



427 Squadron Association

Volume 5— Issue 3

WWW.427SQUADRON.COM

November 2020

427 Special Operations Aviation Squadron

Commanding Officer - L/Col François Lavertu

Dear Fellow Lions,



It is a pleasure for me to have the opportunity to address you as the new Commanding Officer of 427 SOAS in this latest edition of the ROAR Newsletter and certainly hope that these words find you all in good health. It truly is an honour to be here and I feel privileged to be given this opportunity to command this outstanding squadron and work alongside Honorary Colonel Lianne Ing and Chief Warrant Officer Tim Riutta.

LCol Jeremy Fountain left behind a unit more mature and more capable than ever before. A unit that has achieved an unprecedented level of credibility and trust, not only in the Command but also in the RCAF, the CAF and among our allies and filling his shoes will be no small task.

Compounding this challenge is the ever present pandemic that has put on hold our ability to gather and celebrate. Unfortunately, this means that we will not be able to hold our cherished Gathering of the Lions this year, or certainly not as we know it. COVID-19 has also disrupted our ability to communicate, so central to the conduct of our operations. Nonetheless, squadron members have remained true to their reputation and have risen to the challenge and

Honorary Colonel Lianne Ing

Fellow Lions



It has felt like a long and unusual 6 months since the last edition of ROAR was issued. I hope that everyone is navigating their way through the “new normal” of COVID-19 and finding ways to get things done. Amidst the backdrop of the pandemic, 427 has been adjusting and transitioning as well. With the requirement for physical distancing, the first few months of the pandemic included the rapid adoption of new technologies to facilitate communication while maintaining physical distancing. This meant that regular squadron “town hall” meetings—where the CO provides updates to the squadron and members have an opportunity to ask key questions—transitioned from in-person group meetings in the hangar to on-line video conference calls.

It also meant that numerous esprit de corps events, including the much loved Family Day celebrations where family members have an opportunity to fly in the Griffons, had to be cancelled. The celebration of hard-earned promotions and awards, usually accompanied by speeches, parades, and families, were marked with only a handful of people. With schools and daycares closed during the spring and summer, many members found themselves under a different kind of stress, juggling work duties with

found creative ways to ensure operational outcomes were still met. Now I would be lying if I said that it has been easy. In fact, the only reason why 427 SOAS has been able to continue to meet its mission priorities during this period of turmoil is due to the selfless dedication and creativity of each and every member of this unit and I have no doubt that this commitment will remain true in the future.

Over the past two months, I have come to realize that the success of this unit is also in great part due to the tight bonds that exist among Lions. For this reason, and because of the amazing individual that he was, it was particularly difficult for us to say good bye to one of our own, Captain Evens Girard, who passed away on 14 October after a hard battle with cancer. Over his nine years with us, Evens played not only a key role in the recruiting and selection of personnel but also did anything and everything that needed to be done to make this unit better. As such, he became a mentor for some, a confidant for others but more importantly a friend for all, and for all that he will be sorely missed.

But despite the pain, the squadron has not stopped and in fact has continued to press hard and recently concluded a very busy period of training as we get ready to deploy forces once more. We also continue to work relentlessly to introduce the new Fixed-Wing platform, which we will hopefully see in Canada in the spring of 2022, and continue to set the conditions for the modernization of the Griffon, which should begin in 2023.

All that to say that we have our fair share of challenges and continue to do so for the foreseeable future but I am not concerned for one second as 427 SOAS does not do easy. Over the decades, it has forged a reputation of excellence in the face of adversity and you can rest assured that we will continue to perpetuate this long tradition in the years to come. As one great mentor of mine once said: “you need to know where you come from in order to know where you are going”. It is therefore with those thoughts in mind and with the utmost respect that CWO Riutta and I will make our way to Cobden on November 11th to give thanks on behalf of the whole unit and take a moment to remember all those brave men and women who have sacrificed so much to defend this country and particularly all the Lions that have made this unit what it is today.

Thank you for your warm welcome and your trust and I look forward to meeting more of you in the future.

home-schooling and childcare responsibilities. Despite these challenges, the squadron found new ways to ensure that key mission priorities were still met, while doing its part to support all of the COVID-19 safety measures.

One of the key milestone events during the past 6 months was the change of command that occurred at the end of August. Outgoing CO, LCol Jeremy Fountain, handed command of the squadron to incoming CO, LCol Frank Lavertu, in a ceremony unlike any prior squadron change of command. Due to COVID-19 restrictions, the ceremony was videotaped and shared virtually with the squadron. While speeches were permitted, the participants were required to maintain 2 metre distancing and attendance by family members was restricted to only a handful of attendees. Usually, such a momentous occasion would be celebrated widely, with family and friends in full force—instead, the ceremony was a stark reminder of how the pandemic has impacted many of the major milestones in our lives.

I enjoyed working with LCol Fountain over the past two years and truly admired how he always weighed the impact on his people in every decision he made. He pushed the squadron to accomplish new and challenging missions, while also looking for ways to maintain a sustainable operational tempo. As the HCol and a Canadian, I sincerely thank him for his incredibly dedicated service and hope that he will get some well-deserved time to re-group with family and friends.

Prior to the pandemic, I had the good fortune of meeting LCol Lavertu in person on several occasions and am looking forward to working with him in the coming year. He has already laid out a clear and inspiring command philosophy for the squadron, which builds upon the foundation laid by prior COs and continues the relentless pursuit of excellence. The squadron has a number of key objectives for the next two years and LCol Lavertu is well-equipped to help the team achieve them.

As we look ahead, Remembrance Day is around the corner and it will be a dramatically different occasion this year. While in-person gatherings at cenotaphs across the country will be limited, I sincerely hope that all Canadians will find new ways to solemnly remember and give thanks to the brave men and women who have defended this great country. This year, LCol Lavertu and the squadron’s CWO Tim Riutta will represent 427 and lay a wreath at the cenotaph at Royal Canadian Legion Branch 550 in Cobden. They will then make their way to the nearby 427 cenotaph to lay a wreath below the majestic bronze lion. While there will be no parades and no crowds, our remembrance and deepest gratitude are unhindered by the pandemic.

Lieutenant-Colonel J.B.F. Lavertu



Born in Quebec City, LCol Lavertu joined the Canadian Forces in June 1996, under the Regular Officer Training Plan, after graduating from high school. He then spent the first five years of his military career at the Royal Military College, in Kingston ON, where he graduated with a B.A. in Politics and Economics.

Upon completion of pilot training in June 2005, LCol Lavertu was posted to 430 ETAH as a co-pilot on the CH-146 Griffon helicopter. Over the following years, he took part in numerous domestic operations and exercises that brought him to the four corners of Canada. He would, however, have to wait until August 2007 to participate in his first overseas deployment and join the 4th rotation of OP ATHENA as J3 Aviation for Joint Task Force – Afghanistan. Shortly after his return to Canada, LCol Lavertu began his training on the CH-147D Chinook helicopter and returned to Afghanistan in April 2009 as part of the Canadian Helicopter Force (Afghanistan) as the CH-147D Deputy Flight Commander.

He has served as Executive Assistant to the Deputy Commander Canadian Expeditionary Forces Command in Ottawa; as a Flight Commander during the standing up of 450 Tactical Helicopter Squadron; as the Wing A3 and as a staff officer in the Directorate of Structure Integration under the Chief of Force Development. He most recently served as the Senior Staff Officer Air/Director Special Operation Forces Requirement Air at the Canadian Special Operations Forces Command Headquarters.

LCol Lavertu is a graduate of the Land Force Command and Staff Course and the Joint Command and Staff Program. He also holds a Master of Arts in International Affairs from Carleton University.

LCol Lavertu lives in Ottawa with his spouse Stephanie, his son Nicolas and his daughters Bria and Eva, whom he thanks wholeheartedly for their patience, understanding and most importantly, love and support.

Squadron Chief Warrant Officer T.E.F. Riutta



Chief Warrant Officer (CWO) Timothy Riutta was born in Halifax N.S. into a military family. Following in his father's footsteps, he enrolled in the Canadian Armed Forces on 29 September 1986 and shortly thereafter began basic training at Canadian Forces Base (CFB) Cornwallis. After graduating basic he was sent to CFB Kingston and eventually to CFB Borden to become an Instrument Electrical Technician (IET).

In March 1988, CWO Riutta was posted to CFB Summerside, working on the CH113 Labrador and CC115 Buffalo at 413 Sqn. CWO Riutta followed the Squadron (Sqn) to CFB Greenwood in 1991, working on the CC130 Hercules. In 2000 he was promoted to MCpl and sent to 14 Air Movements Sqn to work on the CP140 Aurora, deploying to Op APOLLO (Afghanistan) in 2003 as the AVN Propulsion Lead.

July 2003 found CWO Riutta posted back to the CC130 fleet, this time at 8 Aviation Maintenance Squadron (AMS) Trenton. Trenton offered many deployment opportunities. The first was BOXTOP (CFB Alert) in September 2003 and then back to the Middle East in December 2003 for two rotations on Op ATHENA (Afghanistan) as the AVN Propulsion Lead. Promoted to Sergeant in May 2006, he became the 8 AMS Training Cell Supervisor, until his posting to the year long French course in August 2009. He received a promotion to Warrant Officer in December 2009, with a posting to 426 Sqn as the Chief AVN instructor for the CC130 fleet.

He was posted to Ottawa in July 2012 as a LCMM for the CC115 Buffalo Propulsion Systems and promoted to MWO in July 2013. He accepted a posting to the Strategic Joint Staff as Staff Officer in July 2014.

Promoted in May 2017 to his current rank, CWO Riutta was posted to 450 Tactical Helicopter Squadron as the Squadron CWO. CWO Riutta completed 2 years at 450 Tactical Helicopter Squadron (THS) including a 6 month tour to Mali as the AVN Battalion CWO for OP PRESENCE. In June of 2019 CWO Riutta assumed the SCWO role at 427 SOAS.

CWO Riutta is married to his amazing wife Celine, and between them they have 3 children.

In This Issue

CO's Greeting & Bio
P 1/2
H/Col's Greeting - P 1/2
CO & SCWO Bios—P3
Membership - P4
Remember - P5/6
Editors - P7/8
Heli - P9/10/11

CF-104 - P12/13/14

Sabre - P15/16

WW II - 17/18/19

Free Advice - P20

Treasurer & Membership

Dick Dunn
richmark@telus.net

ROAR & Web Publisher

Wayne MacLellan
macway01@gmail.com

ROAR Editor

Beth MacLellan
macbeth1937@gmail.com

Facebook Publisher & Editor

Ken Sorfleet
kensorfleet@gmail.com

Directors-at-Large

Ted Hessel - F-86
Dale Horley - F-86
Walt Pirie—F-86
Randy Meiklejohn-Helicopter

CFB Petawawa
Main Switchboard-613-687-5511

CO 427 SOAS
L/Col Frank Lavertu
Ext.—7600
francois.lavertu@forces.gc.ca

Admin Assistant to the CO
Sandy Daley
sandy.daley@forces.gc.ca
613-588-7600

427 Squadron Adjutant
michael.peet@forces.gc.ca

427 Squadron CWO
CWO T.E. Riutta – ext 7969
timothy.riutta@forces.gc.ca

427 Hon. Colonel
Lianne Ing
ingl@bubbletech.ca

Squadron Historian
Captain Jean-Christophe Marois
jean-christophe.marois@forces.gc.ca

Membership Policy 427 Squadron Association

The following is a list of the current membership categories: Charter Membership, Life Membership, Annual Subscription Membership, Honorary Associate Membership, Associate Membership, Affiliate Membership and Association Partnership. For a complete definition of the categories please access the web site at: <http://www.427squadron.com>.

To apply for a 427 Lion Squadron Association membership or make a donation or bequest, please complete and mail or email the form which can found at <http://www.427squadron.com/membership.html>

[427 Squadron Association Web Site](http://www.427squadron.com)

The web site contains much more information about 427 squadron history than could possibly be covered in ROAR newsletters. Have a look at it. All newsletters from 1996 on are posted there, Bios/Books/Stories has material from all eras that you may find interesting. Book and stories by former POWs give us a first hand look at that segment of their history. There is also a squadron diary from 1942 to 1970, The Green Book. Additionally in the history section LCol (Ret.) Eddie Haskins has put together a WW II 427 Squadron Ops pictorial history coordinated with the WW II diary and casualties. It's an amazing project. You may also be interested in the original MGM video of their presentation at Leeming to the squadron which is in on our site. Looking for the name of the CO in 1944 or 1976, its all there waiting for you to discover.

The links page is another trove of interesting information of military history. WW II databases, Canadian as well as worldwide, Luftwaffe records, aircraft crashes, including military, from 1905 forward, all can be linked to and searched

Last but definitely not least is our [Remember Page](#) where we honour our comrades who have come before us. All names on the 427 Squadron cenotaph are detailed there as well.

All previous Volumes of ROAR from 1996 to the present are now available on the web site at:

<http://www.427squadron.com/roar/roar.html>

Moving ?

Please notify us of your new address and email if you move.

Email Dick at - richmark@telus.net

Or regular mail to:

Richard Dunn

427 Lion Squadron Association

1998 Ogden Avenue

Vancouver, BC V6J 1A2

Apology

We find it impossible to keep up with the changes in rank designation/salutations that may have changed during the passing years after you had first joined. We will continue to modify rank designations/salutations as we become aware of them or if you request a change otherwise the rank or salutations that you signed up with will remain.



Flying Officer B.W. MacLellan



We Will Remember Them

At the going down of the sun and in the morning
We will remember them - Laurence Binyon

<https://www.427squadron.com/remember.html>

Major(Ret) Alfred J.W. Holmes Pilot, d: March 27, 2020



Alf was born July 24, 1931 in Halifax and raised in Tufts Cove, Dartmouth, NS. After graduating from Dartmouth high school Alfred entered the military. From 1950-1984 he had a long and varied military and civil career, serving in the Royal Canadian Air Force, the Canadian Navy, the Department of Transport and the Canadian Armed Forces. He served as a fighter pilot, carrier pilot, ship Watchkeeper, Airways Inspector, flying training Instructor and foreign liaison officer.

In the RCAF, he flew F-86 Sabres with 427 Squadron, Zweibrücken, Germany and later instructed at RCAF Stn. MacDonald flying the T-33. He then left the RCAF and joined the Royal Canadian Navy in 1959 and served with VX-10 Test and Evaluation Squadron, flying the CS2F Tracker, F2H3 Banshee and Bell Helicopter. He attended JOTLC from 1961 until 1962, then served as a Term Lieutenant at HMCS Cornwallis. In 1962-1963 he served as ship's

senior Watchkeeper onboard HMCS Haida and Cayuga. In 1964 he joined VS-880 at HMCS Shearwater flying CS2F Trackers ashore and as a Crew Commander on board the aircraft carrier HMCS Bonaventure.

He left the military in 1967 and went to the Department of Transport as an Airways Inspector flying the DC-3, King Air and Beech 310 aircraft. He returned to the Canadian Navy at CFB Shearwater in 1968 and he joined VU-32 as a COD pilot onboard HMCS Bonaventure and later as a Tracker Flying Training Instructor and as a Senior Tracker Instructor with VT-406. He was promoted to Major in 1975 and served as Personnel Services Officer at CFB Shearwater. In 1976 he was appointed Canadian Forces Liaison Officer in Bermuda and served in that prestigious post until 1978. In 1980 until 1984 he served in the full-time reserve as a Photo Armament Officer at CFB Halifax and Deputy Base Operations Officer at CFB Shearwater.

Alfred was kind, wise and a true gentleman. He enjoyed a close relationship with his only child, Brian. A week would not go by, without the two spending time with each other over lunch, a round of golf or an impromptu visit. Alfred loved his family and enjoyed seeing his grandchildren and extended family. He was very socially active. In his retirement years, he enjoyed travelling, golfing, participating in Bridge Clubs and attending the SPAADS reunions.



Charles Fredrick Brazier

Navigator—May 26, 2020



Charles Frederick Brazier, tired of the lockdown at an assisted living residence due to Covid 19, exited this world on May 26th, 2020 at the age of 97. He was born in Bracebridge, Ontario to Agnes Toogood and William Brazier on March 28, 1923. He met Evelyn McEown, his wife of almost 71 years, in Bracebridge. They later moved to Cedar City, Utah, where he received his US citizenship.

He had a long career as a master brick and stone mason. He built many buildings and homes all over southern Utah. He was especially talented at laying stone work in fireplaces that were almost works of art.

During WWII, he was an air gunner and navigator in the 427 Lion Squadron of the Royal Canadian Air Force. He and six of his seven brothers served in WWII and all came home safely giving them renown in their home town even today.

Charlie loved dancing, playing cards and gambling in Mesquite. He was passionate about golf and played every day of his retired life up until he was 94. He played the Cedar Ridge golf course in Cedar City so much and he was so consistent in his swing that he could tell where his ball had landed even after he was declared legally blind.

He was a lifetime member of the Cedar Elks Lodge. Charles was a wonderful father, grandpa and great grandpa. He was good natured and easy going and enjoyed people. He was preceeded in death by his wife, Evelyn, his brothers, Arthur, Edward, Bus, Robert, Victory, Percy, George and one sister, Mable. Charles is survived by his daughter, Susan Behring, his grandchildren Krysta (Corey) Badger and Jason (Kathy) Behring and 5 great grandchildren.

Thanks to daughter Susan Behring

IMPORTANT NOTE

Any and all 427 Squadron veterans, Association members or not, deserve to have recognition of their service displayed on our website [Remember Page](#) as well as a notice appearing in ROAR when they pass on. We depend on you to notify us if one of your comrades dies. Military record information is requested if available, otherwise as many details as possible. Please help us and send any information you have to one of us.

Dick at richmark@telus.net
Ken at kensorfleet@yahoo.com
Wayne at macway01@gmail.com

Membership
Facebook
Web Site/ROAR

Note:

The aim of ROAR continues to be a link between the operating squadron and past members. As one of our recently deceased WW II members, Ian Thomson, said "I will not be able to represent our glorious squadron much longer but it has been a supreme honour to be a Lion". Many of us who served or "grew up" in the Squadron have wonderful memories of our time as a Lion. ROAR generally concentrates on historical stories/articles from the different eras highlighting the challenges and yes, even shenanigans, that surfaced throughout the 78 year life of the squadron.

Throughout the newsletter you will find highlighted text or web addresses. If you are receiving this via email or reading on the web site, you should be able to click on the highlight to open the web address. If you are receiving a hard copy through the post office you must copy and paste the address into the address bar on your browser to access the highlighted address.

Also please keep in mind that [LCol \(Ret.\)Ken Sorfleet](#) has a Facebook site up and running. It contains topical information surrounding the Squadron.

News from the Editors

It has been a busy time for us since our last ROAR as we became involved in so many 427 news events.

We had a Change of Command in August. The new CO is LCol Francois Lavertu. His biography is in this ROAR issue and on the web site and he has given us an insert for the newsletter. There are no photos available of the ceremony.

SCWO Timothy Riutta also has his photo and biography posted.

Chuck Page, WW II Bomber Command 427 Squadron veteran, has given us an excellent example to admire and emulate. Chuck decided to raise money for a re-hab center in his hometown of St Catherines by walking 100 times round his townhouse complex by the time he celebrated his 100th birthday on August 9, 2020. He succeeded and raised \$20,000 for his efforts. See his story on page 17.

We get letters. One came from Nathan Isaacs, a crew member of John Mulholland's crew, who was very happy to see the write up on Derek Brinkley, his Flight Engineer. See next page.

Another letter was from Richard Osler looking for any information we could share on Tom Osler, a crew member of S/L "Jersey" Crew's Halifax crew. That story is on page 7.

We also had a request to use information on the web site from a friend of Harry Winter who was planning a surprise birthday party for Harry but unfortunately because of Covid the party had to be cancelled. His email follows:

Thanks for your email. I regret that the pandemic caused problems for helping Harry celebrate his birthday. We only managed to send him a birthday hamper. However, RAF Biggin Hill picked up his story and invited him and his wife Josie for a tour of the museum and lunch. Regrettably, that has also had to be put on hold. But, he was able to get to the Battle of Britain memorial service last week and sat next to the Mayor of Bromley. He was given the honour of reading out the name of every airman who lost his life in battle. I have left a message for the museum curator asking if she has any photographs we can use and if I can get some I will send them to you. Nick Gras

Dick Dunn, our Finance and Membership Boss, sent us a report and links to photos (page 16) of the Battle of Britain ceremony that he organizes every year in Vancouver. Dick is also involved in supporting many military veteran organizations; for example, see the next page and his setting of a plaque in Stanley Park honouring Aboriginal Veterans in the RCAF.

SPAADS, the final Sabre reunion, had to be postponed for a year because of Covid. Dick, not to be deterred by a virus, set up a Zoom virtual meet for the 427 Sabre veterans and widows that was very successful with log-ons from across Canada and a few from the US. Dick also had obtained two videos from previous 427 only get-togethers and played them for the Zoom attendees. Twenty-four of us chatted and watched the videos for an hour. It was a thoroughly enjoyable experience and appreciated by all who were able to participate but all are still looking forward to September, 2021 for the final SPAADS reunion.

We also have had some corrections from the May 2020 ROAR pointed out to us. Jack Milner, 422 Squadron veteran, who has an [excellent Sabre era web site](#), did some research and noted that our Guynemer Trophy reporting had a few errors. Our apologies and corrections are on the next page.

Finally, check out [Ken Sorfleet's 427 Facebook page](#) which has covered several of the above stories. One of his scoops is in his follow-up with a Dutch family to document Ray Munson's saga who was a fellow crew member of Chuck Page and also had to bail out.



NATHAN ISAACS
CHARTERED ACCOUNTANT

4005 BAYVIEW AVENUE, SUITE 1103
TORONTO, ONTARIO M2M 3Z9
TELEPHONE: 416-225-9052

Dear Sir,

I recently received the May issue of ROAR and I was extremely pleased with the recognition of my Flight Engineer, Derek Brinkley. He was the youngest of our crew and certainly responsible for our safe return on many of our bombing missions.

However, I would like to correct an error made in describing a picture included in the article. The crew member on Derek's left is Flying Officer Allen Horton the crew's Bomb Aimer. I am enclosing a picture of five of our crew members showing Bomber Horton on Derek's right and myself, Nathan Isaacs, on his left. On the far right is John Mulholland our pilot who continued to correspond with myself and with Derek until Oct. 2015 when Derek passed away. John Mulholland passed away in June 2017.

Thanks again in printing "The We Will Remember Them" honouring Derek.

Nathan Isaacs YOURS TRULY
NATHAN ISAACS
AGE 97

Yours truly,
Nathan Isaacs
Age 97

Note: An explanation. The writing in the letter did not copy well and was partially unreadable which is why the letter is transcribed above.

John Mulholland crew
Horton, Brinkley, Isaacs, Tribe, Mulholland



Guynemer Corrections

I know some of you may find this surprising but I make errors. Fortunately, there are sharp eyed readers who are able to correct me. Jack Milner who has an excellent Sabre era 422 Squadron site is one and his corrections are below.

ROAR Vol 5, Issue 2, page 12 -

- 1958 Team members change Bill McArthur to Dave Barker(444).

Dick Dunn and friends setting a Memorial Plaque in Stanley Park, Vancouver honouring Indigenous Veterans of the RCAF.



1960 Guynemer Team



Top: Gerald Tremblay(439), "Bud" Granley(444), Bill McArthur(422), Dick Spenser(430), Al McMullan(427)
Top Gun in 1960 was Al McMullan—427 Squadron

- The first three competitions were held at Cazaux, France and the last two at Leuwarden, The Netherlands
- Re: Hank Henry and his amazing 97% score. He fired 98 of his 100 bullet load for 95 hits. Two bullets jammed in the guns.



**Canada Department of National Defence,
August 07, 2008 - Ottawa**

The Honourable Peter MacKay, Minister of National Defence and Minister of Atlantic Canada Opportunities, and the Honourable Christian Paradis, Minister of Public Works and Government Services Canada and Secretary of State for Agriculture, today announced another important step by the Government of Canada to strengthen national sovereignty and ensure that the Canadian Forces have the tools they need to do their job safely, swiftly and effectively. This latest measure is the acquisition of helicopters and Unmanned Aerial Vehicles (UAVs).

“This announcement is yet another example of how this government is providing the men and women of the Canadian Forces the tools and equipment they need to do the jobs asked of them,” said Minister MacKay. Ultimately, these capabilities coupled with other key acquisitions by this government will be invaluable to our military leaders in the protection of Canadian interests in our sovereign territory and abroad. For years, our Canadian Forces have been in the unfortunate position of not having an option other than hitching rides with allies in order to move personnel in countries like Afghanistan. Those days are over.

Coupled with the acquisition of C-17 strategic lift, Hercules tactical lift and Chinook F medium to heavy lift helicopters, the acquisition of Chinook D, commercial charter helicopters and UAV's will help ensure that the Canadian Forces have the air assets necessary to undertake any mission asked of them.

The Canada First Defence Strategy clearly laid out the types of missions Canadians expect our Canadian Forces to undertake. These capabilities will ensure that Canada is able to play a leadership role abroad and make a meaningful contribution to international security while also protecting Canada's national sovereignty.”

“These projects demonstrate the Government's commitment to ensuring that the men and women of the Canadian Forces have the resources and equipment they require,” said Minister Paradis. “By actively procuring helicopters and UAVs to be available within stringent timelines, we are helping to support urgent operational requirements in Afghanistan, while providing best value for Canadian taxpayers.”

Additional helicopter lift capacity and more UAVs for intelligence, surveillance and reconnaissance were conditions set out in the March 13th parliamentary motion to extend Canada's military mission in Afghanistan until 2011. Obtaining these additional air resources was also one of the recommendations of the Independent Panel on Canada's Future Role in Afghanistan, headed by the Honourable John Manley.

“The addition of these resources will provide greater safety and security to our troops in Afghanistan, with UAVs acting as the eyes in the skies for commanders” said General Walt Natynczyk, Chief of the Defence Staff. “The helicopters will allow commanders the flexibility to reduce ground-based resupply convoys and more easily reach remote locations in challenging environments where they could be at risk of ambushes, land mines and improvised explosive devices.”

Canada will be securing the following resources:

Helicopters:

i) The lease of six commercial helicopters (Mil17s see next) to address immediate needs. The one-year contract will be valued at up to \$36 million, depending on flight hours logged, with renewable 1 year options available.

ii) The purchase of six used Chinook D model helicopters, already in theatre, from the US Government. These will be available for operations by February 2009. The cost for the equipment acquisition, plus initial logistics support, training and project management costs will not exceed \$292 million. These figures are currently being finalized by the two governments.

UAVs:

- i) The procurement of a small Scan Eagle UAV to address immediate needs over the next nine months. The contract is valued at up to \$14 million, depending on flight hours logged.
- ii) The two year lease of a Heron UAV tactical system that will be delivered by early 2009. MacDonald Dettwiler Associates (MDA) of Vancouver, BC has been awarded the two-year, \$95 million contract. A long term UAV solution is currently being developed that will include domestic and deployed operational UAV capabilities. The additional helicopters and UAVs for Afghanistan will require up to 250 personnel to support and operate the equipment.

This article is listed in :

[!\[\]\(a870788d6ed9b8fd294b7654a8c8526b_img.jpg\) **JTF-Afg AW** Canadian Armed Forces](#)
[**Boeing CH-47D Chinook in** !\[\]\(18065afa4ef6662bca9f3f6088f7de30_img.jpg\) **Canadian Armed Forces**](#)
[**Mil CH-178 in** !\[\]\(b985170eefb48b9b3ef593e79310e8f5_img.jpg\) **Canadian Armed Forces**](#)

Afghanistan Air: six MI17s, six Chinooks and UAVs lease

Canada to enhance air assets in Afghanistan with the lease of medium helicopters and the purchase of the CH-47Ds already in theatre.



MSphere

A few Specs from Wikipedia:

Max TO—28,660 lbs.

Cruise—149 mph

Max Altitude—16,400 ft.

Range—307 miles

Military configuration—24 seats

A more powerful Mil 17 Hip-H version is available

Canadian CH-146 Griffons arrive in Afghanistan Helis.com

December 20, 2008 US Air Force, December 22, 2008 - KABUL, Afghanistan by ISAF - Six Canadian Griffon helicopters landed at the Kandahar Air Field via C-17 Globemaster III aircraft, Dec. 20. The Griffons are the first Canadian helicopters to arrive at the Canadian Air Wing in Afghanistan. The Griffons will provide escort protection for Canada's newly acquired Chinook helicopter, which will allow International Security Assistance Force to reduce ground-based resupply convoys and reach remote locations in challenging environments more easily, lowering the risk of ambushes, land mines and improvised Explosive devices.

"These Griffon helicopters will give the commander the ability to move troops rapidly and with more flexibility," said Col. Christopher Coates, commander of the Canadian Air Wing in Kandahar. "In addition to moving troops, they may also be used for aerial helicopter escort, intelligence, surveillance and reconnaissance missions."

The Griffon has proven itself effective in many national and international humanitarian relief operations, including Manitoba's Red River flood in 1997; Eastern Canada's ice storm in 1998; and the United Nations effort to stabilize Haiti in 2004.

The Canadian Air Wing is composed of CH-147 D Chinook medium to heavy lift helicopters, C-130 Hercules aircraft, Heron Unmanned Aerial Vehicles and CH-146 Griffon helicopters.

This article is listed in :

[JTF-Afg AW](#) Canadian Armed Forces
[Bell CH-146 Griffon in](#)  Canadian Armed Forces
[Kabul International](#)

Helicopter Pilot at the Bar Comparing F-86 and Helicopter Flying

There's no challenge in a fighter, push, pull the stick, advance the throttle to go. In a helicopter while hovering, if you start to sink a bit, you pull up on the collective while twisting the throttle, push with your left foot (more torque) and move the stick left (more translating tendency) to hold your spot. If you now need to stop rising, you do the opposite in that order. Sometimes in wind you do this many times each second. And remember the fighter pilot's prayer: "Lord I pray for the eyes of an eagle, the heart of a lion and the courage of a combat helicopter pilot."

Stories/Biographies/Books Wanted

We need your input. Consider sending your stories, biographies, books, reports or photos. As little or as much as you want. We especially are requesting Helicopter era articles. You have been in operation for fifty years almost twice as long as the previous three eras. There are thousands of interesting stories from the Rotary Wings area and we ask you to share them. One of our goals is to document the history of Squadron life, on duty as well as off. Help us do that.

There are also spouses who had to follow partners around for a number of years throughout a military career or who had to keep the home site operating while the significant other was on assignment halfway around the world for a number of months. You have a story too. Let's have it.

Check out the current stories at:

<http://www.427squadron.com/memoir.html>

If you wish to send by Canada Post, email macway01@gmail.com and request my address.
 All material will be returned to the sender and reimbursed for any expenses.

The Zipper

By Bob Hyndman



Wikipedia— Image from the René Francillon Photo Archive.

When I arrived in Zweibrücken from Cold Lake, I was seconded to Test Flight and reported to F/L [Bob Ayres the Wing test pilot](#). Bob started me out on the light and easy stuff, but I gradually worked my way up to “Full Card” testing.

Bob was very experienced (two test pilot schools) and had flown the 104A with the US Tactical AF. The A was lighter, more agile than our G model and very much a go-cart.

A full card test flight for me involved a damper check at Mach 1.4 and a Mach 2 run. Damper failures could be very nasty. One had to be very alert to where the aircraft was pointed on a Mach run.

Bob was a great instructor and mentor to me. At the time, the Zwei bar talk was one of disappointment in the 104's fighting abilities by all the squadron lads with Sabre and sometimes Golden Hawk backgrounds. They were losing all their mock combats with the Mirage, Hunters, F-100s and the F-86H. As a former Clunk driver I knew nothing of Yo-Yos and a Mirage would be in my six in less than a minute. The beast simply would not turn subsonic, even with Maneuver Flaps extended and pulling into the dreaded shaker.

The 104 was a different animal supersonic. From brakes off to Mach 2 with full tip tanks typically took less than 5 minutes. Acceleration from Mach 0.99 to Mach 1.4 was a little sluggish but from Mach 1.5 when ram air joined, the aircraft came into its own. I think a normal run consumed about 1,000 lb. to Mach 2. In level flight at Mach 2 the throttle was well retarded to keep from exceeding the inlet temp limits. If one climbed away in full burner from Mach 2 at the tropopause, the service ceiling of 58,000 was soon reached and the throttle again retarded. Bob defined the useful service ceiling as when the Vertical Speed Indicator decreased to 1,000 ft/min up. Bob told me to never fly above the service ceiling because of the increased risk of flame out, compressor stall, engine over temp and loss of cabin pressure. I never did, save for once when I brushed 60,000 just to say I had visited. A cousin of mine, based at Baden, told me he once zoomed to 75,000. Rough handling there could initiate a pitch-up and spin.

In level flight at 58,000 and Mach 2, the aircraft traversed 20 nautical miles a minute. Fuel burn was only 100 lb. a minute. So 1,000 lb. of fuel were worth 200 n.m. of range. If one retarded the throttle to idle then slowed to 300 kias and held that speed in descent, one could coast for 300 nautical miles and burn only 300 lb.! Three hundred, 300 and 300! The aircraft had an incredible amount of energy at Mach 2 at service ceiling, if one wished to turn, to zoom, or to dive. Beautifully balanced controls and crisp turning at that speed. Bob told me to experience it all, and I did stay mute on my high altitude visits. He was very concerned for pitch-ups and spins from the newer pilots. We did not have pressure suits.

In our targeting system, pilots, in conjunction with Intelligence, drafted our outbound legs to targets which were then sent to SAC Omaha for vetting. Return legs were not vetted. I was at 58,000 ft because ops needed some rules of thumb for a high level return from certain targets. On leaving a target we would be at Mach 0.95 or better, devoid of pylon and tip tanks.

At Zweibrücken we had a genuine boffin, Suds Sutherland. Suds was working in Intelligence on perfecting his target radar predictions for bad weather bombing. I was sent north with his plastic predictor to target a railway bridge on the Elbe. I was running north just inside the ADIZ, and just west of Berlin when I heard the warning “All Allied aircraft not certain of position turn west now.” I was at the usual 200 ft., 450 knots and knew my position exactly. So I continued on to do my mock run on the bridge.

Off the target, I turned directly to Zwei and started my climb to my return at long range cruise just shy of 30,000 ft. Then “Wham” and a queer coloured 104 with a large iron cross decal on its side went by, supersonic on my left side. Then “Wham” again on my right side as the Number Two followed his leader into a steep left climbing turn. I soon lost them from view as they climbed above their contrails.



I was almost a victim of a classic 104 sidewinder or cannon supersonic attack. I soon learned they were German Navy interceptors based near Jever and that the Luftwaffe also had a few 104G interceptor squadrons. Much later, I learned that the Norwegians were running practice intercepts on U2's returning to Bodo and the Danes, with French permission, were running 60,000 ft practice Sidewinder attacks on returning Concorde's. A shame our many Sabre jocks, including those of 427 Sqn, with their wealth of day fighter experience could not have stepped into the 104 Interceptors.

Soon after my visit to the Elbe a gentleman came from Metz to question me.

“Did you hear the warning?” “Yes.” “Did I turn west?” “No.” “What did you hear - yak yak?” I remember the flight date well: 10 March 1964. It happened that a USAF RB-66C based at Toul about 100 miles SW of Zwei was on its weekly Intel milk run north along the ADIZ. These Elint B-66's were usually crewed by a pilot, a navigator, and a wizard. Somehow this one drifted across the ADIZ and into East Germany where Mig 19's promptly shot it down. The crew missed or ignored the same radio warning I had received. Migs were always armed and always fired on the first pass. That shoot down stirred the Allied hornet's nest and the Navy 104's that bounced me was the reaction to my suddenly popping up on North German radar after leaving the bridge.

That B-66 crew was lucky. Very lucky. All three ejected and landed in East Germany. Instead of being whisked away to Russia the next day, I later learned, they were released in an exchange. Had my lookout that March day been better, I might well have witnessed a Cold War shoot down. And not suffered a nasty bounce on my return leg.

Atlas 33

Ed Note: An add-on to Bob's story. In the F-86 era we occasionally would have a two or four plane section run out low level to the ADIZ and then turn parallel to it and climb to pop up on the other guys radar. Supposedly to check their reaction time. Our arrival at the ADIZ was a “guessestimate” based on timing and our main navigation aid, an ADF. However since the ADIZ at its narrowest was about 100nm wide and managing to get yourself inside the East German border was a clue that your navigation classes had been missed. Only at altitude could Yellowjack, the Canadian military long range radar, pick us up and provide accurate positioning. The guys on the other side had two very strong beacons, that I know of, that would mimic the frequency of two lower power NATO beacons close to the actual border. One was near FULDA about a 100nm north east of Frankfurt, at the start of the Berlin corridor, and the other was east of Munich in an effort to entrap the unwary. Inadvertently, using either of the false beacons would have us crossing the border with a possible shoot down and capture likely. See next page for a look at a navigation map in 1960. For anyone younger than forty the little rectangles dotting the map with brown square around them (faded scotch tape) were ADF frequencies and the little dots and dashes something called morse code... Sorry, couldn't resist in this day of military satnav being able to pin point a target to within ~ 0.1 meters.

See Next Page for ADIZ map

F-86 Navigation without Yellowjack

I found this in my inbox. Can anyone help?

**During the middle
ages they celebrated
the end of the plague
with wine and parties
Does anyone know if
they have anything
like that planned
when this one ends.**

(asking for a friend)

Flight Attendant Announcements

On landing, the Flight Attendant said. "Please be sure to take all your belongings. If you are going to leave something, please make sure it's something we'd like to have."

"Your seat cushions can be used for flotation; and in the event of an emergency water landing, please paddle to shore and take them with our compliments."

"In the event of a sudden loss of cabin pressure, masks will descend from the ceiling. Stop screaming, grab the mask. Pull it over your face. If you have a small child traveling with you, secure your mask before assisting with theirs. If you are traveling with more than one small child, pick your favourite."

"As you exit the plane, make sure to gather all your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses."



Sabre Spin **Chatham, NB—August 1961** **By Dick Dunn**

At 35,000 our flight of four F-86 Mark V Sabres split into pairs on a 2-versus-2 air-fighting session. Skinny as a rake, I had a high tolerance for “G,” and soon found myself behind my opponent, in a hard left turn. I pulled the stick back, as I attempted to move my pipper to the Sabre in my gun sight.

The pipper did not find its mark. Instead, I flicked into a full spin and plunged vertically to the rugged

terrain below. The operating manual prohibited intentional spinning the Sabre, but the recovery action is identical to what I had practiced repeatedly in the Fleet Canuck, Chipmunk, Harvard, and T-33.

I went about the motions by rote, but instead of recovering, the spin intensified. In the event of non-recovery, the emergency procedure stipulated blowing the canopy at 15,000, and ejecting at 10,000 feet. As a fledgling fighter-pilot-in-training, there was no way I was about to abandon one of Her Majesty's aircraft. In years to come, I occasionally asked other air force trained pilots to recite the spin recovery procedure. To this day, no one has gotten it right! For your own edification, recite the spin recovery drill from memory, and then go to part 2, for the continuation of this near misadventure.

Sabre Spin, part 2.

During flight training, we invariably entered the spin by raising the nose to about 20 degrees above the horizon, slowly easing off the throttle, whilst keeping the nose high until the aircraft stalled, then kicking either left, or right rudder to induce a spin. After a few turns the instructor would say, “Recover” and one would ease the control column forward, simultaneously applying opposite rudder until the spinning stopped, centralize the rudder, level the wings, and ease out of the ensuing dive. This is the recovery drill I attempted on my inadvertent Sabre spin, but without success.

As the spinning increased and I passed through 15,000 ft, the light finally came on in my brain and I recalled the very first item of the spin recovery procedure as listed in the training manual: “Close the throttle!” Since the throttle was always at idle in a practice spin, the first item was not stressed in training, an omission I made sure to redress when I later instructed on the T-33 jet trainer. From full throttle to idle, the effect was quick and significant. My Sabre stopped spinning, with the altimeter reading 3,000 feet as I pulled out of the dive. A fortuitous outcome to what could have been the premature end of a long and gratifying aviation career!

Inverted ?? **By Wayne MacLellan**

Flying in Germany generally involved formations of 2 or 4 planes climbing through 25,000 feet of cloud to get on top as well as descending in formation to get below the cloud. Relying on GCA when the landing weather was marginal was not unusual. After arriving on the Squadron, we were given a few local familiarization flights in a T-Bird and then entered phase training with a senior pilot. Phase training completed we then began the daily flying or Zulu assignments in a 2 or 4 plane formation. Additionally, we were able to take an aircraft up and use it to practice letdowns and GCA approaches. One day just after finishing phase training I managed to get an aircraft to myself to practice letdowns. The weather reports indicated layered unbroken cloud up to 30,000 feet. Perfect to build up my instrument time which had been logged religiously in 10 to 15 minute increments throughout my flying training and which now read almost 9 hours. After taking off and entering cloud quite soon after take off I settled down on the instruments and just glanced outside occasionally as I passed through a clear space between a layer. Passing through 18,000 feet I broke into the clear again and glanced to my right and saw to my horror another aircraft about a thousand feet away inverted or was I inverted. I had an immediate major case of vertigo. Was I up or down? Checking my instruments quickly they looked ok but the other aircraft continued to climb ... or descend inverted to me. Then all became opaque again as I entered cloud.

Continued on Page 20

Battle of Britain Commemoration
Air Force Garden of Remembrance, Stanley Park, Vancouver, BC. September 13, 2020

www.battleofbritain.ca

The commemoration of the 80th anniversary of the Battle of Britain.



Despite the Covid19 restrictions, the modest ceremony went well, and achieved the objective of an unbroken string of commemorations since 1948.

Please go to the link above to view and/or download the other nine photos of the ceremony.
 There is also the text of the very pertinent address by Nicole Davison - Consul General United Kingdom.

Hopefully next year we can return to our traditional ceremony.

Let me know if you want higher resolution photos.

Respectfully,

Richard Dunn

Secretary-Treasurer, Battle of Britain Memorial Fund

Home: 604 733 0353

Our traditional ceremony of 300-400 Air Cadets, bands & Colour Guards exceeded the government mandated maximum. This was a more modest ceremony due to Covid-19 restrictions.

In attendance:

Master of Ceremony - Major (Ret'd) Neil Coward

United Kingdom Consul General Nicole Davison -Guest Speaker

Republic of France Consul General Philippe Sutter

USA Consul General Brent Hardt,

Czech Republic Honorary Consul Karel Galland

Republic of Poland Consul General Andrezej Marnkowski

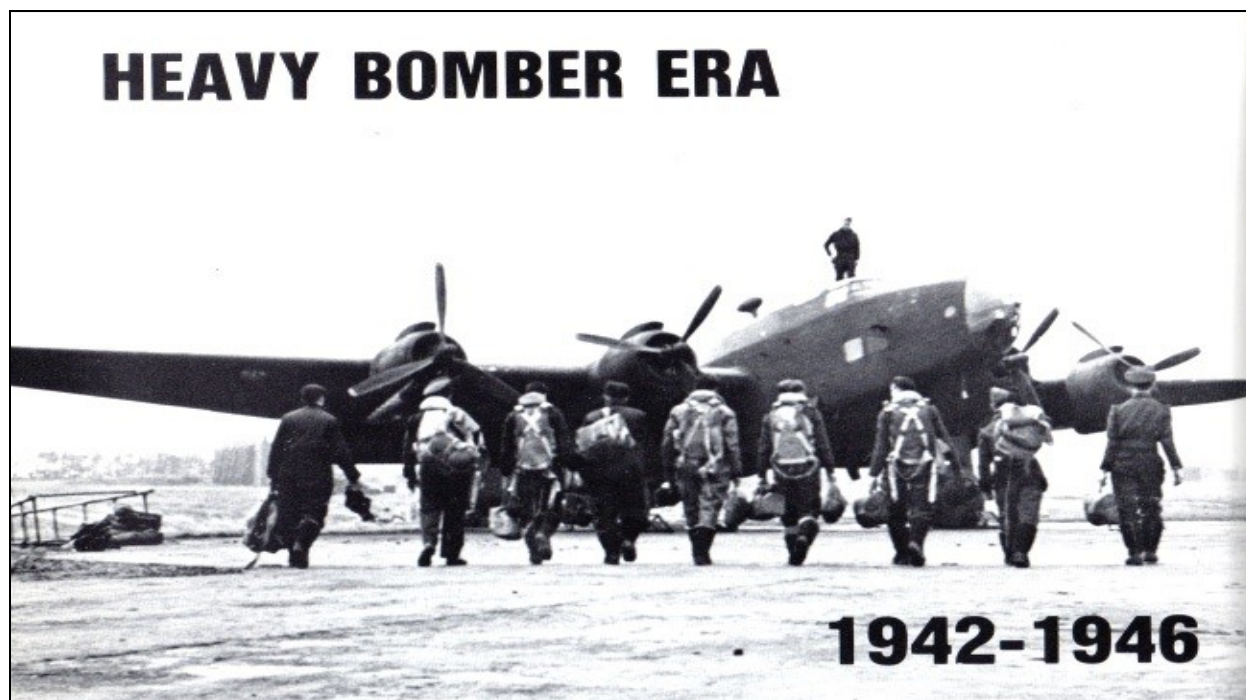
Vancouver Deputy Mayor - Adriana Carr

192nd RCAF Engineering Flight Deputy Commander - FWO Marc Mariage

Chinese Canadian Military Museum Society - Director King Wan

Royal United Services Institute - President Cameron Cathcart

ANAVET BC Command - Vice-President Nicholas Newwell



A Lion Does 100 at 100 - "Chuck's Challenge"



Charles "Chuck" Page, still young in July 2020 approaching his 100th birthday on August 9th, 2020 had challenged himself to walk 100 laps around his townhouse complex by his 100th birthday.

We have published an in depth profile of Chuck's military career as well as an update on his birthday party and parade on our website but would like to share with you this letter we received from his daughter, Retired Principal, Nancy DeVuono.

My father, Charles Richard Page, is a RCAF Veteran and POW of WW2. He will turn 100 on August 9th, 2020 and has embarked on a Fund Raising Campaign for a local Rehabilitation Center in his hometown of St. Catharines, Ontario. He has challenged himself to walk 100 laps around his townhouse complex by his 100th birthday! He has already raised over \$10,000! They are calling it "Chuck's Challenge".

Dad receives the ROAR newsletter and I thought this might be an item you could share with your readers, either in print or on social media. We have been reaching out to friends, family, organizations and businesses to help spread the word of Dad's campaign and to

ask people to donate wherever possible.

As a member of the Royal Canadian Air Force Bomber Command, Dad was shot down over Holland in 1943 and captured by the Nazis. He was held as a POW for two years before he was finally able to escape his captors during a long march (ed:see below) through Germany near the end of the war. Even as he nears his 100th birthday, my father remembers every detail of his wartime experiences as I'm sure most of your

veterans do. We are so fortunate that Dad is still with us, living in his own townhouse with our 89 year old mom and remaining remarkably healthy and happy.

If I can give you more information or if you can help us in any way please do not hesitate to contact me. Thank you.

Sincerely, Nancy DeVuono (daughter of Charles Page)

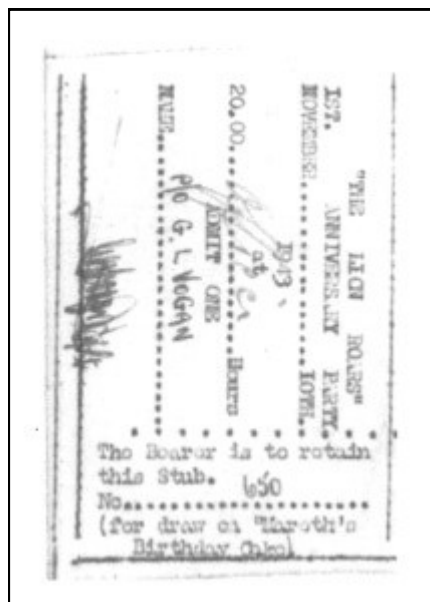
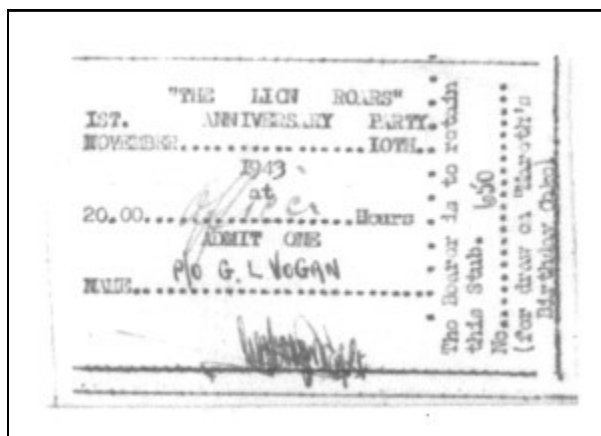
Web Site Links

Note: If you are receiving this as a printed copy the links below will not work. You must manually type them into address bar on your browser.

https://427squadron.com/news_file/2020/chuck_page/chuck_page_warime_story.html

[https://427squadron.com/news_file/2020/chuck_page/the%20 birthday_parade.html](https://427squadron.com/news_file/2020/chuck_page/the%20birthday_parade.html)

**1st Anniversary Birthday Party
The Lion ROARS—November 1, 1943
P/O George Lyndsey “Lefty” Vogan’s ticket**



Transcript of an email Interview with Flying Officer Ian Thomson—Halifax pilot Ian passed away May 18, 2018

W: I have a couple of questions about how the Squadron operated at Leeming. Hopefully you can answer them.

Ian: “Sumpin screwed up in my PC so-o-o- here’s my answer to your mentioning about dumb questions. The only “Dumb” question is the one which was never asked!! Take that to the bank.

W: What was the process by which the Squadron received a Battle order ?

Ian: I just never knew how that was done but I’m reasonably certain Bomber Command picked the Target (s). There were often more than one target for a night or daytime Op and those choices were forwarded to the various Bomb Groups who, in turn, forwarded that info to their individual squadrons. We Pilots just went down to the hangar, each day and hung around waiting to see what the Orders for the day would be. Sometimes it was Navigation trips, sometime Fighter Affiliation, et cetera.

W:How were crews picked for each night's operations? Were all serviceable crews and aircraft tasked?

Ian:Usually, but frankly I haven't a clue about how they selected the crews BUT I'm certain that on some special targets they picked the lads they felt were the best ... although they never told US that. Nonetheless, I think that's the way it probably was. I was a W.O.1, not an "orcifer" so wasn't in the know.

W:Did Base Operations get reports in the morning from the Squadron COs and EOs on who and what was ready for ops which were then passed on to Command, who then put together an order based on that information?

Ian: I assume the process was much as you suggest but I just can't confirm it, especially because I was almost always in the Senior NCO's Mess and seldom in the Officer's Mess.

W:How many operations were you expected to put in before given some time off? During my time on 427, Sept. 1944 to March 1945, we got 2 weeks leave after each Six (6) week period. It wasn't based on the number of Ops completed. The lads who served earlier, such as in '43 and early '44 probably had a much tougher time and probably had to fly, on some occasions, night after night. It took me from Sept '44 to end March '45 to complete only 34 trips.

W: Was a tour 30 or 35 missions or was a completed tour based on points? How did they assign the points?

Ian: Here I'm going to get "picky". The Royal Canadian Air Force, the RAF and all other "British" airmen flew "Operations" usually shortened to "Ops". Only the Americans flew "missions". Hah-Hah! I just couldn't resist it. Originally I believe it was 30 or 35 Ops to complete a Tour and prior to D-Day, the enemy had fighter stations right at the French Coast so the guys could be under attack the whole ding-danged way. Those poor beggars had the TOUGH part – I had a snap by comparison!!!! And that's not modesty talking, that's the straight Gen! When I was there, they used a Point System. Any Operation which went "beyond 6 degrees longitude was considered a Major Op and awarded four (4) Points and "a Tour" was 120 Points. So-o-o-o, a guy could go to Calais 40 times and have completed a tour. That's facetious of course but that could have been possible or a combination of short trips such as that could garner 120 points.

If the target were closer than 6 degrees East Long., we were awarded three (3) Points. There were some trips during my time there and I flew one of them where they said "The only guy who entered Enemy Territory was the Tail Gunner. That was after D-Day, while the land troops were advancing that a "Bomb Line" was established. It was located 100 yards ahead of our most advanced troops. and there were some instances in which we bombed on the 100 yard line. (No friggin Metric bull roar!!!!)

W: After completion of a tour you were given some time back in Canada. How much time? How were you transported back to Canada? Would you volunteer for a second tour or was it an automatic posting.

Ian:At the mid March time when I'd completed my 34 trips I was given the opportunity to go home and gutlessly that's what I chose. I've often kicked myself for that choice but I'd had so many really close "squeakers" that I had a few ants in my pants. Had they told me I could have 6 weeks off prior to continuing I'd have taken it but it wasn't put to me in that form. I "wimped out".

I was sent to a Disembarkation Depot located in Manchester I believe. There along with thousand of others, I contacted "Scabies" which they attributed to the laundry people skimping on the soap and water not being sufficiently hot.

I was sent home on the Louis Pasteur; a six (6) day trip. That's about it for me



HOW TO MEDICATE YOUR CAT OR DOG—FREE ADVICE

CAT:

- 1) Pick cat up and cradle it in the crook of your left arm as if holding a baby. Position right forefinger and thumb on either side of cat's mouth and gently apply pressure to cheeks while holding pill in right hand. As cat opens mouth pop pill into mouth. Allow cat to close mouth and swallow.
- 2) Retrieve pill from floor and cat from behind sofa. Cradle cat in left arm and repeat process.
- 3) Retrieve cat from bedroom, and throw soggy pill away.
- 4) Take new pill from foil wrap, cradle cat in left arm holding rear paws tightly with left hand. Force jaws open and push pill to back of mouth with right forefinger. Hold mouth shut for a count of ten.
- 5) Retrieve pill from goldfish bowl and cat from top of wardrobe. Call spouse from garden.
- 6) Kneel on floor with cat wedged firmly between knees, hold front and rear paws. Ignore low growls emitted by cat. Get spouse to hold head firmly with one hand while forcing wooden ruler into mouth. Drop pill down ruler and vigorously rub cat's throat.
- 7) Retrieve cat from curtain rail, get another pill from foil wrap. Make a note to buy new ruler and repair curtains. Carefully sweep shattered figurines and vases from hearth and set to one side for gluing later.
- 8) Wrap cat in large towel and get spouse to lie on cat with head just visible from below armpit. Put pill in end of drinking straw, force mouth open with pencil and blow down drinking straw.
- 9) Check label to make sure pill is not harmful to humans, drink 1 beer to take taste away. Apply Band-Aid to spouse's forearm and remove blood from carpet with cold water and soap.
- 12) Fetch bottle of scotch. Pour shot, drink. Ring fire brigade to retrieve the friggin' cat from tree across the road. Apologise to neighbour who crashed into fence while swerving to avoid cat. Take last pill from foil wrap.
- 13) Tie the little b*****'s front paws to rear paws with garden twine and bind tightly to leg of dining room table, find heavy duty pruning gloves from shed. Push pill into mouth followed by large piece of fillet steak. Be rough about it. Hold head vertically and pour 2 litres of water down throat to wash pill down.
- 14) Consume remainder of Scotch. Get spouse to drive you to the emergency room, sit quietly while doctor stitches fingers and forearm and removes pill remnants from right eye. Call furniture shop on way home to order new table.
- 5) Arrange for RSPCA to collect mutant cat from hell and ring local pet shop to see if they have any hamsters.

DOG:

- 1) Wrap pill in bacon, cheese or peanut butter.
- 2) Make him beg.

Continued From Page 15

To say I was sweating was an understatement but after checking my instruments again while fighting the vertigo I remembered my Instructor at Gimli, time and time again telling me when in cloud believe your instruments. I concentrated on following his advice and gradually the vertigo decreased but thankfully within minutes I broke out in the clear on top. And was able to confirm that the artificial horizon (early basic FMS) was pointing right way up. The other aircraft was a puzzle and I was not even sure that maybe I had imagined it.

After finishing the flight with a few letdowns and GCAs completed, bolstering confidence in my ability to read the instruments correctly, I began to come up with an explanation especially after I checked the aircraft assignment desk and found another solo aircraft had departed close behind me. That aircraft was piloted by a six month veteran of the squadron who was an irrepressible prankster. When I approached him he denied seeing any other aircraft during his flight and it was only a year later over a few glasses that he admitted to the ruse and had another chuckle, as he bought me an apology drink, when I told him my reaction at the time.

This pilot, a good friend, once told his 6 foot, 3 inch son that he had been the same height as him before he had inadvertently pulled 10g during recovery from a Mach one run. The 10g was true but he was always vertically challenged.