

# **SPIRIT**

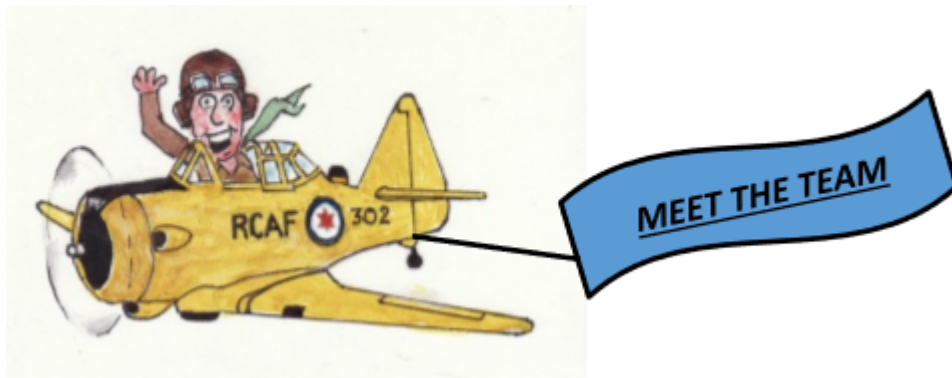
***783 (Calgary) Wing Newsletter***

***ROYAL CANADIAN  
AIR FORCE  
ASSOCIATION***



***Sep/Oct, 2020***

***Wing Meets every  
4<sup>th</sup> Monday at 7pm  
285 Legion Horton Road  
(on hold due to COVID)***



Chairperson	Randy Fisher
Honorary Chairperson	Col (Retd) Don Matthews
Immediate Past Chairperson	Pat Sulek
First Vice Chairperson	Adriano Fisico
Second Vice Chairperson	Rob Caswell
Treasurer	Kenn Nixon
Secretary	Michele Henderson
Past President Chairperson	Pat Sulek
Casino Chairperson	Lorie Gordon
Special Projects	Pat Sulek
Membership	Anna Lewis
Newsletter	Bev Spielman/Michelle Gerwing
Health and Wellness	Edith McMinn
Sergeant at Arms	Art Hill
Social Coordinator	Muriel Mymko/Lois Maxwell
Publicity	Bob Wade/Adriano Fisico
Military Museum Liaison	Mike Ricketts
Director at Large	Brian Lewis
Cadet Liaison	Kevin Knight
Advocacy	Scott Deederly



## ***Message from the Chairperson***



As the summer months of June, July and August draw to a close, I find myself wondering where the summer went. The directors and executive members of our wing have been very busy during this time and have continued to meet, so that we might put into place a plan for all of us to meet. How that meeting is to take place has been decided at least for the interim as we figure out what a return to face to face meetings looks like and if it's possible to do so safely. For September however we will have an electronic meeting, where members of the Wing can meet virtually, ask questions, and receive updated reports. We realize that this technology is not available to everyone and it is our hope that you can attend with a close friend or at the very least hear about afterwards.

Our wing continues to make progress and is focused on the welfare and well-being of our members. To this end a second phone out to our members is currently underway. This simple check in has proven to be very successful at engaging our wing members and making sure that we continue to stay in touch.

As we draw closer to the Battle of Britain, a virtual service is being prepared that will have the broadest possible reach for our wing. It is hoped that this virtual service, will be a tribute not only to the 80<sup>th</sup> anniversary of this historical battle, but also serve as a lasting commemoration to those who made the ultimate sacrifice. I know that it will be shared with not only our wing members, but also members of other like-minded associations, the Royal Canadian Air Cadets, the RCAF and of course throughout our association nationally.

As I write this I also want to take a moment to reflect on the passing of our 783 Wing Member and National President of the RCAFA, Stephen MacDonnell. His sudden passing has left many of us stunned and left a void in many. Our wing members are working with the family and the Association to ensure that his legacy is not lost nor forgotten and that a suitable and fitting tribute is in place. We will remember him. I'd like to thank Steve for his guidance and assistance to the Wing over many years, he will be dearly missed.

The creativity and determination of our wing members has always amazed me. One of our wing members noticed that they never noticed any articles about the many great things cadets do in our communities across Canada. So when Gene Kushnir noticed this he sought to see it rectified. Working with the Directors and Executive members of the Wing, Gene contacted the National Cadet and Junior Canadian Rangers National Support Group and the Executive Director of the Royal Canadian Air Force Association and produced the first of what we hope will be many ongoing contributions to the Air Force Magazine. Keep an eye out for the first article in our upcoming issue. Great Work Gene and thank you.

Finally, I hope that each of you has managed to stay well, remain healthy and continue to keep active and engaged in safe manner. May your bubble have included close family and friend, with

whom you had a chance to spend time with and created many happy memories. Please keep in mind that we are a team, we are all in this together. If there is anything we as a Wing or Association can do for you or if you would like to see a familiar face and hear a friendly voice remember we are only a computer chat or phone call away. I look forward to a time when we can all meet again, and I look forward to hearing the many stories each of you have to share.

Per Ardua Ad Astra

Randy Fisher  
Chairman  
783 (Calgary) Wing  
Royal Canadian Air Force Association



### *Honours and Awards*

At the Meeting of the National Executive Council of the RCAF Association, held on 6 March 2020, the following Honours and Awards were determined and we are very pleased to see that the Alberta Wings did very well in receiving recognition for their organizations and members over the past year:

#### 783 (Calgary) Wing :

- WING OF THE YEAR
- LIFE MEMBERSHIP (HONOURARY) - Stephen Macdonnell, P. Eng.
- MERITORIOUS SERVICE AWARD - Pat Sulek and Don Matthews

*A thank you from the Air Cadet League of Canada*

AIR CADET LEAGUE OF CANADA  
LIGUE DES CADETS DE L'AIR DU CANADA  
August 17, 2020

Stephen Macdonnell, PEng  
President RCAF Association  
PO Box 2460 Stn D  
Ottawa, ON K1P 5W6

Via email: [stephen.macdonnell@airforce.ca](mailto:stephen.macdonnell@airforce.ca)

Dear Stephen,

This letter is to acknowledge receipt and thank you for the most recent donation by the RCAF Association of \$11,891.02 to the Air Cadet League of Canada. This amount was deposited to the RCAF Trust Fund which, as of today, totals over \$284,000.

The ongoing support provided by the RCAF Association is greatly appreciated and your partnership continues to be of vital importance to the accomplishment of our mission. Our most sincere thanks to you and to all your members. We couldn't do it without you!

*From James Hunter  
President*

James Hunter President



## *Happy birthday to you! (Sep-Oct)*

Norma Cooke	10 Sep
Bridget Given	13 Sep
Bernard Hayden	8 Sep
Glenn Harrington	12 Sep
Bob Wade	21 Sep
Betty Watson	27 Sep
Charles Weeks	7 Sep
Anna Tremblay	19 Sep
Beverley Burke	22 Oct
Coleen Cook	24 Oct
Maurice Hanberg	28 Oct
Charlene MacLean	24 Oct
Mark Levesque	27 Oct
Neil Holmen	2 Oct
Jane MacDonnell	6 Oct
Lois Maxwell	5 Oct
Ian Morgan	27 Oct
Georgina Nelson	7 Oct
Heather McKeague	25 Oct
Kenneth Clark	25 Oct
Elizabeth Bertram	21 Oct
Judy Williamson	17 Oct
Katherine Lessard	5 Oct





## ***We will remember them***



It is with sadness that we announce our National President, Steve MacDonnell passed away unexpectedly on Aug 30. Our thoughts and prayers are with his family.

### **STEPHEN KENNETH MacDONNEL P.Eng., MCSCE**

November 20, 1958 – August 29, 2020

Stephen K. MacDonnell passed away unexpectedly on Saturday August 29, 2020.

Steve was born in Sydney, N.S; when he was old enough, he joined the Royal Canadian Air Cadets and achieved his power flight wings through the program. He held the position of squadron Warrant Officer and upon graduation he joined the Cadet Instructors Cadre receiving his commission in 1978. Steve served over a decade in the Canadian Forces Reserves and in the early 1990's he went back into uniform and served as Commanding Officer of 538 Buffalo Squadron RCAC.

During this time, he joined the Royal Canadian Air Force Association, and received his 40 year pin last year. Steve was heavily involved in the different levels of the Association, at 783 Wing, Alberta Group and lastly National, holding the position of National President since 2016.

Steve studied science and engineering at Dalhousie University and University of Calgary, graduating with degrees in both, plus a degree in professional Management. He held technical and senior leadership positions in natural resources, consulting and energy industries. His talents led him to serve on a design code committee with the Canadian Council of Ministers of the Environment and The Canadian Standards Association. After starting his professional career in Halifax, he was transferred to Calgary in 1981 and later joined Shell Canada Limited. He founded Shieling Technologies in 1991 and worked with organizations such as UMA, Devon Canada and GKX Corp. Steve was moving into semi-retirement but still kept active working in specialized project management, regulatory affairs and land development.

He was a former executive of the Dalhousie University Alumni Association, Volunteer for the Canadian Cancer Society, and a member of several professional, service, military, cultural and aviation organizations including Canadian Owners and Pilots Assoc. (a Silver Club member) RAUSI, Air Force Museum Society of Alberta and the Royal Canadian Legion and an Honorary Member of 410 Tactical Fighter Squadron. He has been a strong advocate for youth (Air Cadets) Air Force and aviation, and Veterans rights. In later years, Steve applied his energy to supporting his daughters involved in the Calgary Highland Dancing Association, reveling in their successes.

Steve enjoyed skiing, sailing, kayaking, travelling back to Nova Scotia each summer and getting into the air whenever possible. He leaves behind his beloved wife Jane, his cherished daughters Heather and Alyssa and several aunts and cousins in Nova Scotia.

Funeral services will be held at St. Andrews Presbyterian Church, 703 Heritage Drive SW, in Calgary on Wednesday, September 9, 2020 at 2:30 PM. Due to limited space because of the COVID restrictions please RSVP to [psulek@shaw.ca](mailto:psulek@shaw.ca)

## ***Member Profiles – Bob Wade***

### **How a Canadian Pilot Became the First Westerner to Fly the Feared MiG-29 Fulcrum By Thomas Newdick**

Readers might be forgiven for not knowing that the first Western pilot to get a chance to fly the then-Soviet Union's much-vaunted MiG-29 Fulcrum fighter jet was a Canadian. But the story of how now-retired Royal Canadian Air Force Major Bob Wade got his hands on the warplane only months before the fall of the Iron Curtain is an extraordinary one. It's relayed by Wade himself in a fascinating podcast hosted by the Cold War Conversations website, and some of the details are well worth examining. The entire interview, which you can find [here](#), is also worth listening to in full.

Having a chance to take the controls of one of your principal enemy's top-end fighters is a pretty unusual event in itself. Wade had no idea what awaited him at the 1989 Abbotsford International Airshow, where he would find himself in the front seat of a MiG-29UB combat trainer with only a rudimentary 10-minute briefing, no understanding of Russian, and a back-seater with only the most basic grasp of English.

Today, the Mikoyan MiG-29 is a familiar sight in air forces around the world, and it's perhaps hard to recall just how alarmed Western observers were when this potent fighter entered service with the Soviet Air Force in the early 1980s. At this time, the United States was so eager to evaluate Soviet-built warplanes that it went to extreme lengths to obtain them, flying them in secrecy to better understand their capabilities and giving its pilots a chance to fly against them. The most dramatic example of this was the Cold War-era Red Eagles MiG aggressor squadron, which you can learn more about [here](#).

It wasn't until the era of "glasnost" that the general public — and foreign military top brass alike — got to see the jet at closer quarters. There was a spectacular appearance at the Farnborough International Airshow in the United Kingdom in 1988, which kicked off a series of presentations by Soviet (and soon-to-be Russian) military aircraft around the globe.

The 1988 Farnborough appearance introduced the world to Anatoly Kvochur, who would go on to be one of the best-known test and demonstration pilots of his era, later working for the Sukhoi design bureau. By the time of the Abbotsford Airshow in August 1989, Kvochur had made headlines for all the wrong reasons, with a dramatic low-level ejection from his MiG-29 at the Paris Air Show in France in June of the same year.

By the late summer of 1989, the Soviets' latest-generation warplanes had made a serious impression on Western observers and it seems someone in Moscow thought it was time for them to get some exclusive access to rival hardware. Before coming to North America for the Abbotsford Airshow, Wade recalls, Soviet officials had made efforts to secure their own familiarization flights in an F-15 Eagle or F/A-18 Hornet jet fighter. Should one of the North American air arms accept, there would be a seat waiting for one of their fighter pilots in a Soviet MiG-29. The American military point-blank refused this offer.

When the two Fulcrums came to visit, arriving in North American airspace over the Bering Strait, they were intercepted by USAF F-15 fighter jets on alert at Elmendorf Air Force Base. The Soviet fighters touched down at the Alaskan base for a night stop, still with no agreement in place for any reciprocal flights.

Wade was the alert force commander at Canadian Forces Base Comox, British Columbia, home of the closest fighter alert facility, when the MiGs were due to arrive at the commercial airport of Abbotsford. He describes how he was alerted by North American Aerospace Defense Command (NORAD) that the Soviet jets were expected to arrive via the Alaska Panhandle, before touching down in Abbotsford in southern British Columbia. However, the Royal Canadian Air Force (RCAF) was expected only to shepherd them through the country's airspace, since the Soviet pilots would be under civilian air traffic control from Vancouver.

At this time, there were normally four FCAF CF-18 Hornets on alert at Comox, two of them active, and two on standby. Wade recalls that with three of his Hornets available, it was decided to send all of them up for this most unusual of intercepts. NORAD told him and his crews to "proceed no closer than 1,000 feet and make no attempt to communicate With the MiG-29 pilots."



Wade and his wingmen picked up the MiGs as planned at the bottom of the Alaskan panhandle, where they also met the Elmendorf F-15s that had escorted the soviet jets through U.S. airspace. On the NORAD side, this whole process was controlled by and E-3 AWACS radar plane, Wade remembers.

“We had never seen a MiG-29 before,” he said. “Of course, we’d had lots of intelligence briefings on it, but everyone was pretty excited to see on in person.”

Approaching the Soviet jets – one single-seat Fulcrum-A and one two-seat Fulcrum-B – from the stern, Wade and the other RCAF pilots trailed them at a height of approximately 37,000 feet and a speed of around Mach 0.9. After the NORAD Eagles and Hornets had made use of the unique formation to take some photos of all the jets, the CF-18s and MiGs continued south, while the Eagles waved off.

Twenty minutes later, the RCAF fighter pilots’ excitement had probably only diminished slightly when Wade noticed that the MiG duo was now headed approximately 40 degrees off their intended track. Since the soviets were under civilian control, Wade recalls that he was unsure where they were being vectored to, so made an appropriate call to AWACS.

“Hey, we have no idea where they’re heading,” came the response from the surveillance plane. Wade then called Vancouver on his second radio, only to find that they hadn’t had contact with the Soviets aviators, either.

At this point, Wade made the decision to approach the Soviet Lead (the MiG-29UB), who used hand signals to indicate his radio had failed. With strict instructions not to fly near the alert base at Comox, Wade pointed at the lead pilot then took up a position 40 degrees to the left of their previous course and the Soviet pilot turned immediately in response, before signaling that they had only 30 minutes’ fuel remaining. A safe arrival at Abbotsford now looked tough-and-go, so Wade decided to put the Eastern bloc visitors on his wing, two MiGs on the right, two CF-18s on the left, tucked in tight to begin the descent into Abbotsford through 30,000 feet of cloud. After waving the MiGs off to land, Wade was “pretty impressed by what the boys did,” he reflected.

Wade then describes his return to base at Comox, where the crew chief told him that the phone had barely stopped ringing – it was the Soviet Embassy (“How they got the phone number of the QRA, I’ve got no idea”). They wanted to thank Wade for his assistance and invite him as a guest at the upcoming airshow. Wade didn’t have to think about the decision long – he was already headed to the base to take part in a static display of aircraft.

But the welcome awaiting Wade at the Soviets’ pavilion on the first day of the show was Cold War-frosty. After introducing himself, he was told “Nyet, go away.” The following day, the same thing happened, with the Soviet guard again telling Wade’s RCAF contingent to leave.

Finally, on Sunday, the last day of the show, the Soviets seemed to have had an abrupt change of tack. “They really wanted to fly the F-15 or F-18 and get a Western pilot to make an assessment of MiG-29 to help them market it,” Wade speculated. With any chance of one of their test pilots flying in a Western “teen-series” jet having evaporated, it seems Moscow decided instead to go on the public relations offensive, showing a Western pilot exactly what their jet was capable of.

The offer was initially turned down by the Canadian top brass but, luckily for Wade, Deputy Defense Minister Mary Collins was at the event and helped get it signed off. In Wade’s view, the minister put her career on the line to secure his place in the Soviet cockpit. With Anatoly Kvochur still recovering from his bailout in Paris, his colleague Valery Menitsky would fly in the back seat, but he spoke very little English. Wade borrowed an ill-fitting G-suit and helmet and was quickly shown how to start the jet’s twin Klimov RD-33 turbofans. With all instruments in Cyrillic, and measurements in kilometers per hour and meters, Wade would have to rely on the instincts he’d developed as a military aviator.

The preflight brief was limited — no details were given about take-off, landing, or flap speeds. Wade assumed Menitsky would handle that. With 10 minutes to prepare, there was now some concern on the Canadian side that the flight might not be such a good idea after all.

“Don’t screw this up or we’ll both be looking for work,” Collins told Wade. “She might be looking for work but I’d be

dead!", he reflected.

Once in the jet, Wade was determined to use his experience as a CF-18 demonstration pilot to evaluate the MiG and aimed to replicate parts of his own 12-minute low-level aerobatic routine for comparison.

Wade was told by Menitsky that he was happy for him to take-off. Wade still had no idea of take-off speed, let alone the fuel load of the jet he was sat in.

Once airborne, Wade decided he wanted to perform a roll at the top of the climb-out. "Pulling through the vertical after take-off, on the F-18 airspeed would stagnate or maybe roll back a few knots; on the MiG-29 when I pulled through the vertical that airplane was still accelerating, so I knew it had better thrust-to-weight at whatever fuel weight it was carrying. I was pretty happy with that", he recalls.

After another vertical climb, it was time to attempt some hard maneuvering, including maximum stick deflection, rolling in both directions. Wade judged the results "equivalent to the F-18. The F-18 would roll at 720 degrees per second; the MiG-29 was quite comparable."

Exactly how hard he was maneuvering was hard to judge, though. Wade couldn't find the G-meter, let alone read it. He reckons he was pulling around 7g and found he had enough power, in afterburner, to sustain the turn. Then "Valeri pilot," came the command from the back seat, and the Soviet aviator slammed the jet back into the vertical, and at around 3,000 feet idled both throttles for a tail slide.

The CF-18 would need 5,000 feet to recover from such a maneuver, Wade reflected. He was also surprised to note both the MiG's afterburners kicking in instantaneously when lit — unlike in the Hornet. Menitsky pushed the stick forward and the nose fell — another surprise — and they flew out without a problem.

"Bob pilot," was the next command from the back seat, and now it was Wade's chance to perform a tail slide. He was "surprised how easy it was."

Eager to know what the Fulcrum could do in low-speed dogfighting, on the next recovery from the tail slide, Wade held the nose, selected afterburner and kept the jet steady at around 70 degrees nose-up, checking rudder responsiveness in both directions. "I was amazed, I learned a lot in that particular maneuver", Wade notes. He judged the MiG equal to the F/A-18 in the low-speed, high-angle-of-attack domain.

Menitsky then pulled a 360-degree turn that Wade estimates was around 8g, leaving the Canadian "buried into the cockpit, working hard just trying to stay conscious." Watching the airspeed indicator through the maneuver, the speed never increased or decreased by more than around 20 knots — "Pretty credible turn capability," in Wade's assessment.

After 15 minutes, the next command came: "Bob pilot landing." Wade took the jet around, dropped flaps and gear when it felt right, touched down and rolled out. His conclusion: "I was pretty impressed with it."

The MiG flight had won over Wade, but he was still of the basic opinion that Soviet fighters were built for a war of attrition — "rivets sticking out, tires threadbare, pretty crude," but that they overcame these shortcomings with their sheer power.

Notably, the Soviets wouldn't turn on the head-up display, and the MiG-29UB was not fitted with radar. Nonetheless, Wade felt he had a good understanding of the jet's capabilities in a dogfight. Here, he reckoned, it would be equivalent to a Hornet, although the MiG's 30mm gun had better range than the Hornet's 20mm M61A1 Vulcan cannon.

After touchdown, the Soviets made efforts to ensure Wade didn't speak immediately to the media. Instead, he was ushered back to the pavilion where he was plied with no fewer than three tumblers of vodka, as he and his hosts toasted the jet, Wade, and then the Soviet Union. "Those boys drank it straight down," remembers Wade — who did the same. "I don't really know a lot that went on after that in the pavilion... I was pretty drunk," he remembers.

With the benefit of hindsight, Wade admits he probably talked up the MiG: “I really gave them good press” and he had “no qualms about painting them 10 feet tall” — this, after all, would also be for the benefit of North America’s defense industry, he explains.

In the wake of the events at Abbotsford, Canada’s Chief of Defense Staff called Wade to Ottawa for an urgent debrief, immediately after which a pair of CIA agents wanted to hear his account, too. Wade’s intelligence windfall would see him spending the next 12 months or so delivering 20-minute briefings on the Fulcrum around NATO.

Three months after the Abbotsford show, the Berlin Wall came down and the Cold War standoff evaporated overnight. As happened in many countries, Canada saw a major subsequent defense spending drawdown. The RCAF was slashed from six operational CF-18 units to just three, and Wade left the service, finding work as a commercial pilot.

Once the Warsaw Pact collapsed, the NATO powers would have plenty more opportunities to fully evaluate the Soviet jet, including the former East German fleet that was inherited by the air arm of the newly reunified Germany. The United States also began to assemble a collection of its own MiG-29s, for detailed analysis, as part of its foreign materiel exploitation (FME) effort — no fewer than 21 MiG-29s were snapped up from the former Soviet republic of Moldova in 1997, one of which is now on display at the Threat Training Facility at Nellis Air Force Base in Nevada. In the meantime, Western pilots flying MiG-29s would become more commonplace, and the Fulcrum itself remains a key element of NATO air arms in Bulgaria, Hungary, Poland, and Slovakia.

As for Wade, his relationship with Russian fighters almost had a surprising revival. He remembers getting a call from Langley at some point in the mid-1990s, telling him the Russians had chosen him to fly in a Su-30 (with thrust-vectoring engines), at Farnborough — what’s more, he would be paid to do it. A day before he was due to fly to the United Kingdom, another call from Langley informed him the trip had been canceled by the Russians. It was, Wade admits, “one of my big regrets.”

Newdick, Thomas (2020, Aug 14). How a Canadian Pilot Became the First Westerner to Fly the Feared MiG-29 Fulcrum. The WARZONE. Retrieved from <https://www.thedrive.com/the-war-zone/35700/how-a-canadian-pilot-became-the-first-westerner-to-fly-the-feared-mig-29-fulcrum?xid=emailshare>



*Bob Wade strapping into the MiG-29UB with test pilots Roman Taskaev and Valery Menitsky*



A little three year old boy is sitting on the toilet. His mother thinks he has been in there too long, so she goes in to see what's up. The little boy is sitting on the toilet reading a book. But, about every 15 seconds or so, he puts the book down, grips onto the toilet seat with his left hand and hits himself on top of his head with his right hand. His mother says, "Billy, are you all right? You've been in here for a while." Billy says, "I'm fine, mommy. I just haven't gone potty yet." Mother says, "Okay, you can stay here a few more minutes, but Billy, why are you hitting yourself on the head? Billy says, "Works for ketchup."

### **Not Humour, but good to know**

Causes of mental confusion.

Whenever I teach clinical medicine to students in the fourth year of medicine, I ask the following question: What are the causes of mental confusion in the elderly? Some offer: "Tumors in the head". I answer: No! Others suggest: "Early symptoms of Alzheimer's". I answer again: No! With each rejection of their answers, their responses dry up. And they are even more open-mouthed when I list the three most common causes:

- uncontrolled diabetes;
- urinary infection;
- dehydration

It may sound like a joke, but it isn't. People over 50 constantly stop feeling thirsty and consequently stop drinking fluids. When no one is around to remind them to drink fluids, they quickly dehydrate. Dehydration is severe and affects the entire body. It may cause abrupt mental confusion, a drop in blood pressure, increased heart palpitations, angina (chest pain), coma and even death.

This forgetting to drink fluids begins at age 50, when we have just over 50% of the water we should have in our bodies. People over 50 have a lower water reserve. This is part of the natural aging process. But there are more complications. Although they are dehydrated, they don't feel like drinking water, because their internal balance mechanisms don't work very well.

Conclusion:

People over 50 years old dehydrate easily, not only because they have a smaller water supply, but also because they do not feel the lack of water in the body.

Although people over 50 may look healthy, the performance of reactions and chemical functions can damage their entire body. So here are two alerts:

1) \* Get into the habit of drinking liquids \*. Liquids include water, juices, teas, coconut water, milk, soups, and water-rich fruits, such as watermelon, melon, peaches and pineapple; orange and tangerine also work. The important thing is that, every two hours, you must drink some liquid. Remember this!

2) Alert for family members: constantly offer fluids to people over 50. At the same time, observe them.

If you realize that they are rejecting liquids and, from one day to the next, they are irritable, breathless or display a lack of attention, these are almost certainly recurrent symptoms of dehydration.

Arnaldo Liechtenstein (46), physician, is a general practitioner at Hospital das Clínicas and a collaborating professor in the Department of Clinical Medicine at the Faculty of Medicine of the University of São Paulo (USP).



- ❖ Possible Christmas party Nov 20, place to be determined
- ❖ Battle of Britain celebration will be virtual
- ❖ Remembrance Day celebration will be virtual
- ❖ Stampede Breakfast has been cancelled as the Stampede will not be happening this year
- ❖ The Rosebud Theatre trip will be postponed till possibly next spring
- ❖ Air Cadet Squadron cheque presentations will occur in person, but not until safe for all involved

❖ If there are veterans who would like a Quilt of Valour and have not received one, please contact Bob Wade at [b\\_wade@hotmail.com](mailto:b_wade@hotmail.com). Thanks.

- ❖ Battle of Britain 20 September, 2020



This year 783(Calgary) Wing is doing something different for the 80<sup>th</sup> Anniversary of the Battle of Britain and to address the current situation. We will be broadcasting a virtual service at 2:00 pm on September 20, 2020. You can see the service by going to our web page at: [783afacwingcalgary.ca](http://783afacwingcalgary.ca) or [783wingrcfa.ca](http://783wingrcfa.ca)