

THE LONDON LINK



427 (LONDON) WING — ROYAL CANADIAN AIR FORCE ASSOCIATION
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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 BOARD OF DIRECTORS

Executive Director	Chuck Hardy	519-452-1379	chuck.hardy@sympatio.ca
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Director - Secretary	Tom Pillon (secretary@427wing.com)	519-660-8099	ve3hor@gmail.com
Director	Gus Cameron	519-457-3575	anc@bell.net
Director	Howard Johnston	519-657-2499	johnston.hojo@rogers.com
Director	Reg Lownie	519-667-1989	rjlownie@gmail.com

COMMITTEE CHAIRPERSONS

Vacant Positions – Food Services, Bar Officer, Entertainment, Sports – call Wing for info

Web-Site	www.427wing.com		
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Treasurer	Howard Johnson	519-657-2499	johnston.hojo@rogers.com
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Wellness/Parkwood Liaison	Hilda Smeltzer, Charlene Odonnell, Hazil Malone	519-657-5759	fhsmeltzer@rogers.com
Fundraising	B. Sandler, R. McKinnon, G. Cameron	519-457-3575	anc@bell.net
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Air Cadet Liaison	Brent Elgie	519-539-5956	lgairs@gmail.com
Lottery	Tom Pillon	519-660-8099	ve3hor@gmail.com
Advisor	Rene McKinnon	519-471-8003	renemck@sympatico.ca
War Graves, Poppy Fund, Heritage/ History & Veterans' Memorial Tours	David Smith/Terry Rushton David Smith		

CLUB SERVICES

Wing Manager	Flo Douglas	519-455-0430
Bar Steward/Rentals	Flo Douglas	519-455-0430
Padre	Frank Mantz	for more info, ask a member of the Executive
London Link Liason	Reg Lownie	rjlownie@gmail.com
London Link graphic artist	Cathy Wood	cathywood@gmail.com

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EXECUTIVE DIRECTOR – BOARD REPORT

We hope you enjoyed your Christmas and New Year's.
Please see the notice below.

427 (LONDON) WING RCAFA
NOTICE OF INTENTION - BYLAWS

MOTION AT GENERAL MEETING
FRIDAY DECEMBER 13, 2019

MOTION BY CHUCK HARDY AND SECONDED BY
TOM PILLON THAT NEW BYLAWS
BEING DRAFTED BY THE BOARD OF DIRECTORS
BE SUBMITTED TO THE MEMBERSHIP AT THE
GENERAL MEETING ON FEBRUARY 28, 2020. ON
APPROVAL, THE BYLAWS WILL REPLACE AND
REPEAL THE CURRENT BYLAWS

POSTED ON NOTICE BOARD ON DECEMBER 13, 2019

First an overview for the need to replace the Wing Bylaws. With the governance model change to what is referred to as more democratic than the previous presidential model, changes to the Canada Not-for-Profit Corporations Act, and new Ontario Group Bylaws, the Board plans to replace the current Wing Bylaws approved by the members in attendance at the General Meeting held on January 26, 2018.

Elsewhere in this January/February 2020 edition of the London Link, please read the minutes of the General Meeting of December 13, 2019. Board members have prepared several drafts of the new Bylaws. Before the General Meeting to be held on Friday February 28, 2020, the final draft will be presented to the membership in attendance for consideration for approval.

At the General Meeting of December 13, 2019, a suggestion was made that members who would like a copy of the final draft be emailed or mailed a copy. Please contact me if you would like to receive a copy.

Best wishes to all readers.

Chuck Hardy

LIST OF BOARD OF DIRECTORS 427 (LONDON) WING – as of October 1, 2019

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James O. Poag
WATCHMAKER – JEWELLER

James G. Poag
GRADUATE GEMOLOGIST
GOLDSMITH – APPRAISER

Jeffrey R. Poag
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Jenny Dortmans
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Supersize my Beluga

Submitted by John Scott

As Airbus prepares to fly its new super-sized BelugaXL transport this summer, The allure of some aircraft, such as the sleek lines of Concorde or the elliptical wings and Merlin roar of a Spitfire, is easy to see but it is perhaps harder to discern why some other aeroplanes become stuck as favourites in some people's minds. There are ones with historical significance, record breaking success, or perhaps rarity as well – but it may be no exaggeration that Airbus' Beluga, for example, has developed something of a cult fan following among both aviation professionals and enthusiasts alike.

These huge transport aircraft, first introduced in 1995, are unmistakable in the skies and are part of the sinews that keeps Airbus' global empire of aircraft factories supplied with wings and large components on time.

Yet, as big as the BelugaST is, Airbus itself has now outgrown this giant transport and has developed an even more capable version – the BelugaXL, which is set to make its first flight this summer.

The requirement

Airbus' need for the BelugaXL is driven by the manufacturer's distributed production and supply chain, which sees large pre-assembled sections or parts brought together at one of four FAL (final assembly lines) in Toulouse, Hamburg, Tianjin in China and now Alabama. Given the size of Europe, even from the very beginning of Airbus, "it become obvious to our predecessors that a flying logistics systems was a must," says Bertrand George, Head of the BelugaXL programme at Airbus.

As production rates have increased, so too has the need for these supervolume freighters for outsize transport. While the first outsized transporter, the Super Guppy, first introduced in 1974, supported a production line that rolled out 50 deliveries in 1985, by 2017 the current A300-600-based BelugaSTs supplied components for 718 deliveries a year – with upwards of 800 deliveries forecast for 2019.

The BelugaST fleet, which comprises five aircraft, is currently being worked incredibly hard, with up to five flights a day, six days a week, to feed the ravenous appetite of the FALs. Last year, for example, the fleet racked up 10,000 flying hours.

It is not just that Airbus is building more airliners each year – it is also building bigger ones, with larger fully assembled components that need transporting by air – such as the 32m long wings of the A350 XWB widebody.

For the latest A350 XWB, the existing BelugaST is constrained by only being able to transport one wing at a time. With still around 700 A350s in the backlog this is a significant limiting factor on Airbus' production rates – especially given that the BelugaST needs nine times the flight hours to deliver A350 components than the A320. The new BelugaXL, with a 30% jump in internal volume over its predecessor, will double the productivity of today's ST fleet.

Searching for the white whale

With four FALs spread across the globe and a production ramp-up looming, it was clear to Airbus in 2013/2014 that its five-



strong BelugaST fleet was "not enough to cope with the future growth of Airbus," says George. Airbus thus began searching around for a replacement. Interestingly, it also looked at other alternatives such as the A400M, An124, A380 and even US airlifters such as the C-17 and 747-400LCF – which supplies outsize components to Boeing's Dreamliner production line.

The requirements were the ability to carry two A350 wings simultaneously, compatible with Airbus' existing infrastructure, jigs and tools, an ability to operate from all Airbus' sites and, crucially, an EIS into service date of 2019. While some transport aircraft can lift far heavier loads than the 50t of the BelugaXL, none were able to match the 7.84m height and 8.08m width of its bulbous cargo bay – which gives the aircraft its ability to move extremely large, yet comparatively light cargo – like aircraft wings.

Airbus thus concluded that there was no existing solution on the market for their outsize delivery requirements.

With Airbus' unrelenting production tempo (an A320 rolls off one of the production lines roughly every 12 hours) there was also no room for error. A serious delay to this critical part of its logistics network might have unforeseen consequences which might ripple through the entire production schedule and disrupt long-term delivery targets.

Enter the BelugaXL

With these factors in mind, Airbus decided the best candidate to modify into a supersized BelugaXL was the twin-engined A330. The BelugaXL is based on Airbus' A330-200/300F freighter, which is an aircraft well understood and mature enough to be converted into an outsize transporter. The aft fuselage section is from the -300, while the reinforced floor comes from the cargo -200F.

It is powered by two Rolls-Royce Trent 772Bs and has cruising Mach number of 0.69 and a maximum altitude of 35,000ft – the same performance as the ST. The BelugaXL features a two-crew flightdeck, including an extra jumpseat, as well as four seats for couriers.

Six metres longer than the ST, BelugaXLs are being built in Hangar L34 at Airbus' giant factory in Toulouse. Ironically, notes programme chief Bertrand George, this is the building in which aircraft are usually 'destroyed' on purpose by being tested to destruction with static load tests – rather than created.

The modification process sees the standard upper fuselage replaced by the giant cargo bay, a new tail and a huge, upward-hinging cargo door over the cockpit. Because of the

giant cargo bay, additional directional stability is needed, and the BelugaXL features a larger vertical tail, vertical endplates on the horizontal stabilisers – as well as ventral fins under the rear empennage.

In late March, two aircraft were in assembly, with the first (MSN1824) aircraft just having its engines installed. The second (MSN1853) aircraft had had the upper fuselage removed and was in the process of having its floor and sides strengthened to accommodate the loads and giant upper fuselage panels. Three more aircraft are to be built. It also needs to be borne in mind that developing an outsize cargo version of an A330 is only half the story. In parallel, Airbus is also upgrading its infrastructure and loading stations around its factories to adapt them to the new aircraft – with jigs and tools being modified. In the UK, Broughton's runway is set to be re-surfaced as part of this process to prepare for the BelugaXL.

Flight test

Having now received its engines, the first flight of the BelugaXL is planned for this summer. Certification is expected by mid-2019, with five aircraft to be in service by mid-2022. Leading the flight test effort will be the first aircraft MSN1854, but it is planned that it will be the second aircraft which will begin operational service first with Airbus' own in-house air cargo airline Airbus Transport International (ATI), while the first BelugaXL is de-instrumented from its flight test work.

Initially the BelugaSTs and XLs will operate together, before the older STs are retired. However, Airbus has yet to decide on the fate of its BelugaSTs when they are gradually phased out from servicing its factory network from 2021. Airbus' George says the company is 'working actively' to investigate whether there is a market that could keep it flying for third parties. In the past, before Airbus' intense production schedule became dominant, the BelugaSTs have carried satellites, helicopters, vintage aircraft, humanitarian aid and even giant paintings as outsize cargo. For airborne whale watchers, there may well be additional opportunities to see these unique aircraft operate around the world after they are released from serving Airbus' industrial network.

The new BelugaXL, too, will be difficult to miss – and as a nod to its name and popularity among staff and public, Airbus is set to paint the first one with a unique 'smiling Beluga whale' nose-art – a scheme that was voted for by almost all of its workers in an internal competition.

Summary

The BelugaXL, is a highly specialised aircraft, designed for a highly specialised niche role, yet its odd looks and rarity is certain to win it a new audience of fans. Beauty, as they say, is in the eye of the beholder – but for Airbus itself the real beauty of its 'flying whale' is how it helps them meet the increased demand of ever higher airliner production rates.

Reprinted by permission of the Royal Aeronautical Society

Minutes of General Meeting 427 (London) Wing December 13, 2019

Meeting called to order at 1:05 p.m.

It was agreed that a quorum of members were in attendance.

Review and acceptance of Minutes from prior meeting (2019-09-27)

Chuck Hardy moved to accept. Roland Joselyn seconded.
Vote to accept carried.

Membership:

Marnie Wedlake and Les Prosser were inducted as members.

Wellness committee report:

Hilda Smeltzer made her report. Report is on file and can be reviewed by request.

Governance:

Motion to accept Notice of Intention to reissue Wing by-laws by next General Meeting (February 28, 2020). Notice has been posted.

Chuck Hardy made motion.

Tom Pillon seconded.

Vote to accept carried.

Finances:

Review of current finances and budget forecast

Chuck Hardy gave the financial report in place of Howard Johnson's and Barry Sandler's absence. Report is available on file by request.

Chuck Hardy reported a \$9,600 shortfall for common area roofing bill. Fundraising committee headed by Barry Sandler to follow up.

Chuck Hardy moved to accept financial report. Judy Grunwald seconded. Vote to accept carried.

Gus Cameron led discussion on ideas for obtaining more publicity for the Wing and fundraising ideas.

History:

David Smith gave report on two airmen (G.G Hall and F.M. Grainger)

Other:

Heritage Fair

Linda Brimson gave a report on the Heritage Fair next year. 427 Wing will participate.

Housing

Tom Pillon reported that common area roof work was completed.

Building and property are ready for winter. Engineers report on east building is still pending.

Lottery and bar licenses have been renewed.

Motion to adjourn made by Judy Grunwald.

Meeting adjourned at 2:32 PM

Next General meeting to be held on

Friday February 28, 2020 at 1:00 PM

Quilt of Valour Presented

A Quilt of Valour was presented to Sonia Kappainen, 98 years old, former RCAF member at Centralia (Grand Bend). Mike Sydorko, an earlier quilt recipient, brought his quilt to display as well.

Joan Hilhorst was presenter. The quilt had been made by London Friendship Quilters Guild. Hilda and Sam Newman also paid tribute to Sonia as did Darrell Schaule the Parkwood Chaplain.

Wing Wellness committee members Hilda Smeltzer, Charlene Odonnell, Hazil Malone, and another dozen Wing members attended.



Terry Rushton, Jan Sydorko, Harry Beukeboom, Hilda Smeltzer, Irene Mathysen, Keith Mathysen (behind Irene), Rene McKinnon, Darrell Schaule (Parkwood Chaplain), Hazil Malone, Sam Newman, and Charlene Odonnell.



Mike Sydorko, Lindsay Mathysen MP, and Sonia Kaipainen and Joan Hilhorst.





Sonia Kaipainen and Darrell Schaule, Pakrwood Chaplain



Sonia and Joan Hilhorst, Quilts of Valour program



Sonia and Mike with their quilts



Sonia and Hilda Smeltzer, Wellness committee, 427 Wing



Sonia and Sam Newman, 427 Wing.



Mike Sydorko showing his quilts with Darrell and Terry Rushton



Sonia and her new quilt



Lindsay Mathyssen presenting Sonia with her certificate of achievement

The London Friendship Quilters Guild is a non-profit organization whose aims are to promote an appreciation for the art and craftsmanship of patchwork and quilting; provide educational opportunities in the art of quilting; and provide a forum for friendly exchange of ideas and information. New members are welcome. Learn more at <http://lfqg.blogspot.com>

MEMBERSHIP REPORT

Two new members were inducted in at the General Meeting on December 13th. They are Marnie Wedlake and Les Presser. Welcome to the Wing.

Another new member Gerard Anctil is joining us from the Member At Large List

Obituaries

Since the last edition of the Link, we are saddened by the loss of

ART LEE WHO PASSED AWAY ON OCTOBER 27, 2019
AL PAGEOT WHO PASSED AWAY ON DECEMBER 2, 2019
RALPH ASKEW WHO PASSED AWAY ON DECEMBER 8, 2019
WE WILL REMEMBER THEM



Art Lee



Al Pageot



Ralph Askew

Several members spoke to me at the last lunch before the Christmas holiday break to express their concerns about the Wing not holding the traditional Levee this year. They felt that while the turnout last year was smaller and little revenue from the bar was received, it is a time to greet fellow members and spend time together to welcome the New Year. Let's mark it on our calendar for January 1, 2021.

Tax time is quickly approaching. Please consider a donation to 427 (London) Wing and receive your tax receipt through the National Trust Fund. Please contact me if you are interested.

Please make use of the suggestion box. Your ideas are most welcome.

Best regards, Chuck email address: chuck.hardy@sympatico.ca.

Chuck Hardy



Bob Hewitt, founding President of the Canadian Harvard Aircraft Association and the Jet Aircraft Museum, passed away Dec. 30, 2019 at age 86. Bob will be remembered for his generosity and commitment to his family, community and businesses. He served in the RCAF and loved formation flying. His contribution to aviation history in the area is remarkable. He was a good pilot and helped many young aviators become proficient pilots, including his son Dave of the Canadian Harvard Aviation Team. Sincere condolences to his family. Blue skies, Bob.

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**Join the Royal Canadian Air Force Association
427 (London) Wing!**

For the camaraderie, the special events, the museum and to support our veterans and air cadets...all from our local community (members and non-members) are welcome.

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– Antoine de Saint-Exupery



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Parking Services launching new Administrative Monetary Penalties system

Londoners have a new, more efficient way to pay or dispute penalty notices for parking violations with the launch of the Administrative Monetary Penalty System (AMP).

With the AMP system, parking related violations will no longer be heard in provincial court but instead by a Municipal Screening Officer, who will be able to modify, cancel, or affirm penalties. The system is intended to reduce congestion in provincial courts as well as provide a faster and more accessible dispute resolution process for residents.

The new system also allows Municipal Enforcement Officers the ability to issue tickets by mail to the registered owner of the vehicle as well as serve notices on a vehicle.

“The ability to mail tickets to vehicle owners brings a much needed enforcement tool,” says Stephen Miller, Manager, Municipal Law Enforcement, Parking. “In school zones in particular, our team is often called to enforce parking regulations. We hope that this practice will prevent vehicles that are illegally parked from pulling out in an unsafe manner to avoid being ticketed.”

The AMP system does not change existing parking regulations and Londoners are reminded to always check street and parking signage to avoid receiving a penalty notice.

Once AMP is implemented, motorists that receive a penalty notice will now only have 15 days to either pay or dispute it. Once 15 days have passed, residents will no longer have the ability to dispute the ticket and additional fees will apply.

For more information on the Administrative Monetary Penalty System, please visit: london.ca/amp

Benefits Payment Calendar 2020

Below are dates for recurring Government of Canada benefit payments administered by Canada Revenue Agency. If you signed for direct deposit, payments will be made to your bank account.

January 29, 2020
February 26, 2020
March 27, 2020
April 28, 2020

May 27, 2020
June 26, 2020
July 29, 2020
August 27, 2020

September 28, 2020
October 28, 2020
November 26, 2020
December 29, 2020

CPP payments include the CPP retirement pension, CPP disability, children’s benefits and survivor’s benefits.

OAS benefits are made out on the same dates and include the OAS pension, Guaranteed Income Supplement (GIS), Allowance and Allowance for the Survivor.

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427 Wing

Secrets of Radar Museum
London Amateur Radio Club
Play Away Indoor Park
Jet Aircraft Museum
Katana Kafe
Crumlin Creek Golf

Memorial Crosses of Corporal Frederick Harold Granger and Sgt. George Graham Hall

by David Smith, Historian
427 Wing RCAFA

The award dates back to December 1st, 1919 when King George V on the advice of Prime Minister Robert Borden and his cabinet created the Memorial Cross recognizing the personal loss and sacrifice on the part of widows and mothers of Canadian sailors, soldiers and airmen who had lost their lives for country during the First World War. The regulations were changed in January of 2009 to allow for the award of up to three crosses to a service member's family.

The Memorial Cross features a St. Edwards Crown at the top of the vertical arm and at the end of the other arms a maple leaf. At the centre, within a laurel wreath is the reigning monarch's cypher.

The back of the Memorial Cross has the name and regimental number of the service person who sacrificed their life. This information is used by family members/descendants and researchers to build a story about the service person.

Two Memorial Crosses from WW II were donated to the 427 Wing honouring the sacrifice of two London airmen:

Corporal Frederick Harold Granger and Sgt. George Graham Hall.



Corporal Granger RCAF R/172800 sacrificed his life May 9, 1945 at the age of 26. He was the son of Charles and Edith Granger of London, Ontario who resided at 692 Adelaide St. He graduated from Central Collegiate where his name is recorded on their WW II honour roll. He was killed in Bombay India and is buried in Kirkee War Cemetery India.

Sgt. George Graham Hall WAG RCAF R/9005 sacrificed his life May 29th, 1942 at the age of 22. Flying out of #32 Operational Training Unit, Patricia Bay British Columbia on May 29th, 1942 his Beaufort aircraft lost power in the port engine and crashed into the ocean. He was the son of George S. Hall of London, Ontario who resided at 159 Hale Street. Sgt. Hall was a student at Sir Adam Beck and Beal Technical and Commercial School. His name is recorded on the Sir



Corporal Frederick Granger (left) and Sgt. George Graham Hall (above)



Central Collegiate Honour Roll



Sir Adam Beck Collegiate Honour Roll - WWII

Adam Beck Collegiate Honour Roll. Sgt. George Graham Hall is buried in Woodland Cemetery London, Ontario.

I OPEN MY EYES TO THE PRESENT WORLD THE
POPPIES IN MY HAND
AND WHISPER A SILENT THANK YOU TO THOSE WHO
SAVED THIS LAND.

Laurie Near McKeough P.S. circa 1985

For more information, visit cwgc.com, findagrave.com
<https://www.veterans.gc.ca/eng/remembrance/memorials/canadian-virtual-war-memorial/detail/2558436>

UPCOMING EVENTS



Heritage Fair Display
Saturday, February 15th, 2020
9 am to 3 pm
HMS Prevost London

This year Heritage Week London honours veterans and the end of WWII in Europe. The theme is "Remembering Their Sacrifice - 75 Years Later."

427 Wing will host a display at HMS Prevost, for the kick-off event that attracts 500 visitors. The event will feature prominent guest speakers, interactive activities, as well as an informative "Exploration Zone" featuring 20+ local organizations, all showcasing Canada's contributions in the Second World War. Our friends from Canadian Harvard Aircraft Association will also attend.

This event continues the Wing's attendance at Heritage Fair London. This year's theme allows us to showcase WWII history of Station Crumlin and RCAF veterans.

Volunteers are needed to staff the display space Saturday Feb. 15th, 9 am to 3 pm. and possibly help with setup or take down. Please let Board members know if you can attend for a couple hours, or all day! Please encourage family and friends to drop by. HMS Prevost has plenty of free parking at 19 Becher Street, London, near Wharnccliffe and Stanley Streets.

2019 Poppy Campaign Report

427 Wing members again assisted the Donnybrook Branch of the Royal Canadian Legion in Dorchester by assuming responsibility for approximately 70 poppy boxes placed in businesses in the Argyle area, as well as distributing poppies on the two weekends prior to Remembrance Day.

Sjouk Lynch, the Poppy Campaign co-ordinator for the Branch, thanked 427 Wing members for their assistance. Board Member Gus Cameron said he feels that it was an honour to be able to honour our veterans. Several members echoed his words, and said that they were glad that they were asked.

Terry Rushton



Christmas Luncheon 2019

447 Wing RCAF Association at Mount Hope, Ontario losing current home

Article by Mark McNeil,
reprinted here by kind permission of Howard Elliott,
Managing Editor, The Hamilton Spectator

Recently, the Hamilton Spectator reported 447 Wing RCAF Association at Mount Hope, Ontario, near Hamilton Airport, is losing its home. The owner of the building on Homestead Drive that houses the 447 Wing, plans to demolish the facility used by Air Force veterans and other members to make way for a mixed-use commercial building.

The new two-storey building will house a restaurant, retail space and offices -- a development expected to be beyond the means of a struggling club.

Past-president and longtime member Jim Hooton says, "It's a shame because there is nothing like the association in the Mount Hope area, and people come from all around to use it -- Hagersville, Caledonia, Binbrook, Ancaster, Stoney Creek and Waterdown."

He said demographics are working against the legions, veterans' associations and service clubs. The club has very few veteran members.

Sandra Wells, one of the directors of the association, says "We have to find a new home and what that home will be we don't know. Do we continue running a full restaurant and bar or will it just be an association having meetings at another location?"

She states the club has less than 140 members, down from a high point several years ago when there were more than 400. The general public can eat and drink at the club without being members.

The number of actual veterans is very few, she said, something that came into sharp focus a few weeks ago when Jack Finan, a Second World War Lancaster pilot, celebrated his 100th birthday at the club.

The 447 Wing began in 1962, operating out of a building at Hamilton's airport, but expansion plans forced the association to find new quarters. Then, about 10 years ago, the club moved into the Homestead Drive address that was a former Chinese restaurant.

But rent prices were tough, eventually reaching \$2,700 per month. And the club over the years faced varying degrees of financial hardship.

In 2015, the City of Hamilton explored a plan to buy the building, and become the club's landlord. The idea didn't fly with city staff and councilors rejected the idea.

I read the above article with concern and sadness. I'm a newcomer to 427 Wing RCAF Association at London Airport, but I realize our position is also precarious. We currently have 140 members, and because many are very senior and not well, it's often a handful of volunteers doing the heavy workload. I notice our executive must be feeling "volunteer fatigue", so I offered to take on a couple duties

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to relieve some strain. I'm the Pillar Non-Profit group rep, and I'm interested in serving on the Museum Committee. I'm helping with the Heritage Fair display Saturday, Feb. 15th at HMS Prevost, 9 am to 3 pm, to help raise the Wing's profile, while we tell of sacrifice in WW II, 75 years later. I attended the recent Quilt of Valour presentation at Parkwood Hospital because I believe in honouring our veterans. The 427 Wing's Wellness Committee does a wonderful service to local veterans.

Sometimes we don't value what we have, until we lose it. Thanks to all past and present Wing members and supporters who kept 427 Wing thriving over the years. Even as a newcomer, I realize how essential bar steward Flo and her hard-working meal crew have proved to be. I was pleased to see two new members installed at the December 2019 meeting. I hope each of us can offer our talents to the Wing. Bringing newcomers to events, such as Friday lunches (resuming Jan. 10th) and Tuesday euchres (resuming Jan. 14th) is good outreach, and easily done. Encouraging new membership and service is vital. We're fortunate to be in a wonderful, historic building, but there are challenges, as we pay for new roofing and other maintenance. Let's promote rental of the venue for its special ambience. Fund-raising ideas are welcomed as we rise to meet the opportunities of 2020.

(additional content by 427 Member, Linda Brimson)



Join in the fun! All are welcome to play

**EUCHRE
Tuesdays at 1:00pm**

8 progressives games for \$2.00 including coffee and a snack. Plus a chance to win a prize.
427 Wing membership is not required.

**427 (London) Wing RCAF
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BIRTHDAY BRATS



JANUARY HAPPY BIRTHDAY WISHES

Brent Elgie, Torben Haarbye, Delores Lloyd, David McCarter, and Bob Swartman

FEBRUARY HAPPY BIRTHDAY WISHES

Diana Cuthbert, Ray Hutt, Murray Mackay, Bruce Tapp, Fay Timbers, Tom Johnston,
Rev Frank Mantz, and Len Truant



*“The older the fiddler,
the sweeter the tune.”
-English Proverb*



LONDON LINK SUBMISSION DEADLINES:

**January/February: December 18th • March/April: February 15th. May/June: April 17th • July/August: June 17th.
September/October: August 18th • November/December: October 18th.**

Please forward any articles that you consider of value to the Wing members and we will do our best to get it to print.
Sometimes submissions are of such a size that we then make them a two, or three part series.

Looking forward to hearing from you and sharing your photos, stories etc with our members.
(For good reproduction at reasonable size, photos should be fairly high resolution)



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January 2020

Sun	Mon	Tue	Wed	Thu	Fri	Sat	
				1	2	3	4
5	6	7 RAA	8 BCC	9 WT	10 LUNCH	11	
12	13	14 MAC EUCHRE 1:00	15	16	17 LUNCH	18	
19	20	21 EUCHRE 1:00	22	23	24 LUNCH	25 LARC	
26	27	28 FO EUCHRE	29	30	31 LUNCH		

February 2020

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4 RAA EUCHRE	5	6 LARC	7 LUNCH	8
9	10	11 EUCHRE MAC	12 BCC	13 WT	14 LUNCH Valentines Day	15 Heritage Day at Prevost
16	17	18 EUCHRE	19	20	21 LUNCH	22
23	24	25 FO EUCHRE	26	27	28 LUNCH GM WDs	29

Note: every Tuesday Euchre at the Wing 1:15pm

AGM Annual General Meeting, 1pm

BBQ Bar-b-que lunch, last lunch until August

BCC British Car Club, meeting at 7:30pm

COM Retired Commissionaires, 9am - 12pm

FO Fanshawe Optimist's Club, meeting at 7:30pm

GM General Meeting at 1pm

GS Guest Speaker

LFC London Flying Club Reunion

LVRC London Vintage Radio Club meeting at 11:00am

MAC Model Aircraft Club meeting

OAGM Ontario Group Annual General Meeting

RAA Recreational Aircraft Association, meeting at 7:30pm

WD The Women's Division join us the 4th Friday of each month for lunch

WDP Wind Down Party for OAGM, at the Wing

WEC Wing Executive Council, 9:30am

WT Wood Turners, meeting at 7:30pm