

447 Wing RCAFA



Wing Drift

September 2025

Message from the 447 Wing Chair

Greetings one and all.

Well, the doldrums of summer have passed us by, some may say too quickly, and hopefully September will bring renewed activity to The Wing.

Our garbage dumping station outside the premise has become the subject of unwanted dumping and prompted a note from the landlord representative about keeping the property neat and clean. I cleaned up the dumping area and advised the landlord's representative that we were good tenants and did not disrespect the exterior property. Some of the material complained about seems to belong to the upstairs tenants and the property next door to The Wing.

Your executive continues to work in a proactive manner with our landlord despite the fact that he is absent from the country for prolonged periods of time.

Two of our more senior members who have been absent from The Wing as a result of illness have been situated in Brantford, Ontario at the John Noble retirement nursing home. Marg and Bill Grahlman are missed from The Wing but are getting the care that they need to live together. Their illness seems to be managed for the time being and we wish them well now and into the future.

Our meat draw in August was cancelled due to a shortage of customers. Several members who were present bought meats that could not be saved thus saving a loss to The Wing. The rest of the meats were frozen and went to making meals to be served and soups for daily consumption. Nothing was wasted. Thanks to Bev Cuffe for ingenious recipes to use the meats and avoid waste and monetary loss.

A power outage, caused by an accident, shut down our first Friday night band on September 5th, 2025. Hydro was not able to provide a startup time for power return, and it was prudent to close The Wing rather than disappoint patrons with no service. An unfortunate happenstance.

In August, Linda Daniels-Smith, Bev Cuffe and Dan Welsh met with representatives of St. Paul's Anglican church to plan for the War Graves Decoration event planned for September 21, 2025, at 09:00 in the morning. The meeting went well, and the planning was done with a few details still to be finalized before the program goes to print. St. Paul's will host a reception at the church after the event. Vice Chair Jim Hooton was tasked with coordination with Captain Coleman to secure cadet volunteers for the event.

Also in August, Dan, Tom Hooton, Al Daniels and Rob Wilson took care of one of the pool tables and parts of same which really opened up the pool room for better usage. Of interest to note, no negative comments were received. This is something that had been in the works for some six or seven years and finally the work was able to be done. In the process, the group also was able to remove several pieces of material in the basement which were no longer required or useful. We will continue to reduce our foot print in the basement as time permits. Special thanks to Al Daniels for the use of his trailer and delivery to the dump of the materials from that event.

Some of our bar and kitchen staff retired or left over the summer months and into September.

Lise Richards retired, Taylor Hyslop and other temporary staff left to return to school. Taylor became a bride and wife in July and moved onto her new life away from the Wing in early August.

Message from the 447 Wing Chair (Continued)

Lise decided on her own initiative that it was time to retire. A gathering and farewell took place at The Wing and was enjoyed by all present.

With the advent of September, we will be returning to General Meetings to be held the 4th Saturday in September, November 2025, January, March, April, May and June 2026.

An application for a social gaming license is being prepared for submission to the Ontario government. Hopefully the license will be in hand by October 2025. The license will allow for games of chance at The Wing. This is not a money-making operation for The Wing, but it could bring in new customers on a daily basis. The Wing, according to the license, can be recompensed for operating the games based on strict government guidelines.

Board election time is during April, May and June 2026 with a new executive taking over in July 2026. A brief ten months away. Members are encouraged to think about joining the executive for 2026. Many hands make light work.

Each bona fide member of R.C.A.F.A. should have received several updates from National concerning re-structure and steps to cement viability now and into the future. Things seem to be progressing well and are a far cry from dismal prospects outlined this past October.

In July, four of our members assume provincial office and we wish them well. Brenda Wilson is Ontario Chair, Mike Cuffe is Ontario Vice Chair, Bev Cuffe is treasurer and Linda Daniels-Smith is recording Secretary. We wish them well in their provincial roles. Bev and Linda continue on the Board at the 447 Wing until the end of their terms.

Finally, your elected board hope that all remain healthy and that we will see you in The Wing supporting your club and The Royal Canadian Airforce Association.

Respectfully Submitted,

Dan Welsh

Chair

447 Wing

R.C.A.F.A.

September 2025

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3210 Homestead Drive, Mount Hope, ON L0R 1W0

Telephone: 289.280.0157 Email: 447winghamilton@gmail.com

<https://www.facebook.com/The-447-Wing-140212226825200/>

A retrospective on the CF-100

Story and photos by Gord McNulty

447 Wing RCAFA members will recall the Avro Canada CF-100 that was displayed outside the old Wing building at Hamilton International Airport for more than 25 years.



Avro Canada CF-100 #18506 as displayed at 447 Wing in the early 1980s.



Another view of CF-100 18506 displayed at 447 Wing

The aircraft arrived at the Wing in the early 1980s after the Canadian Armed Forces retired the last of the Canadian- designed and -built interceptors from service in 1981. In 2009 the Wing relocated to its current quarters at Homestead Drive in Mount Hope. The CF-100 was acquired for \$27,000 by Markham vintage aircraft collector Al Rubin, as reported by Hamilton Spectator columnist Paul Wilson.

The 447 Wing aircraft, serial number 18506, arrived in a day-glo paint scheme used for CF-100s that flew in electronic counter measure duties. It was last operational role for CF-100s before they were retired.

The twin-engined, all-weather CF-100 served capably with nine squadrons in NORAD and four with NATO in Europe during the Cold War.

On January 19, 1950, test pilot Bill Waterton made the first flight of the CF-100 in a dramatic event at Malton. Thousands of people at the airport came out to watch as the CF-100 #18101, painted black with a white lightning stripe, took off. An RCAF Vampire and a B-25 Mitchell flew as photo-chase aircraft during the successful 40-minute flight.

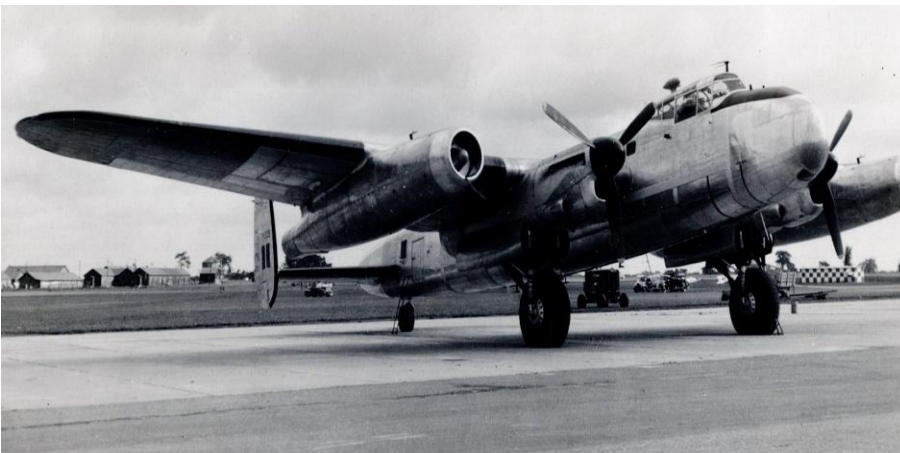


The prototype CF-100, tail number 18101, was painted all black with a white lightning streak. (National Defence photo)

Waterton, a Canadian who flew as a wartime fighter pilot with the RAF, was chief test pilot for Gloster Aircraft at the time.

The powerful Orenda jet engines on the CF-100 provided the solid performance required for the defence of northern Canada and Europe. In December 1952, Avro test pilot Jan Zurakowski broke the sound barrier flying a CF-100 in a dive. It was the first time a straight-winged aircraft attained supersonic speed without rocket power.

A Lancaster bomber, with two Orenda engines in the outboard positions replacing the conventional Merlins, was converted in 1950 to serve as a flying test bed for development of the Orenda. The Lancaster, FM209, was destroyed on March 22, 1955, in a hangar fire that also led to the loss of two CF-100s and a Sabre.



The Avro Lancaster converted as a flying test bed for the Orenda jet engine was a workhorse at Avro Canada for five years.

The CF-100 was faster than the contemporary American interceptor of the time, the Northrop F-89 Scorpion. Former CF-100 navigator Scott MacLagan described a formation takeoff of a CF-100 and F-89 at Rome, New York, in his book, *Cold War Over Canada*.

“Fifteen hundred feet down the runway we were airborne while the F-89 was still struggling to get unstuck,” MacLagan recalled. “The F-89 was a heavy aircraft and definitely underpowered compared to our CF-100. There was no way they could keep up with us.”

In 1957, 53 CF-100s were delivered to the Belgian Air Force. Belgian aircrew preferred the CF-100 over the Scorpion and other contenders vying for the contract. The RCAF, unfortunately, made an ill-advised decision in naming the CF-100 the Canuck. Unsuitable for a fighter, the label never caught on. Crews informally used names like the Clunk or the Lead Sled instead.

Avro Canada built a total of 692 CF-100s, spread over five marks. The last aircraft rolled off the production line at Malton on December 4, 1958 under the nose of a CF-105 Arrow.



Avro Canada CF-100 Mark 5
RCAF 100784, 419 Moose
Sqdn. at CFB 17 Wing
Winnipeg Air Force Heritage
Park, August, 1998

A number of CF-100s remain on display at museums and RCAF bases across Canada. The Canadian Warplane Heritage Museum displays a CF-100 Mark 5/5D, #100784, a popular attraction with museum visitors. In 1981 it completed a cross-Canada service ending tour and was painted black to represent the prototype CF-100.

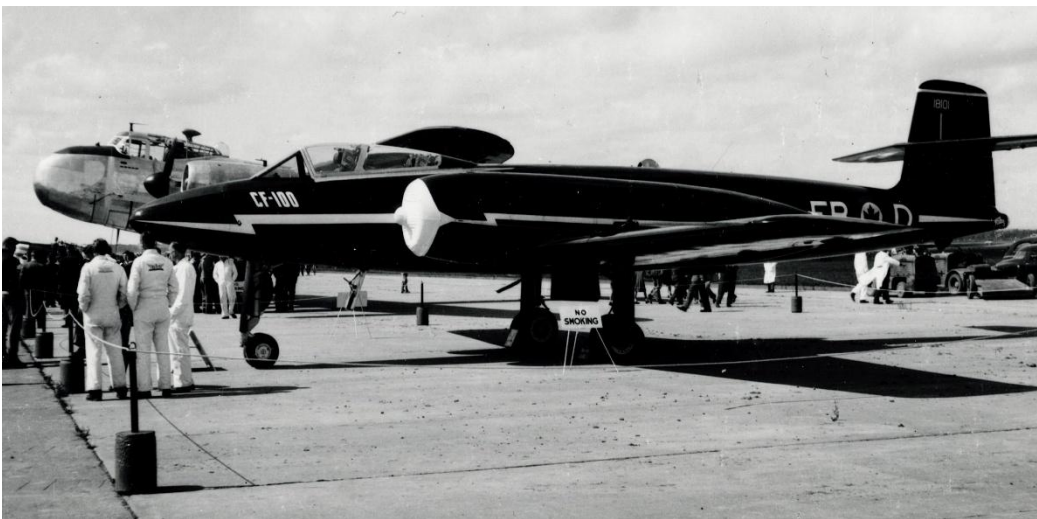
This aircraft had the distinction of performing the last military flight of a CF-100 on February 10, 1982, when it landed at the Canada Aviation and Space Museum. It was loaned to the CWHM in 1996 and ownership was transferred to the museum in 2022.

While the retirement of the CF-100 ended 31 years of service with the RCAF, one CF-100 --- No. 100760 --- flew with Pratt and Whitney Canada as a test bed for its JT15D turbo fan engine. The P & W engine was underslung the fuselage. It made its final flight on June 28, 1982 and is currently a Quebec Aerospace Museum restoration project at Saint-Hubert.

Postscript: Al Rubin died at age 81 in Toronto in 2020. His collection of old aircraft and parts is reportedly with another enthusiast, Vince O'Connor of Uxbridge. Scott MacLagan of Barrie, a good friend, passed away at 83 in February. His book, a soft cover published in 2023, is recommended. Bill Waterton died in Owen Sound at age 90 in 2006.



CF-100 Mk 5D test bed,
RCAF 100760, loaned
to Pratt and Whitney
Canada, in flight. (PW
& C photo)



The CF-100 prototype
at Malton, parked near
the Avro Lancaster
Orenda test vehicle,
Orenda engines
replacing Merlins

The 447 Wing is OPEN

Sunday & Monday	CLOSED
Tuesday & Wednesday	11:30am to 10:00pm
Thursday & Friday	11:30am to 11:00pm
Saturday	11:30am to 8:00pm

Kitchen Hours

Tuesday & Wednesday	11:30 am to 8:00pm
Thursday & Friday	11:30am to 9:00pm
Saturday	11:30am to 7:00pm

447(City of Hamilton) Board of Directors 2024— 2026

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The Wing Drift is published quarterly. If you have any articles, suggestions, etc for future editions, they can be sent to the 447 Wing email address (447winghamilton@gmail.com).

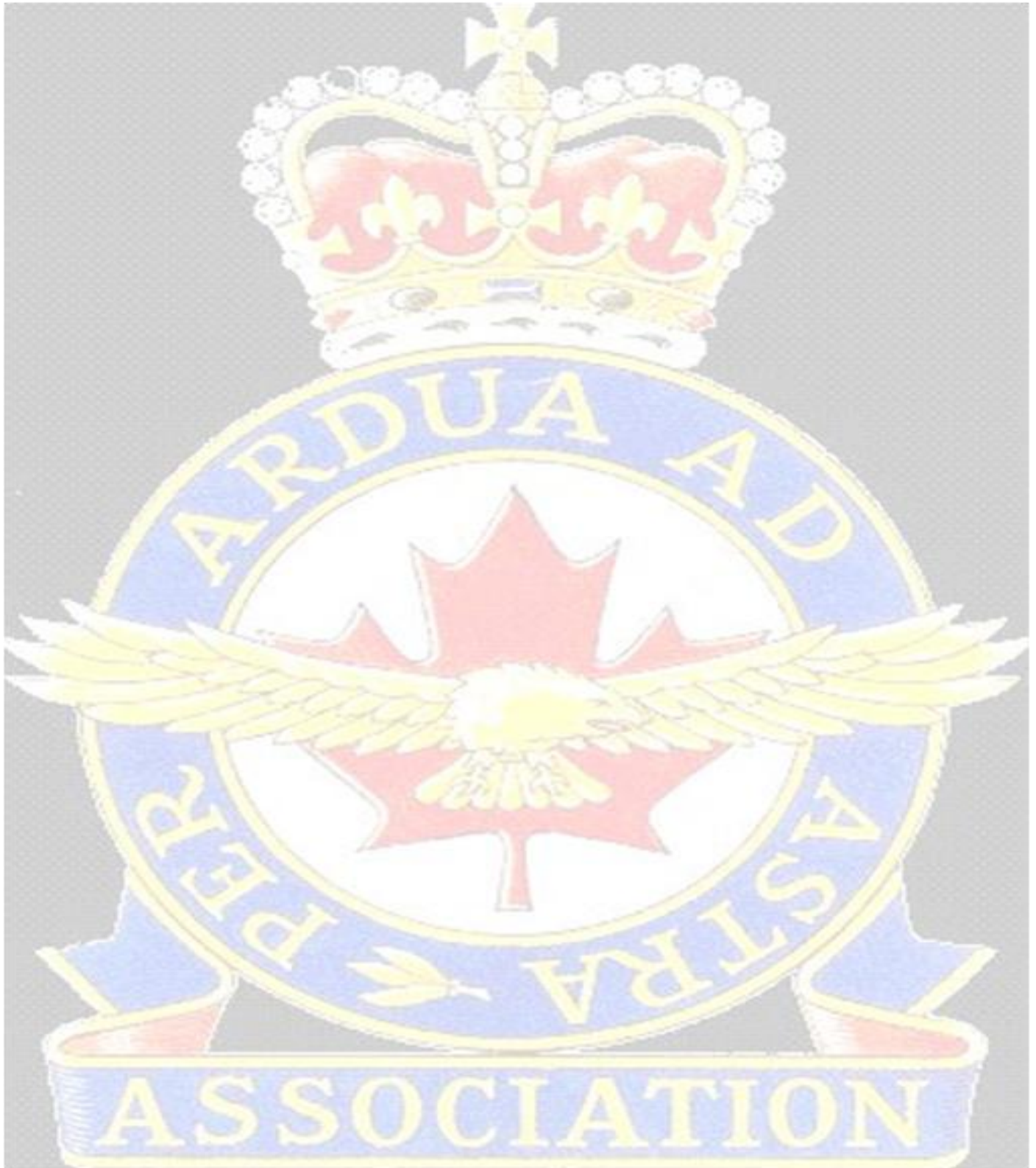
447 (City of Hamilton) Wing

Past Presidents

Aiden Finn CD	(1983)
Gord Rowland	(1995–1998)
Judy Brown	(2000, 2008)
6 Presidents served during	(2003 & 2005)
Bill Grahlman CD	(2008-2017)
Jim Hooton CD	(2017-2019)
Michael Cuffe	(2019-2024)



Bill Whiteside	(1962)
Russ Newton	(1963,81,91)
Jim Robbins CD	(1964-65)
Carl Whaley CMCD	(1966)
Sterling McAllister CD	(1967)
Doug Thornewell	(1968)
Ken Lenz	(1969, 1975)
Bill Carey	(1970)
Innes Anderson	(1971)
Sid George	(1972)
Ken Read	(1973)
Bob Hayes	(1974)
Bill Thompson	(1976)
Rob Gillies	(1977)
Nels Smith CD	(1978, 1984)
Jack Lightfoot	(1979)
Scott Lumsden	(1980)
Syd Buckles	(1982)
Alex Barrett DFC	(1985)
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Harry Rasmussen	(1988-89)
Bob Hide	(1990)
Bill Ryckman	(1992-93)
Arthur Young	(2004,2006)
Harry VanZeben	(1997-99,2001-02)
Frank A. Begley	(2007)



MISSION STATEMENT

The Royal Canadian Air Force Association of Canada is a national aerospace and community service organization to: commemorate the noble achievements of the men and women who have served as members of Canada's air forces since its inception; advocate for a proficient and well equipped air force; and support the