countries in the world have," Haluk Görgün, head of the Presidency of Defence Industries (SSB), wrote on X.

The new fighter jet will initially be powered by two General Electric F-110 engines, but Türkiye aims to use domestically produced engines, which are "almost ready," on KAAN in serial production, Görgün has said, with that expected to start in 2028.

It will be capable of air-to-air combat with new-generation weapons and precision strikes from internal weapon mounts at supersonic speed and will provide increased combat power with artificial intelligence and neural network support.

9 domestically-developed Turkish aircraft took flight in the last 10 years

In the last ten years, Türkiye has developed nine aircraft. One of such aircraft is the Hurjet, is a single-engine, tandem seat, supersonic advanced trainer and light combat aircraft, developed by Turkish Aerospace Industries (TAI), which made its first flight on 25 April 2023.

TAI intends to use the design to replace the Northrop T-38 Talon in the trainer role and also to supplement the General Dynamics F-16 Fighting Falcon for close air support.^[3] The aircraft is also planned to replace the Northrop F-5 used by the Turkish Stars aerobatic team. A naval version of the aircraft may also be developed.^[7] The company also plans to pursue export orders to countries looking to replace older trainer and ground attack aircraft.



Hurjet—Türkiye's first manned indigenous light combat jet

Women in Aviation

Raymonde De Laroche

Born in Paris France, August 22, 1882. She was thought to be the first woman to pilot a plane. She became the world's first licensed female pilot on 8 March 1910. She received the 36th aeroplane pilot's licence issued by the Aeroclub de France, the world's first organization to issue pilot licences.

In June 1919, de Laroche set two women's altitude records, one at 15,700 feet (4,800 m); and also the women's distance record, at 201 miles (323 km).



Hilda Hewlett

Born February 17, 1864 in Vauxhall, London. On August 29, 1911, at Brooklands, Hilda Hewlett became the first woman in the UK to earn a pilot's licence when she received certificate No.122 from the Royal Aero Club after completing the test in her biplane.

She founded and ran two related businesses: the first flying school in the United Kingdom (with Gustav Blondeau), and a successful aircraft manufacturing business (Hewlett & Blondeau) which produced more than 800 aeroplanes and employed up to 700 people.

Bessie Coleman

Born January 26, 1892 in Atlanta, Texas to a family of sharecroppers. She was the first African-American woman and Native American to hold a pilot license and is the earliest known Black person to earn an international pilot's license. She earned her license from the *Fédération Aéronautique Internationale* on June 15, 1921.

Coleman developed an early interest in flying, but African Americans, Native Americans, and women had no flight training opportunities in the United States, so she saved and obtained sponsorships in Chicago to go to France for flight school.

She then returned to the US to become a high-profile pilot in notoriously dangerous air shows. Her pioneering role was an inspiration to early pilots and to the African-American and Native American communities.



Women in Aviation continued



Amelia Earhart

Born July 24, 1897 in Atchison, Texas. In 1928, Earhart became the first female passenger to cross the Atlantic by airplane (accompanying pilot Wilmer Stultz), for which she achieved celebrity status. In 1932, piloting a Lockheed Vega 5B, Earhart made a nonstop solo transatlantic flight, becoming the first woman to achieve such a feat. She received the United States Distinguished Flying Cross for this accomplishment. In 1935, Earhart became a visiting faculty member at Purdue University as an advisor to aeronautical engineering and a career counselor to female students.

Known as one of the most inspirational American figures in aviation from the late 1920s throughout the 1930s, Earhart's legacy is often compared to the early aeronautical career of pioneer aviator Charles Lindbergh, as well as to figures like First Lady Eleanor Roosevelt for their close friendship and lasting impact on the issue of women's causes from that period.



Marina Raskova

Born March 28, 1912, Moscow, Russia. In 1933 Marina flew with her supervisor, Aleksandr Belyakov as navigator on a flight expedition sponsored by the Zhukovsky Academy to select landing sites for passenger airports in the Crimea, Caucasus and the Sea of Azov areas. In 1934 Marina graduated from the Air Navigation Department of the Leningrad Institute of Civil Aviation Engineers. She was the first woman in the USSR to become a professional air navigator. She also became the first female lecturer for the Zhukhovsky Air Force Engineering Academy. Her employer, Zhukhovsky Air Force Engineering Academy also paid for flying lessons for her in 1934 at the Central Flying Club in Tushino, outside of Moscow which she completed in 1935 and obtained her pilot's license.

Marina teamed up with another experienced pilot, Valentina Grizodubova and in October 1937 they set a women's long-distance flight record together. With Valentina Grizodubova and Marina as navigator along with Polina Osipenko they planned to fly in a straight line, non-stop flight across the entire continent of the USSR from Moscow to Komsomolsk-on-Amur at the very eastern edge of Siberia covering 6500 kilometres (4038 miles) which would set another women's long distance record. The women's long-distance flight record previously held by British pilot Elizabeth Lyon was broken by 2,000 kilometres (1,200 miles).

Marina was the founding and commanding officer of the 587th Bomber Aviation Regiment, which was renamed the 125th M.M. Raskova Borisov Guards Dive Bomber Regiment in her honor. Raskova became one of over 800,000 women in the military service, founding three female air regiments, one of which eventually flew over 30,000^[1] sorties in World War II and produced at least 30 Heroes of the Soviet Union.

Like Amelia Earhart, Marina Raskova became world famous and an inspiration for young women.

Women in Aviation continued



Sabiha Gokcen—First Female Combat Pilot

Born March 22, 1913, in Bursa, Hüdavendigâr Vilayet, Ottoman Empire. As an orphan, she was one of the nine children adopted by Mustafa Kemal Atatürk, the founder and first Preseident of Turkiye. She attended the Çankaya Primary School in Ankara and the Üsküdar American Academy in Istanbul. After the introduction of the Surname Law, Atatürk gave her the family name Gökçen on December 19, 1934. 'Gök' means sky in Turkish and Gökçen means 'belonging or relating to the sky'.

Atatürk attached great importance to aviation and for that purpose oversaw the foundation of the Turkish Aeronautical Association in 1925. As girls were not being accepted by the Turkish War Academies in those years, Gökçen was provided, on Atatürk's orders, with a personalized uniform, and attended a special

education program of eleven months at the *Tayyare Mektebi* (Aviation School) in Eskişehir in the academic year 1936-1937. After receiving her flight patents (diploma) she trained to become a war pilot at the 1st Airplane Regiment in Eskişehir for six months. In 1937, she took part in military operations during the Dersim rebellion and became the **first female air force combat pilot**. She was awarded with a commendation for her actions during the operation. She was also awarded the Turkish Aeronautical Association's first "*Murassa* (Jeweled) Medal" for her superior performance in this operation. She was appointed chief trainer of the Türkkuşu Flight School of the Turkish Aeronautical Association, where she served until 1954 as a flight instructor^[19] and became a member of the association's executive board . Gökçen flew around the world for a period of 28 years until 1964. During her flying career, she achieved some 8,000 hours, 32 of which were combat missions. Her book entitled *A Life Along the Path of Atatürk* was published in 1981 by the Turkish Aeronautical Association to commemorate Atatürk's 100th birthday.



Lydia Litviak

Born August 18, 1921, Moscow, Russia. **She was the first woman in history to shoot down an enemy aircraft. She has more documented kills than any other female fighter pilot in history** with a tally of 12 personal kills and four shared kills in 168 missions.

On February 23, 1943, Lydia was awarded the Order of the Red Star, made a junior lieutenant and selected to be a Free Hunter, where skilled pilots are allowed to search for targets on their own initiative. On June 13, 1943 Lydia was appointed Flight Commander of the 3rd Aviation Squadron within the 73rd Guards Fighter Aviation Regiment. On August 1, 1943, now a Senior Lieutenant, Lydia disappeared after

© Olga Shirnina mediadrumworld.com

being attacked by Messerschmitts and never returned to her base at Krasny Luch. A monument was erected in Krasny Luch in her honour and she was reinterred near the monument. She had set her plane down not far from the village of Marinkova in the Donetsk region and had died in her cockpit. In 1990 she was posthumously named a **Hero of the Soviet Union** by Soviet Chairman Mikhail Gorbachev. The Lilia Litviak Museum is maintained in Krasny Luch together with the Lilia Litviak High School named in her honour.

Women in Aviation continued



Valentina Tereshkova

Valentina was the first woman to go into space.

She was born on March 6, 1937, in Maslennikovo, a village near the Volga River about 170 miles (277 kilometers) northeast of Moscow. Her parents worked on a collective farm,

In 1963, she spent almost three days in space and orbited Earth 48 times in her space capsule, Vostok 6. That was her only trip into space.

Valentina later toured the world to promote Soviet science and became involved in Soviet politics.

Turi Wideroe



She was the world's first female commercial air pilot for a major airline in the western world. She was born November 23, 1937 in Oslo as a daughter of Viggo Widerøe and Solveig Agnes Schrøder. Her father was a noted aviator who founded Widerøe's Flyveselskap A/S, a regional airline in Norway, in 1934. She took her private pilot's license in 1962 and acquired her commercial license in 1965. In 1968, she was employed by SAS (Scandinavian Airlines System). She also flew SAS' first jet aircraft, the Caravelle, and the DC-9 before she ended her flying career.

Dee Brosseur



Deanna Marie "Dee" Brasseur was born on September 9, 1953, in Pembroke, Ontario. She is credited as being Canada's very first female fighter pilot, one of the first three women to earn her wings as a Canadian Forces military pilot for active duty, and one of the first two female CF-18 Hornet fighter pilots in the world.

In 1998, she was made a Member of the Order of Canada. In 2007, she was inducted into the Women in Aviation International Pioneer Hall of Fame

Birthdays

March

Rod Lee

Janice Bruneau



Sponsors

Giant Tiger

Wayne Zatorski – Store Owner
200 Fitch St., Welland, ON, L3C 2V9
(905) 735-0963

M.T. Bellies

Tap & Grillhouse John Clark
871 Niagara St., Welland, ON
(905)-788-9474

Sobeys

Ron Kore
110 Highway # 20,
Fonthill, ON L0S 1E0

McDonalds Restaurant

Joanne Martin
569 Main St. W., Port Colborne, ON

Botanix

Steve Moes
1361 Rice Rd., RR2, Welland, ON L3B 5N5
(905)-892-5832

Mike Knapp Ford Sales LTD

Mike Knapp, President
607 Niagara St., Welland ON, L3C 1L9
(905)-732-3673

Boggio

Fonthill Pharmacy
165 Hwy 20
Fonthill, ON
(905)-892-4994

Legion

Royal Canadian Legion Branch 4
383 Morningstar Ave., Welland, ON

