

434 Niagara

BULLETIN

Vol. 22 no 5 May-June, 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

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2019-2020

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Published by

434 (Niagara Peninsula) Wing

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Royal Canadian Air Force Association of Canada

Chairman's Report May 2020

Hello everyone. Well amid all that is currently happening in the world health wise we find ourselves in difficult times. This pandemic has caused many the world over to make serious adjustments in their lives and we here are no exception.

The lack of being able to meet brings to a halt our regular meetings as it will with all Wings, but we will continue on with decisions that need be made at the Board level via telephone.

Many of our scheduled functions have been put on hold but as a note to all of our members we have booked June 27th for our Awards and Banquet night, this of course is subject to date change or cancellation depending on the situation leading up to that date., perhaps you might want to pencil it in on your calendar at least tentatively.

There will be a lack of reports for this edition given that very little is happening. That being said, there are still some articles included that you might find interesting as put together by our Editor James Allan.

I wish you all good health, stay safe and follow the rules to keep us all healthy so that when this is all over we can once again enjoy the company and comradeship of each other.

Bill Heron (Chairman)
434 (Niagara Peninsula) Wing
RCAFA

Per Ardua ad Astra

Welfare and Membership

Membership remains at 34 members.

We extend our condolences to Assistant Kit Shop Director Jeanette Lee whose mother passed away March 31st.

Don Weaver has returned to the hospital and we are anxious to see him out once again.

Membership Renewal

I have received the paperwork from Ottawa regarding renewals. I will be sending out an invoice by email to every member asking for a cheque to be sent by postal mail to eliminate face to afce contact.

C. Leguerrier

434 Welfare and Membership

434 Niagara Wing's Web Site

434wingrcafa.com

Please visit our exciting, fact filled new web site by inserting the address in Google 434wingrcafa.com.

Rod Lee has done a tremendous job in creating 434's new web site. The site contains our Kit Shop and provision for purchasing aviation items on Amazon which will assist us in providing support for our air Cadets. The site has information on current events for our Wing, future events coming, Ted Barris' return visit, aviation articles and much more. It is a must see web site with both historical, current and forthcoming information.

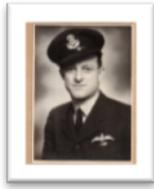
Important Rules / Regulations for All Pilots

REGULATIONS For Operation of AIRCRAFT



Commencing January 1920

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilot's should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings, or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments.
15. Before you begin a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machines.
18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars or motorcycles.
23. You must not take off or land closer than 50 feet to the hanger.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as possible.



F/Lt F.A.Badgery DFC Pilot 431 RCAF (Iroquois) Squadron

The following article is taken from the handwritten personal diary of F/Lt F.A. Badgery.

After being struck by German fire, his Halifax 3 went into a corkscrew diving pattern while F/Lt Badgery and his crew struggled under extreme conditions to bring the plane under control. For this action both he and his Flight Engineer were awarded the DFC for getting their aircraft and crew safely back to base.



Halifax Mark 3

Diary Entry from F/Lt. F.A. Badgery, Pilot, RAAF, DFC – 28th July 1944 Target - Hamburg

“I was operating on 431 squadron at Croft near Darlington, flying Halifax Mark 3's on 28th July 1944 at 9.30pm. We started engine and taxied to take off runway – 10pm. We had a flight plan to Hamburg and were instructed to bomb at 18000 ft. and to loose height turning away from target at 14000 ft. 20 miles from target. Not liking to loose height I remained at 18000 ft., and it was not long before my wireless operator observed an aircraft closing at 1600 yards. As we were used to only enemy guns at about 700 yards with frag of no greater than .303 I was not worried, I told the rear gunner and wireless operator to let me know when the plane closed to 1000 yards.

We did not have very long to wait as the German Plane was a JUNKERS 188 carrying a 20mm cannon at which started firing at 1200 yards. My first surprise was a cannon tracer coming up through my port wing, it blew No. 6 fuel tank and set fuel alight illuminating the sky very brightly. The rear gunner recognised the attacking plane as a JUNKERS 188. I spoke to crew and told them to abandon aircraft but before anyone could bail out No. 6 fuel tank exploded forcing the plane to spin violently and the fire disappeared. As I had a pilot's parachute already on I decided to try and leave my seat but centrifugal force would not allow me to move. So I tried everything to stop the plane spinning and by pulling back the throttles on starboard *engines and advancing* throttles on port engines with nose down the speed stopped the spin and we came out in a screaming 400 mph. I soon pulled the nose up and found I could fly straight and level so gradually decreasing speed I called up crew finding they were all still at their positions. After discussing the position with engineer we decided to make straight for base as to continue on our flight plan we would not have enough fuel.

I could not hold up the port wing with my aileron for very long as my arms ached so the engineer took out the dingy and gave me the rope attached to it which I tied my control column in position and flew on rudder bars. When we arrived in circuit area I alerted base as to my damage and asked for permission to do a right hand circuit and have crash and fire tenders ready. After doing my circuit to the right and obtain permission to land my engineer undid the rope on the column and I was able to land without further mishap. After landing and taxing to my dispersal we inspected the damage and found a hole 6 ft by 4 ft, roughly the size of my wing tank, also my left aileron was slightly damaged; otherwise the plane was in good order. I feel sure the pilot of the JUNKER 188 claimed me as his victim as we had lost 9000 ft. in our spin and dive”.

Alf Beam and Dave Hewett Invited to Washington

It is an uncertain time as this bulletin is being assembled, however, because of its relevance to 434 Niagara members, this article from **Skies Magazine** is included with the hope that this event will take place as planned.

Canadians set to fly over the National Mall in Washington

Posted on [March 10, 2020](#) by [Eric Dumigan](#)

On May 8, over 100 Second World War aircraft will fly over the National Mall in Washington, D.C., to commemorate the 75th anniversary of the end of the Second World War. The event, known as the Arsenal of Democracy Flyover, will see aircraft as small as L-4 Grasshoppers and L-5 Sentinels, to heavy bombers such as the Lancaster and B-29 Superfortress. Formations of aircraft will pay tribute to major events of the Second World War such as Pearl Harbour, the Battle of Britain, the Dambuster raids, D-Day and the final offensive against Japan. Iconic Second World War aircraft like the P-51 Mustang, Spitfire, Catalina, B-25 and C-47 will all participate.

The Canadian Warplane Heritage Museum’s Avro Lancaster bomber is scheduled to take part and represent Operation Chastise. Eric Dumigan Photo



From Canada, the Canadian Warplane Heritage Museum’s Avro Lancaster bomber is scheduled to take part and represent Operation Chastise, commonly known as the Dambuster raids. On the night of May 16, 1943 the Royal Air Force carried out raids in the Ruhr Valley and breached the dams at Mohne and Edersee causing major damage to factories and mines in the region. The CWHM operate the only flying Lancaster in North America and is only one of two Lancasters flying in the world.

Dave Hewitt, from the Canadian Harvard Aerobatic Team, and Alfred Beam, a Fort Erie based warbird collector and pilot, have been invited to take part with their North American Aviation Harvard Mk.IIs that flew in the RCAF during the Second World War. Hewitt's Harvard is RCAF 3039, built in Montreal by the Noorduyt Aircraft Company. Beam's Harvard is RCAF 2591 built in 1940 and served in the RCAF until 1960. Both Harvards served in the British Commonwealth Air Training Plan, training pilots for the Second World War. They will be flying in a formation of 12 T-6/ Harvards in a salute to all the men and women who learned to fly for the war effort.

Dave Hewitt, from the Canadian Harvard Aerobatic Team, and Alfred Beam, a Fort Erie based warbird collector and pilot, have been invited to take part with their North American Aviation Harvard Mk.IIs. Eric Dumigan Photo



Aircraft will launch from Culpeper Regional and Manassas Regional Airports and fly down the Potomac River at 1,000 AGL. With a two minute separation between formations the aircraft will turn over the Lincoln Memorial and fly down Independence Ave. past the White House, over the Second World War Memorial, past the Washington Memorial then over the recently built Dwight D. Eisenhower National Memorial. The flypast will then fly south of the Capitol Building and exit the airspace following the Anacostia River back to the Potomac River.

On Thursday May 7, a Victory Gala will take place at Ronald Reagan Washington National Airport's Historic Hangar 7. Tuskegee Airman BGen Charles McGee, Second World War fighter ace Col Bud Anderson and Lt. Col. Robert Vaucher, who led a 500 ship formation of B-29s over Tokyo Bay during the signing of the Japanese surrender will be interviewed by broadcast journalist David Hartman.

F-35 Joint Strike Fighter (JSF)

"The F-35 is the poster child for ineptitude and inefficiency in U.S. defense procurement,"

Tom Schatz, president of Citizens Against Government Waste (CAGW)

The Pentagon weapons testing office's **2019 annual report**, released earlier this year, paints a picture of the F-35 as an incompletely designed and vulnerable aircraft that may never be able to perform many of its intended functions.

The following is an excerpt from the **FY19 DOD Programs** lengthy report on the F-35:

"Executive Summary

Programmatics

Block 4 • The Joint Strike Fighter (JSF) program continues to carry 873 unresolved deficiencies, most of which were identified prior to the completion of System Development and Demonstration (SDD) and entry into IOT&E. Although the program is working to fix deficiencies, new discoveries are still being made, resulting in only a minor decrease in the overall number of deficiencies. There are many significant deficiencies that should be addressed to ensure the SDD baseline configuration is stable prior to introducing the large number of new capabilities planned in Block 4. • The current Continuous Capability Development and Delivery"

Gripen for Canada Team



In an article in the 434 Niagara Bulletin of Sept-Oct 2019 it was indicated that there were four possible suppliers for Canada's fighter jets:

Sweden: Saab AB

UK: Airbus Defense and Space GmbH

United States: Lockheed Martin Corporation
Boeing Company

Airbus declined to bid. Saab has been preparing a bid package. On March 3, 2020 the following article appeared in **Defenseworld** regarding Saab's offering:

Saab announced that leading Canadian aerospace companies- IMP Aerospace & Defence, CAE, Peraton Canada and GE Aviation have joined the 'Gripen for Canada Team' which is bidding for Canada's Future Fighter Capability Project (FFCP).

Saab is offering Gripen E for Canada's future fighter requirement of 88 new aircraft to replace the Royal Canadian Air Force's existing CF-18 Hornet fighter fleet. The Canadian Request for Proposal requires companies to deliver high-quality industrial and technological benefits, such as Saab has demonstrated with Gripen for Brazil and is offering for Finland and India's fighter requirements.

"Over the past two years, Saab and the Swedish Government have been encouraged by Canada's open and transparent competition to replace its fighter fleet. Today, we are delighted to announce the 'Gripen for Canada Team'. We have assembled a dynamic roster of innovative leaders within Canada's aerospace industry, across multiple regions to offer the best solution for Canada's future fighter," said Jonas Hjelm, Senior Vice President and head of Business Area Aeronautics.

IMP Aerospace & Defence will contribute with in-country production and in-service support for the life of the Canadian Gripen fleet. CAE will provide training and mission systems solutions, while Peraton Canada will provide avionics and test equipment component maintenance, repair and overhaul, and material management. GE Aviation will provide and sustain the fighter's engines in Canada.

The 'Gripen for Canada Team' presents a genuine 'Made in Canada' solution and looks forward to demonstrating how Gripen is the best value for Canada's aerospace industry and taxpayers in terms of life-cycle costs and sustainment throughout the FFCP competition. Saab's Gripen fighter meets all of Canada's specific defence requirements, offering exceptional performance, advanced technical capabilities, future-proof upgradeability and NATO interoperability.



Comments by Canadian freelance writer **Paul McLaughlin** in **Skies Magazine**:

Abinde.org.br

One thought on “Saab positions Gripen E as Canada’s next-generation fighter”

Paul McLaughlin says:

[February 3, 2020 at 8:17 pm](#) Canadian Air Force – Sensible SAAB Solution-Canadian Made Fighter Replacement

The Gripen can and should be “Canadian Made”

Canadianized F-35 includes costly modification for a Drag Chute, the F-35 Has no Tail Hook for Arrestor Equipped Runways

At the present time Canada does not have Air to Air refueling capability for the F-35; expensive modifications to the F-35 will be required for present Probe-and-Drouge method used by the Canadian Armed Forces.

Operating cost of the Gripen is substantially less (estimated 75% Lower) this equates to more flying hours, more flying hours means happier pilots; happier pilots stay in the service longer, Canada will continue to have unsurpassed professional pilots.

Gripen allows for more aircraft, higher sortie rates and greater availability rates. The Gripen can be refueled and re-armed in 10 minutes.

The F 35 relinquishes its “Stealth” characteristics in the ground attack role of when carrying external weapons and fuel tanks. Technology will defeat the F 35 “clean” configuration in the next decade before the F 35 is fully operation in Canada.

Gripen is not dependent on U.S. regulations or restrictions it is time to end the reliance on American systems, doctrine and economic strangle hold as the demonstrated with Bombardier C Series Aircraft

The Gripen can operate from all Canadian Forces bases; the F 35 will require expensive infrastructure modifications and maintenance facilities.

The Gripen is certified for Meteor BVRM far superior than the AIM-120 presently used on CF-18 Gripen allows Canada open access to software architecture & development upgrades can be Canadian developed and designed as required.

The Gripen is already serving in NATO Air Forces

Fielding a fighter made on Canadian soil, by Canadians would be a great source of national pride

THE NIGHT WITCHES



The famous all female air regiment the **Night Witches** was originally formed by Marina Raskova in 1942 as the **588th Night Bomber Aviation Regiment**. All pilots, navigators, mechanics, armament fitters and personnel were women. In February 1943 they were honoured with the Guards designation. A women's regiment was placed among the elite of the fighting units and they were renamed as the **46th Guards Night Bomber Aviation Regiment**. They were the first women's air regiment to receive this honour.

Who were the night witches? They were volunteers from all walks of life, not military personnel, young women in their teens and twenties. Initially they were outfitted with men's uniforms, way too large for them and gigantic boots that they had to stuff paper in to walk. These were young girls at a fashion conscious age and to put on woollen vests that dangled down below the knee, pants which hitched up almost to the chin or were fastened at the waist with the crotch of the pants at their knees and greatcoats which spilled on to the floor like bridal trains, left them in laughter. They flew Po2 open cockpit biplanes (see 434 Bulletin Jan-Feb 2020) with no parachutes and no machine guns with such determination that they would pull out their handguns (which most of them had never held before) and shoot at German planes. The biplanes had no communication equipment and the crews communicated with each other in the air using flashlights. Eventually they were outfitted with appropriate uniforms and the Po2's were adopted so a rear facing machine gun was attached which the navigator was expected to operate. When one navigator asked her pilot how she was supposed to both navigate and operate the the gun, the response from her pilot was "You figure it out." Parachutes came in late 1944.

In February 1943 at an airfield in the North Caucasus, Division Commander General Popov presented the Guards Regiment honour. After the ceremony General Popov spoke with Regimental Commander Major Yevdokia Bershanskaya and told her he did not like to see women dressed in trousers. He ordered that the aircrew and groundcrew be measured and before long a transport aircraft delivered light brown skirts. In the cold winter the women continued to wear trousers for combat missions but for the rest of the time they wore their new uniforms of tunic, belt and skirt.

The 46th Guards remained as an all female regiment until being disbanded on October 15, 1945. On their own initiative, they had instituted a formal program of turning navigators into pilots and training new navigators from among the mechanics, moving armourers up to mechanics and making armourers of new women who were just arriving at the front. The regiment flew combat missions at night and ran training groups during the day. Many of the women who had responded to Marina Raskova's request for volunteers held a pilot's license but were assigned as badly needed navigators.

Continued on next page



Since the Po2 had dual controls, often pilot and navigator would work out an arrangement on missions whereby one would fly to the target and the other would fly back to base, giving each an opportunity for much needed rest. This facilitated the movement of navigators into pilot positions when necessary. Not a single man was required or served in the regiment during the war.

Thirty eight female aviators were awarded the highest military honour, the title of Hero of the Soviet Union (HSU) for their service during the Second World War.



Twenty four of these recipients were from the 46th Guards (18 pilots, 6 navigators). They were a highly successful regiment and were not only equal to the men's regiments but ranked first in effectiveness as measured by the accuracy of hits from bombing and shooting. On comparison with similar men's regiments they were superior in the number of combat flights each night.

What made the Night Witches effective and led to their fame? When Marina Raskova asked for help from women she received thousands of replies giving her a large pool of applicants to select from. Those selected were above average in their educational background and literacy. Most were from urban backgrounds and were not peasants as was the case with many male and female conscripts. The 46th Guards consisted of very intelligent women, who were mostly graduates of universities and institutes. Because they were volunteers the women were more highly motivated than many conscripts.

The women made many innovations to be more effective. We have seen how the women, on their own, created a training program and progression within the regiment to maintain a supply of pilots, navigators, mechanics and armament fitters. They studied the way the Po2's would land, be serviced and fueled to take off on another mission. They developed new servicing methods to maintain the Po2's which allowed the aircraft to take off more quickly and thus get more flights in. Individual Po2 crews would fly 5 to 15 missions per night with the regiment completing 80 to 90 combat missions per night, so time savings on the ground were significant to the number of flights they could make.

On missions each aircraft flew individually to the target but when approaching their target they would join up in groups of three and two of the aircraft would divert the attention of search lights, anti-aircraft and sub machine gun fire while the third aircraft would coast over the target and drop its bombs. They would then alternate so a second aircraft could drop bombs and then alternate again for the third aircraft. This was another technique they developed.

Besides night bombing for harassment they also carried out precision bombing, working out plans on how to effectively complete difficult missions. Night Witches worked with and assisted the Intelligence Service Group, working with them on plans and then carrying out reconnaissance or diversionary tactics, delivering supplies or rescuing wounded soldiers. The Po2 was a stohl aircraft and could touch down in a field, laneways, city streets, forest clearings, etc. and offer assistance when necessary, albeit at great risk.

The women of the 46th Guards drove themselves hard, they were volunteers and they were patriots determined to drive the invaders from their motherland. They fought effectively as a separate female regiment, their friendship was stronger, they shared a greater responsibility and most importantly, they demonstrated they could make a significant contribution to the war effort as women working together.

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