

# THE LONDON LINK



427 (LONDON) WING — ROYAL CANADIAN AIR FORCE ASSOCIATION  
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## CFL Painted Boeing 737 Seen at YXU

427 (LONDON) WING MEMBER and kitchen volunteer, Fred Pettit, took the accompanying photo of the Canadian Football League's and Canadian North's custom painted Boeing 737 on the tarmac at London International Airport. This aircraft was unveiled late in 2014 and features all nine CFL franchise team logos.

The plane is being used to service select destinations, for charter services, transporting sports teams and for cruise line purposes.

Fred's an avid sky-watcher with a keen interest in aviation. He's taken many pictures of interesting and amazing machinery while keeping his eyes skyward. Great pic, Fred!



## International Exchange for One of our Supported Squadrons

IN THE SUMMER OF 2014, WARRANT OFFICER 1ST CLASS LOGAN DEWSNAP, from the #3 Striker Squadron in Strathroy, had the privilege to be selected for the International Air Cadet Exchange Programme, whereupon he traveled to Turkey. The trip was over a two week period and included Air Cadet participants from Canada, UK, US, the Netherlands, Hong Kong, Belgium and Australia.

The first part of the exchange focused on the history of Turkey, beginning in Istanbul where the group visited several of the city's most iconic structures, such as the Sultanahmet Mosque, known as the Blue Mosque, and the Hagia Sophia, a former Orthodox church later converted to a Mosque. He also visited many museums and palaces, those being the Topkapi Palace, Dolmabahçe and the Galata Tower, with the latter providing an amazing view of the city.

From Istanbul, the group travelled to Kuşadası, where they explored the ancient city of Ephesus, which is one of the best-preserved Ancient Greek/Roman cities.

Following the visit to Kuşadası, the focus of the exchange shifted to the actions of the Turkish cadet organization and the Turkish military. The Air Cadets were taken to a camp equivalent to that of Trenton, where they went gliding, and visited the 1st Main Jet Base in Eskisehir, where they watched a demonstration of an F-4 from the edge of the runway.

The final destination was to the capital city of Ankara, where the group visited another airbase (this one home to the air transport squadrons flying the CN-235), as well as a helicopter pilot training facility.

Warrant Officer Dewsnap is proud of his experience and the connections he made through the program. He states that "this exchange has been

an incredible experience and I am incredibly grateful to Cadets for what I have been able to do."

Congratulations Logan!

The first international exchange took place in 1947 and consisted of 46 cadets and two escort officers and was carried out between Canada and the UK. This set the foundation for all future Exchange developments.

The goal of the Exchange is to promote more than a love of aviation as character development is equally important. Cadets develop a better perspective on the challenges other countries face. The friendships they make through the Exchange help the world to combat hatred and intolerance. Through the Exchange, cadets grow to understand and appreciate the roles different nations play in aerospace, as well as build international understanding, goodwill, and friendship among young people who have a common interest in aviation.

# ROYAL CANADIAN AIR FORCE ASSOCIATION (RCAFA) MISSION STATEMENT

The RCAFA is a national aerospace and community service organization to:

- Commemorate the noble achievements of the men and women who served as members of Canada's Air Forces since its inception;
- Advocate for a proficient and well equipped Air Force; and,
  - Support the Royal Canadian Air Cadet program.

## 427 (LONDON) WING EXECUTIVE COUNCIL (WEC) JULY 1<sup>ST</sup> 2014 – JUNE 30<sup>TH</sup> 2015

President	Rene McKinnon	519-471-8003	<a href="mailto:renemck@sympatico.ca">renemck@sympatico.ca</a>
Past President	Jack Clark, CD	519-686-1303	<a href="mailto:jackjoanc@gmail.com">jackjoanc@gmail.com</a>
1 <sup>st</sup> Vice President	Reg Lownie, CD	519-667-1989	<a href="mailto:rlownie@yahoo.com">rlownie@yahoo.com</a>
2 <sup>nd</sup> Vice President	Mary Watson	519-204-8823	<a href="mailto:mwatsonD518@rogers.com">mwatsonD518@rogers.com</a>
Secretary	Chuck Hardy, CD	519-452-1379	<a href="mailto:chuck.hardy@sympatico.ca">chuck.hardy@sympatico.ca</a>
Treasurer	Peggy Clark	226-448-5248	<a href="mailto:peggyclark@live.ca">peggyclark@live.ca</a>

## COMMITTEE CHAIRPERSONS

*Vacant Positions – Food Services, Bar Officer, Entertainment, Sports and Sgt-at-Arms – call Wing for info*

Web-Site	Edith Fraser	519-472-0729	<a href="mailto:thelondonwing@live.com">thelondonwing@live.com</a>
Housing	Don Clarke	519-455-9350	<a href="mailto:don.clarke@hotmail.com">don.clarke@hotmail.com</a>
Housing Back-Up	Chuck Hardy, CD	519-452-1379	<a href="mailto:chuck.hardy@sympatico.ca">chuck.hardy@sympatico.ca</a>
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Bar Steward/Rentals	Flo Douglas	519-455-0430	
Padre	Frank Mantz	for more info, ask a member of the Executive	
London Link Editor	Tanya Deaville		<a href="mailto:tanya427ed@gmail.com">tanya427ed@gmail.com</a>
CF Liaison Officer			

**Over 1000sqft for Rent at 427 (London) Wing** – This includes two rooms with a bar, kitchen facilities and lots of parking. This clean, attractive setting is great for business meetings, small weddings, family gatherings, holiday events, musical concerts or any type of event you'd like to have. Holds 125.

- Rental rates start at \$200
- Catering **IS** an option! Call Flo at 519-455-0430 for more information.



## A Message from the President

IT IS ALWAYS AN EXCITING TIME waiting to receive the rough copy of our coming Link. I get to have my first look at the creation of our most excellent editor. This edition, I see that Fred Pettit, a new member and a valuable team member of our Happy Gang (lunch crew) has the first item at the top of the front page. Below my article, there is a photograph of the Wing's most recent members having just been sworn in. We send a most sincere welcome and congratulations to each of you. I am looking forward to your contribution and support of 427! As you read through the Link, you will note there are many members who have submitted very interesting and varied items. I look forward to more members having the opportunity to also make our front page. Your articles are always welcome.

A reminder that we have our St. Patricks Day Dance on March 14th. We are continuing on from our very successful New Year's Celebration and are excited to have the Wing's own Dr. Energy (Nippy Watson) returning as the DJ. The second event is our 91st Annual Celebration of the founding of the RCAF being held on April 10. You might say that the RCAF is our lifeline to being here today. We look forward to you participation in this very important event. Thank You!

*-Rene McKinnon  
President*

## Upcoming Elections

A FRIENDLY REMINDER from your IPP:

Two dates are fast approaching which are important for the continuation and success of The Wing. On April 24th, the date of the General Meeting, nominations will be held to begin the election process for our incoming Wing Executive. On May 22nd at the General/Annual Meeting, voting will be held to elect/confirm the Wing Executive.

The Executive consists of 5 elected members, those being President, 1st & 2nd VP's, Secretary, Treasurer & the IPP.

If anyone wishes to have their name submitted or have questions in regards to nominations and/or elections, please contact any member of the current Executive.

*Jack Clark, CD*

## Air Cadet Update

IT HAS BEEN MY GOOD FORTUNE to be associated with the Air Cadet movement in London and area for the past 14 years. In keeping with the regular duties I perform, I thought I would provide our member's with a brief outline of the Wing's Affiliation with the 8 Air Cadet Squadrons that we help to support.

The Wing assists seven of those squadrons and is co-sponsor of the other. The squadrons are located in Tillsonburg, St. Thomas, Strathroy, Dorchester, Lambeth, and the three remaining are in London.

Financial support is raised under a 50/50 license issued by the city as well as through donations. The 50/50 draw is made during Friday lunches.

Generally, the squadrons parade one night a week with alternate times scheduled for different events. All of the squadrons have a CO's Parade once a month which I recommend all Wing members attend at least once.

Every year, usually in May or June, the squadrons have an Annual Review which is their opportunity to show the improvement they have made over the last year. All squadrons are happy to see Wing members present and are definitely not to be missed! Annual Review dates, times, and locations will be posted at the Wing, in the Link and on our website, as they become available.

*Jack Clark CD  
-Air Cadet Liaison Officer*



## New Members Welcomed

427 Wing members and the WEC welcomed the newest members to our Wing Family at a swearing in ceremony.

**at left:**

Rene, with new members: John, Sallie, Howard, Tanya, Phillip, Diana and Chester



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## Notes From the Secretary

DON READ, AN OCCASIONAL EUCHRE PLAYER ON WEDNESDAYS AT THE WING, has donated a large wooden carved bird feeder that he made. The lovely donation has been entered in the Wing silent auction and as of this writing, bids have started. Also look for a fine Tiffany Silver Bracelet in the auction. There is a bid sheet for each donation. We welcome more donations for this fundraiser for the Wing.

Many of the old soft cover books have been donated to the Salvation Army or Value Village because they have remained unsold for a long time. Mint quality books have recently found their way to the Wing. Look for authors such as Wilbur Smith. Books are for sale any time the Wing is open. We welcome your donations.

The Link articles and features are, I hope, of interest to most readers. You may wish to comment by sending your own letter to the editor, Tanya. You may wish to send in an article of your own. It would be nice to have articles from readers who are not regular contributors. You may have ideas for Wing events, menu at the Friday lunches and much more. Feedback helps in planning for the future. If you receive your London Link by e-mail, do you open it up and read it? You may have a friend who is not a Wing member who you may wish to forward it to. Thanks to all readers of the Link.

All the best everyone.

*-Chuck Hardy  
Secretary*

## In Search of...

THE FOLLOWING CAME IN FROM 427 (London) Wing member, Sam Newman. He's in search of a couple of items, if you can help out, feel free to contact him at the number found below. Thanks!

1) I am looking for an old RCAF (Association) 5 Yr pin to complete a collection for a friend. If you have one, I will try and make another one available with either no YEAR on it, or with another number you might have been entitled to. It must be an OLD pin which were produced and presented prior to 1993.

2) During the 70's, 80's and early 90's, the RCAF (Assoc) Kit Shop in Ottawa used to sell Air Force blue binders, in which to store issues of the AirForce magazine. If anyone knows the whereabouts of any of these binders, and they are not being used productively any more, would they please contact me, and perhaps we can negotiate a price for them. I have a complete set of these Magazines, but I have run out of binders.

Many thanks!

*-Sam Newman  
(519)452-1886*

## A Note from Diana

GOLFERS PREPARE!!! Our annual fun tournament is scheduled for Tuesday, June 16. Details in the next Link.

SPRING CLEANERS ALERT! Our annual fund raising YARD SALE is scheduled for Saturday, June 13. Save all your good junk. No TVs please.

*-Diana Cutbbert*

## Poppy Fund Cheque Presented

JACK CLARK, AIR CADET LIASON OFFICER, 427 (London) Wing and Larry Roy, Poppy Director of the 2014 513 Donnybrook Legion presented a cheque in the amount of \$5,617.61 to 201 Dorchester Air Cadet Squadron on Feb. 25, 2015.

The 2014 Poppy Drive was a joint collaboration of the 513 Donnybrook Legion and 427 (London) Wing. We look forward to supporting 201 Squadron with another excellent result from the 2016 Poppy Drive.



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## Per Ardua

THE FOUR MOST IMPORTANT ANNUAL TENNIS EVENTS in the world are known as the Grand Slam of tennis. The Grand Slam of tennis consists of the Australian Open, the French Open, Wimbledon (England) and the U.S. Open. Any year you are in Paris you can catch the French Open in May/June at the Roland-Garros Stadium, No. 2 Avenue Gordon-Bennett. The Stadium was named after one of the most renowned members of the French Tennis Federation. Born in 1889, Roland Garros played rugby better than tennis and flew aircraft better than either of those sports. He began his flying career at age 20 in single-wing aircraft. Within two years he was competing in air races around Europe, including the Paris to Madrid race in 1911, and in 1913 Garros became famous as the first to fly non-stop from France to Tunisia, across the Mediterranean Sea.



When WWI began in 1914 Garros joined the French army and began flying unarmed reconnaissance missions over Germany. Soon these aircraft began attacking one another, initially with pistols and rifles, and later with machine guns. Two years earlier, in anticipation of air combat, the British government had ordered an experimental “pusher” type aircraft to be fitted with a machine gun. “Pusher” aircraft have the propeller behind the engine to “push” the craft forward, differing from “tractor” aircraft which have the propeller mounted in front to “pull” the aircraft through the air. Using the “pusher” craft allowed the observer/gunner to sit forward of the pilot and fire ahead. In October 1914 the observer/gunner in a French two-seater pusher biplane became the first to shoot down another aircraft. Despite this success, the weight of observer and the machine gun made the aircraft nose heavy and the idea was discarded. As an alternative the gunner was seated behind the pilot and could stand up to fire in all directions. Nevertheless, firing a machine gun from a moving aircraft against another moving aircraft proved extremely difficult. Even mounting guns in the wings – firing on an angle to miss the propeller – was not successful. The ideal situation was to have the pilot fire a fixed machine gun which pointed straight ahead. Unfortunately, the spinning propeller was in the way.

Late in December 1914, Roland Garros visited the Saulnier Aircraft Works to discuss whether fitting metal deflector wedges to the propeller blades would solve the problem. It wasn't perfect but on April 1, 1914, Garros becoming the first pilot to down an aircraft by firing through the propeller. He followed this with two more victories later the same month and was hailed by the French media as a “fighter ace,” Then disaster struck. On April 19<sup>th</sup>, while attacking a railway station, a bullet fired from the ground cut Garros' fuel line. He landed safely but was taken prisoner before he could destroy his plane. Very shortly after examining the downed aircraft, German engineers designed the “interrupter” gear system which solved the propeller problem. By the fall of 1915, German pilots flying Fokker aircraft became overwhelmingly successful against their foes until the Allies found the propeller solution for themselves.

As for Roland Garros, three years later and after several attempts, he escaped from the POW camp in Germany, rejoined the French army and took to the air to score two more victories. But his total of four enemy aircraft wasn't enough. He lost the title of “fighter ace” when the definition of “ace” became five or more victories. He also lost his life when he was shot down and killed, one month before the war ended and one day before his 30<sup>th</sup> birthday.

*-Reg Lownie  
1st Vice President*



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## War Website In Need of RCAF Details

I AM TRYING TO CONTACT ANY FAMILY OR FRIENDS of a Second World War RCAF veteran named William McGregor Robinson. He was born in Glasgow, Scotland in 1910 and moved to London, ON prior to the war.

He enlisted in 1942. In April 1944, he was undergoing final training in the United Kingdom, when the aircraft he was in had to make an emergency landing at Dublin airport.

William went on to serve, it seems, with 428 Squadron and returned home in 1945. It seems he worked for the Labatt Brewing Company, postwar. I have been unable to determine if and when passed away.

I would like to contact family or friends to include him on a memorial webpage for airmen who made landings in Ireland during the war. Please contact:

Dennis Burke  
63 Lorcan Rd/  
Santry, Dublin 9  
Ireland  
Irishwarcash@yahoo.com

## Ink Cartridge Fundraiser

**1947 Aeronca Chief Aircraft Project**  
THERE'S A BOX at the Wing to deposit all empty cartridges. For each one, the Project will receive a donation of up to \$2.50 to sponsor the Air Cadets. For more info, contact LCol (ret'd) Armin or Judy Grunwald.

- In 2008, we began the rebuilding of vintage aircraft, which was donated to the Air Cadet Program;
- The Air Cadet League of Canada has approved the sponsorship of this project to enhance skills in Aviation Technology and Maintenance;
- This exciting opportunity, where cadets can earn a high school credit, has been organized to help train Air Cadets, which, undoubtedly, will benefit the Community.



## Euchre

EUCHRE IS HELD EVERY WEDNESDAY, starting at 1:30. Buy in is only \$1 and there are weekly prizes. Flo's keeping the bar open for us, so come on out! Thanks Flo!

## Did you know the RCAF...

**...invented crud?** No mess dinner is complete without the traditional game of crud, a unique game of pool that the RCAF invented - perhaps in Gander, Newfoundland and Labrador during the Second World War.

Whether the idea for the game resulted from of a lack of pool cues or a playful volley of pool balls from one side of the mess to the other, crud makes a game of hockey look slow and gentle. Crud players run around the pool table and, using the cue ball, try to block or sink a striped shooter ball in one of the four corner pockets. It's a full-contact sport that has spread around the world.

**...was the first service to recruit women** during the Second World War, the last to release them, and the first to recreate its women's organization during the post-war period.

**...Station Portage la Prairie (Southport)** was built as part of the British Commonwealth Air Training Plan (BCATP) in 1940 but reopened in 1952 as No. 2 Advanced Flying School and trained NATO pilots from Canada, France, the Netherlands, Algeria and Argentina.

**...had 22 fighter pilots** fly combat missions during the Korean War, destroying or damaging 20 enemy jets.

These interesting facts were found on the RCAF Facebook page. If you haven't had a chance to check their page out, it's a great source for current and historical information and interesting photos. Keep up the good work! <https://www.facebook.com/rcaf1924?fref=nf>



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## Rock of Gibraltar Tunnel Tour

OUR RESIDENT HISTORIAN, DAVID SMITH, sent the following pictures and brief notes, from overseas, about his visit to the Rock of Gibraltar. The monolithic limestone promontory is located in the British overseas territory of Gibraltar, off the southwestern tip of Europe on the Iberian Peninsula.

When World War II broke out in 1939, the authorities evacuated the civilian population to Morocco, the United Kingdom, Jamaica, and Madeira so that the military could fortify Gibraltar against a possible German attack. By 1942 there were over 30,000 British soldiers, sailors, and airmen on the Rock. They expanded the tunnel system and made the Rock a keystone in the defence of shipping routes to the Mediterranean.

From David: "Canadian tunnellers and the Royal Engineers, a combined team of almost six thousand men, built 36 miles of tunnels inside the Rock of Gibraltar during WW II. The Canadian contribution is honoured by one of the tunnel roads being named Ottawa Rd. The Canadian flag also is displayed in the tunnel."

*-David Smith  
from Gibraltar England*



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## Early Aeronautical Experiments and the Silver Dart (part 1)

On June 15, 1891, Alexander Graham Bell witnessed the flight of Samuel Langley's flying machine. This experience convinced Bell of the practicality of flight. Over the next twenty years, Dr. Bell spent much of his time developing the necessary knowledge that would enable man to fly. What follows is a record of early experiments in flight leading up to the manned flights of the "Frost King" and the formation of the Aerial Experiment Association.

### December 26, 1891:

Dr. Bell began with experiments on propellers driven from their tips by rockets or jets of steam.

### January 5, 1892:

The publishing of an article by Dr. Bell called "Flying Machines of the Future". This article described passenger carrying flying machines capable of long distance flight. For the purpose of safety, he felt that these machines should take off and land vertically.

### May 27, 1893:

A 5.9m propeller powered by steam jets was tested. It failed to leave the ground and caught fire. This brought to an end experiments with rocket and steam powered propellers.

### May 30, 1893:

"Determined to start with something that will fly by making French flying toys of tin." Dr. Bell began experiments on rotor design to determine which design generated maximum thrust.

### July 1, 1893:

Dr. Bell started experiments with rocket powered gliders.

### August 24, 1893:

Dr. Bell began experiments on propeller design. Different propellers were tested to determine the thrust and efficiency of each. These tests were conducted on whirling arms or tables with the propellers driven by small electrical motors.

### March 9, 1894:

He started experiments with three-winged kites powered by small propellers on the wing tips.

### November 17, 1894:

Dr. Bell conducted experiments with whirling frames to determine the lifting properties of different aerofoils or wing designs.

### May 15, 1898:

He started flight experiments with kites using a Hargrave box kite.

### May 17, 1898:

Dr. Bell developed the radial wing kite. This was an attempt to incorporate rotor design with kite design.

### May 30, 1898:

He developed the three-winged kite as well as kites constructed of cones.

### June 11, 1898:

He developed the keeled kite which is basically a boat with V-shaped wings.

### August 8, 1898:

Dr. Bell designed a Hargrave box kite to be used in the place of a sail for a boat.

### October 3, 1898:

A giant Hargrave box kite named the "Manhole Kite" was tested. It carried a life-sized manikin but failed to fly as it was too heavy.

### May 25, 1899:

Dr. Bell conducted experiments with laminated wood propellers. He tested propellers with different blade angles and thicknesses to determine the ability of each to provide thrust.

### June 9, 1899:

He developed the helical screw, essentially a propeller with blade angle which continues into a spiral.

### July 22, 1899:

Dr. Bell developed a triangular variation of the Hargrave box kite.

*(cont'd on pg. 11)*

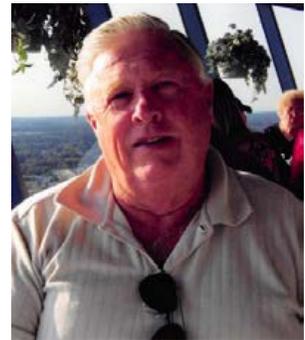
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## LAST POST

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### Redfearn, Christopher John (Maj Ret'd CD)

Saturday, February 21, 2015



We are saddened to announce the passing of Christopher Redfearn, former Governor, dedicated Director and member of the Air Cadet League. Our condolences are extended to his immediate and extended family, his many friends and the large family of volunteers, officers and Air Cadets throughout Ontario who came to be associated with Chris.

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### Marlowe, Stella Irene

Sunday, February 22, 2015



Peacefully, at Victoria Hospital, on Sunday, February 22, 2015, Stella passed away in her 94th year. Beloved wife of the late Frank Marlowe (1987). Lovingly remembered by her children and several grandchildren.

Stella was a longtime member of the #427 Wing and Canadian Harvard Aircraft Association.

Gone, but never forgotten.

## Brown's Crippled B-17 Stalked by Stigler's ME-109

*(cont'd from previous edition)*

Brown flew more missions before the war ended. Life moved on. He got married, had two daughters, supervised foreign aid for the U.S. State Department during the Vietnam War and eventually retired to Florida. Late in life, though, the encounter with the German pilot began to gnaw at him. He started having nightmares, but in his dream there would be no act of mercy. He would awaken just before his bomber crashed. Brown took on a new mission. He had to find that German pilot. Who was he? Why did he save my life? He scoured military archives in the U.S. and England. He attended a pilots' reunion and shared his story. He finally placed an ad in a German newsletter for former Luftwaffe pilots, retelling the story and asking if anyone knew the pilot.

On January 18, 1990, Brown received a letter. He opened it and read: "Dear Charles, All these years I wondered what happened to that B-17, did she make it home? Did her crew survive their wounds? To hear of your survival has filled me with indescribable joy." It was Stigler.

He had had left Germany after the war and moved to Vancouver, BC in 1953. He became a prosperous businessman. Now retired, Stigler told Brown that he would be in Florida come summer and "it sure would be nice to talk about our encounter." Brown was so excited, though, that he couldn't wait to see Stigler. He called directory assistance for Vancouver and asked whether there was a number for a Franz Stigler. He dialled the number, and Stigler picked up. "My God, it's you!" Brown shouted as tears ran down his cheeks. Brown had to do more. He wrote a letter to Stigler in which he said: "To say THANK YOU, THANK YOU, THANK YOU on behalf of my surviving crew-members

and their families appears totally inadequate."

The two pilots would meet again, but this time in person, in the lobby of a Florida hotel. One of Brown's friends was there to record the summer reunion. Both men looked like retired businessmen; they were plump, sporting neat ties and formal shirts. They fell into each other's arms and wept and laughed. They talked about their encounter in a light, jovial tone. The mood then changed. Someone asked Stigler what he thought about Brown. Stigler sighed and his square jaw tightened. He began to fight back tears before he said in heavily accented English: "I love you, Charlie."

Stigler had lost his brother, his friends and his country. He was virtually exiled by his countrymen after the war. There were 28,000 pilots who fought for the German Air Force. Only 1,200 survived. The war cost him everything. Charlie Brown was the only good thing that came out of WWII for Franz. It was the one thing he could be proud of. The meeting helped Brown as well, says his oldest daughter.

Brown and Stigler became pals. They would take fishing trips together. They would fly cross-country to each other homes and take road trips together to share their story at schools and veterans' reunions. Their wives became friends. Brown's daughter says her father would worry about Stigler's health and constantly check in on him. "It wasn't just for show," she says. "They really did feel for each other. They talked about once a week." As his friendship with Stigler deepened, something else happened to her father. Warner says "The nightmares went away."

Brown had written a letter of thanks to Stigler, but one day, he showed the extent of his gratitude. He organized a reunion of his surviving crew members, along with their extended families. He invited Stigler as a guest of honour. During the reunion, a video was played

showing all the faces of the people that now lived – children, grandchildren, relatives – because of Stigler's act of chivalry. Stigler watched the film from his seat of honour.

"Everybody was crying, not just him," Warner says. Stigler and Brown died within months of each other in 2008. Stigler was 92, and Brown was 87. They had started off as enemies, became friends, and then something more. After he died, Warner was searching through Brown's library when she came across a book on German fighter jets. Stigler had given the book to Brown. After all, both were country boys who loved to read about planes. Warner opened the book and saw an inscription Stigler had written to Brown: In 1940, I lost my only brother as a night fighter. On the 20<sup>th</sup> of December, four days before Christmas, I had the chance to save a B-17 from her destruction, a plane so badly damaged it was a wonder that she was still flying. The pilot, Charlie Brown, is for me, as precious as my brother was. Thanks Charlie. Your Brother, Franz.

*-end*



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*(cont'd from pg.9)*

This development led to the concept of looking at the fabric covered area as the source to provide the lift as a modular cell

**August 5, 1899:**

He began experiments with different types of cell modules in whirling frames. Experiments were conducted to determine the flight characteristics of each.

**August 7, 1899:**

He altered the centre of gravity on his kites to see its affect on balance and stability in flight.

**September 5, 1901:**

On a visit to Beinn Bhreagh, Simon Newcomb used the growth ratio of volume to area to demonstrate to Dr. Bell why giant kites can't fly. A 1cm cube has a volume of 1 cubic cm. and an area of 6 square cm. A 2cm. cube has volume of 8 cubic cm. and an area of 24 square cm. The volume has increased 8 times while the area only 4 times. Therefore the larger the kite the less able it will be to fly.

**September 30, 1901:**

Dr. Bell developed compound kites. By combining the cells of smaller kites into one large kite, he was able to retain the surface area to weight ration of smaller kites therefore enabling the larger kit to fly. Also, by combining the cells he was able to eliminate the weight of one structural element every place they were joined.

**March 15, 1902:**

Dr. Bell developed the tetrahedral cell which is three equilateral triangles joined to form a four-sided shape. This was developed to solve the problem of the structural weakness in the rectangular elements of a triangular kite.

**May 12, 1902:**

Dr. Bell flew the "Duma" kite with little success. It was a large cylindrical kite with a wire interior interlaced with silk.

**June 5, 1902:**

He began experiments with tetrahedral cells in kites.

**November 18, 1902:**

Dr. Bell developed solid banks of tetrahedral cells used as wings on kites called "Oionos". He continued to develop this form into very large kites

**June 30, 1903:**

Dr. Bell used movable wings or "Butterfly" kites to demonstrate how the angle of the wings effects the lift and stability of kites.

**July 6, 1904:**

He conducted experiments with four tetrahedral-celled kites. Each kite had different surfaces covered with silk. These experiments demonstrated how the different surfaces effect the lift and stability of each kite.

**December 18, 1905:**

The 1300 celled tetrahedral kite, "Frost King" supported Lucian McCurdy in the air on a rope from the kite.

**December 27, 1905:**

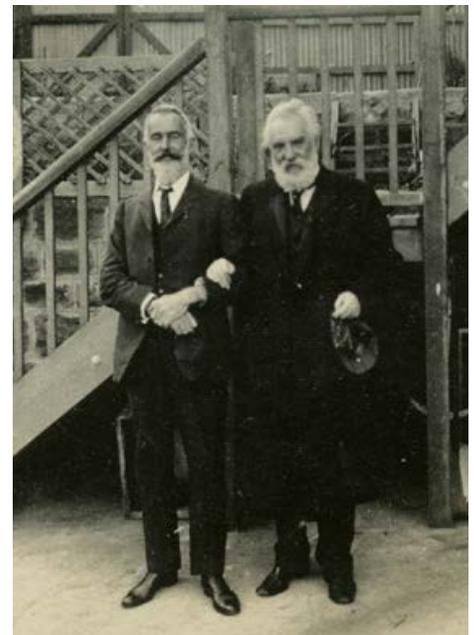
The "Frost King" lifted Neil McDermid 9m into the air on a rope from the kite. Dr. Bell was now convinced that it was possible to fly a man in such a kite.

**October 1, 1907:**

The formation of the Aerial Experiment Association. Dr. Bell continued flight experiments with its members.

*Courtesy of:  
 Baddeck Public Library  
 "Search for Yesterday", April 1981*

*(to be continued next edition)*



**above:** Lawrence Hargrave and Alexander Graham Bell  
*photo courtesy: Lawrence Hargrave Collection*

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# BIRTHDAY BRATS

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MARCH

APRIL

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Bill HINES • Melville HYMERS • Sonia KAIPAINEN  
Brian MCCARTHY • Fred PETTIT  
Fred RYDER • Mike SYDORKO

***“Age is not important, unless you’re a cheese.”***

*-Helen Hayes*

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## **Military Police**

St Peter is standing at Heaven’s gate when a man walks up. “Welcome to heaven my son. What did you do with your life?”  
“I was a policeman,” he responded. “What kind of policeman?” St Peter asked. “I was a vice officer. I kept dangerous narcotics out of the hands of kids.”

“Wonderful my son, welcome to heaven. Pass through the gates.”

A few moments later a second man walks up. “Welcome to heaven my son. What did you do with your life?”

“I was a policeman,” he responded. “What kind of policeman?” St Peter asked. “I was a traffic officer. I kept the roads and highways safe for travelers.”

“Well done. Pass through the gates into paradise.”

A few moments later a third man walks up. “Welcome to heaven my son. What did you do with your life?”

“I was a policeman,” he responded. “What kind of policeman?” St Peter asked. “I was in the Air Force, Sir. I was Military Police.”

“Excellent my son...I’ve gotta take a leak, watch the gate, will ya?”

---

## **Don’t Mess With Seniors**

*What goes up a hill with 3 legs? I believe this joke is the best one yet for “not messing with old people”.*

A lawyer and a senior citizen are sitting next to each other on a long flight. The lawyer is thinking that seniors are so dumb that he could put one over on them easily. So, the lawyer asks if the senior would like to play a fun game.

The senior is tired and just wants to take a nap, so he politely declines and tries to catch a few winks.

The lawyer persists, saying that the game is a lot of fun... “I ask you a question, and if you don’t know the answer, you pay me only \$5.00. Then you ask me one, and if I don’t know the answer, I will pay you \$500.00,” he says.

This catches the senior’s attention and, to keep the lawyer quiet, he agrees to play the game.

The lawyer asks the first question. “What’s the distance from the Earth to the Moon?”

The senior doesn’t say a word, but reaches into his pocket, pulls out a five-dollar bill, and hands it to the lawyer.

Now, it’s the senior’s turn. He asks the lawyer, “What goes up a hill with three legs, and come down with four?”

The lawyer uses his laptop to search all references he could find on the Net.

He sends E-mails to all the smart friends he knows; all to no avail. After an hour of searching, he finally gives up.

He wakes the senior and hands him \$500.00. The senior pockets the \$500.00 and goes back to sleep.

The lawyer is now going nuts not knowing the answer. He wakes the senior up and asks, “Well, so what goes up a hill with three legs and comes down with four?”

The senior reaches into his pocket, hands the lawyer \$5.00, and goes back to sleep.

Don’t mess with seniors!



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## UPCOMING EVENTS

### ST. PATRICK'S DANCE

**SATURDAY, MARCH 14<sup>th</sup>**

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Music/Dancing 8:00 – 11:00pm

TICKETS ONLY \$10!

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*427 (London) Wing will celebrate the  
RCAF 91<sup>st</sup> Anniversary, Friday April 10.*

*A special roast beef dinner will be  
featured and there will be an Anniversary cake  
to honour this event. The RCAF was granted  
royal sanction in 1924 by King George V.*

**Cost \$15**

*Celebration begins at 11:30am  
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available at the Wing or by calling Jack & Joan  
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## 427 WING CALENDAR OF EVENTS

### MARCH 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3 <b>RAA</b>	4 <b>CARDS</b>	5	6 <b>Lunch</b>	7 <b>MAC</b>
8	9	10	11 <b>CARDS BCC</b>	12 <b>WT</b>	13 <b>Lunch WEC</b>	14  <b>LVRC STP</b>
15	16	17	18 <b>CARDS</b>	19 <b>COM</b>	20 <b>Lunch</b>	21 <b>RENTAL OGWR</b>
22	23	24	25 <b>CARDS</b>	26	27 <b>Lunch WD</b>	28
29 <b>ACSP</b>	30	31 <b>FO</b>				

### APRIL 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 <b>CARDS</b>	2	3 <b>CLOSED</b> GOOD FRIDAY	4 <b>CLOSED</b>
5 <b>CLOSED</b>	6	7 <b>RAA</b>	8 <b>CARDS BCC</b>	9 <b>WT</b>	10 <b>Lunch 91, WEC</b>	11
12	13	14	15 <b>CARDS</b>	16	17  <b>Lunch</b>	18
19	20	21	22 <b>CARDS</b>	23	24 <b>Lunch GMN, WD</b>	25
26	27	28 <b>FO</b>	29 <b>CARDS</b>	30 <b>WT</b>		

### LEGEND

- |   |  |
|---|--|
| <p><b>91</b> RCAF 91st Anniversary. See advert. on page 13</p> <p><b>ACSP</b> Air Cadet Speeches. Details available from Flo or Jack</p> <p><b>BCC</b> British Car Club, meeting at 7:30 pm</p> <p><b>COM</b> Retired Commissionaires, 9am – 12pm</p> <p><b>FO</b> Fanshawe Optimist's Club, meeting at 7:30pm</p> <p><b>GMN</b> General Meeting at 1pm, includes nominations for the Wing Executive Council</p> <p><b>LVRC</b> London Vintage Radio Club meeting at 7:30pm</p> <p><b>MAC</b> Model Aircraft Club meeting at 7:30pm</p> | <p><b>OGWR</b> Ontario Group Western Region. Meeting in Sarnia at 9:30am</p> <p><b>RAA</b> Recreational Aircraft Association, meeting at 7:30pm</p> <p><b>STP</b> St. Patty's Dance, see advert. on pg. 13</p> <p><b>WD</b> The Women's Division join us the 4th Friday of each month for lunch</p> <p><b>WEC</b> Wing Executive Council, 1pm</p> <p><b>WT</b> Wood Turners, meeting at 7:30pm</p> |
|---|--|



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