

427 LION SQUADRON ASSOCIATION

PATRONS

G/CAPT. (RET) DUDLEY BURNSIDE DSO OBE DFC & BAR

L/GEN. (RET) DONALD MCNAUGHTON CMM CD

HON/COL. (M/GEN. (RET) ROBERT CHISHOLM CMM CD

NEWSLETTER

VOL. 1, NO. 1.

DECEMBER, 1996

GREETINGS FROM OUR FIRST CO

This being our very first issue of the newly formed 427 Lion Squadron Association Newsletter, we felt it was appropriate to begin with a special greeting from our first Commanding officer, Group Captain Dudley Burnside. He writes to us from his home in Windsor, England:

“Best wishes to the new 427 Lion Squadron Association and all its members. It is a great credit to all ranks, past and present, that the spirit of this famous squadron continues to be as alive today as it always has been since its formation 54 years ago. Whatever generation we belong to, this has been a great encouragement to all of us, and membership of the new Lion Squadron Association reflects the pride we all feel in the squadron’s achievements.

“We congratulate and thank those whose dedication and hard work have resulted in the formation of this Association, membership of which binds us together in comradeship whatever our age or experience. I very much hope that Lions of all eras will support it, and I am sure the editor would welcome contributions to the Newsletter from them — there must be many tales to record in many parts of the world from the Bomber Command days through the Fighter period, to the Squadron’s role today.

“Finally, whilst we enjoy the comradeship of belonging to this Squadron Association, let us not overlook the sacrifices made both in wartime and peacetime over the last 54 years by many hundreds of Lions who, as it were, “failed to return” between November 1942 and the present day. We in this great Association will remember them.”

D. H. Burnside
Windsor, Berks

427 LION SQUADRON ASSOCIATION

Formed in the Spring of 1996, our new Association is eager to please everybody. However, to do that we request your suggestions and comments. This Newsletter is being prepared by the initial officers and directors of our association, but we need your input and support to make it interesting.

CHAIRMAN ... A. L. d'Eon

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WITHOUT PORTFOLIO ... Dean Wright, Gene O'Keefe



A MESSAGE FROM THE CHAIRMAN

Welcome to the Lion's Den. This being the first issue of the 427 Squadron Association Newsletter, I want to thank you all for your support. The number of issues has not yet been decided, but we hope to keep the membership fully informed of the activities of our members, and the dates and times of future "Gathering of Lions". As our Association grows, there is a wonderful opportunity to organize mini-reunions in your own part of the country.

On this page you will find greetings from our first CO G/Captain Dudley Burnside (Ret) and elsewhere in this newsletter, there is a report of squadron activities from the current CO LCol Phil Campbell. That's a span of more than five decades and represents a lot of history covering the WW II period, the Sabre years, the CF 104 era right up to the present day with 427 Tactical Helicopter Squadron. In our Association newsletters we want to reach Lions whenever they served and wherever they may be.

The support for the Squadron Association is excellent, and this is only the beginning. There are over 600 former Lions on our general list. Let's keep our glorious history alive in these newsletters and at frequent Gatherings of Lions.

No doubt there are many good stories out there so be sure to let our editor hear about them.

Best Wishes to Lions everywhere for a Healthy and Happy Holiday Season.

Al d'Eon
Don Mills, Ontario

LETTER FROM OLGA

Dear 427 Lion Squadron:

Thank you for your invitation — I would love to see you all again — 427 was my first squadron, 1943. It was a sad day for me because they would not let me go there with them to Leeming, but I did get a few trips up there and kept in touch.

I also missed the boys in the MT Section. They showed me how to play cards (for money) while we waited all night for the planes to come back. They were a great set of boys. Tell them Thank You for helping us to win the WAR.

My friend and I were coming to this Reunion until a few weeks ago. She had a heart attack, and I fell down stairs, and I am still hobbling around with my stick (she was a MT driver too).

Please give my regards to anyone who remembers me. I would love to see them again. My husband died six years ago, he was a wireless op RAF. I miss him very much.

My regards to everyone.
And all my love.

E.O. Maddison (Cpl)

PS — Known to 427 as Olga Turnbull. Tell them I love them all — I did see Ted Eames when he came home from the prison camp.



MOVIE STARS ADOPT LION SQUADRON

The article printed below is an extract from *Wings Abroad* dated June 2, 1943. The Lion Squadron of the Royal Canadian Air Force has taken unto itself a number of foster parents, and included in them are some of the most glamorous people in the world, movie stars including Lana Turner, Hedy Lamarr, Greer Garson, Judy Garland and Spencer Tracy.

At a ceremony at their station in England recently the adoption was formally completed when Samuel Eckman, Jr., managing director of Metro-Goldwyn-Mayer which adopted the squadron, presented the commanding officer W/C D.H. Burnside, DFC and Bar, with a beautiful antique bronze lion as its mascot.

Members of the squadron were drawn up in a hollow square when the squadron adjutant, F/L J. Chasanoff, of Winnipeg (and Selkirk Man.) introduced Mr. Eckman to them.

Following the presentation, pilots drew from a hat the name of the particular

star who was to be foster mother or foster father of their aircraft and crew. These had been selected previously by a vote of all the squadron members.

Number one star in the voting was Lana Turner, who secured two more votes than Greer Garson. Her name was drawn by Sgt. E.A. Johnson an English pilot who flies with the Canadians. Immediately after drawing the name he went over to his aircraft and chalked Lana Turner's name on it.

Following the presentation, Mr. Eckman was introduced to a number of the air and ground crews, while members of the squadron examined the lion closely. Immediately after he moved over to one of the Halifax aircraft on the squadron and wrote a message on one of the bombs with which it had already been loaded, "To Adolf, with love from "M.G.M."

* * *

The station mentioned in the article was RAF Leeming, which was the new home of the Lion Squadron. At the time of the presentation, most of the air crew were at Topcliffe converting to Halifax aircraft but journeyed the few miles to Leeming for the afternoon to attend the adoption proceedings.

* * *

The bronze lion was missing for some 30 years and all the while was in the safe custody of Air Commodore Dave Ross of Bromley, Kent. Davey was a three-tour air gunner having completed his first tour on a RAF Squadron and his second and third tours on 427 Squadron with W/C Burnside and W/C Ganderton respectively. Davey graciously returned the Lion to its rightful home with 427 Tactical Helicopter Squadron at CFB Petawawa in the seventy's. The bronze lion has been on parade ever since.

* * *

Another adoption ceremony took place in the autumn of 1943, at the London zoo with many Lions (427 Sqn variety) on hand. It was there that "Mareth," a cub lion, was adopted as the squadron mascot. The little guy had an illustrious sire named "Rota" — Prime Minister Churchill's lion. So Mareth was one cool cat.!

* * *

A further item of interest — Sgt. E.A. Johnson who drew Lana Turner's name completed his tour, was later commissioned and awarded the DFC. Eric Johnson remained in the post-war Royal Air Force and had a distinguished career. He retired as Group Captain having picked up an Air Force Cross and a British Empire Medal along the way. Eric, who also answered to the names of Johnnie or Limey, attended the Allied Air Forces Reunion in 1989 sporting a huge handlebar mustache. It was a great reunion with the Winco, Jay (Chazz) Chasanoff, Bill Schmitt, Hugh Campbell, Al d'Eon, Rocky Durocher and other originals.



REPORT FROM 427 TACTICAL HELICOPTER SQUADRON

Recently, members of 427 and 408 Squadrons, as well as augmentees from across Canada, deployed to Haiti for OP STABLE following a hectic pre-deployment training schedule. Training included everything from issues of health, welfare and rules of engagement, to practical skills such as physical fitness, Nuclear Biological and Chemical Warfare training, personal weapons firing and door gunning. Even though the members of OP STABLE were sad to leave family and friends behind, they were all in high spirits and anxious to go. At last report they were slowly settling into the high temperatures and humidity, the last group to deploy departed on October 4, 1996.

The construction continues to squadron facilities on the Mattawa Plain. Along with an enlargement to the existing hangar and "K Span" shelter facility, approval has been granted to another hangar to be built to house more of the increasing number of aircraft. The need for enlargement is obvious since presently, due to lack of hangar space, any threat of severe weather and the damage it could easily cause to airframes would dictate that some helicopters immediately transit to and be stored in suitable facilities elsewhere on base.

Other events included Squadron Family Day 96 held on 26 October 1996 during which, squadron family members had the opportunity to learn more about their loved ones' daily work interests, routine and equipment. Attractions included familiarization flights, static safety systems and meteorological troop displays, Coyote, M113, M109, fire truck, Leopard, Hazardous Materials handling, Night Vision Goggles, kitshop and the new Griffon helicopter as well as M1 and HL truck rides. Most importantly, a video camera was set up to record messages for our fellow Lions in Haiti.

Another Gathering of the Lions took place on November 8, 1996 to commemorate the 54th Anniversary of the formation of the squadron. It began with a Memorial Service and Parade in the hangar with the squadron padre presiding. Taking the salute were Hon. Colonel MGen Bob Chisholm (Ret) and BGen Ken Penny, Commander 10 TAG. In attendance were family members, postwar Lions and five WW II Lions. Our honorary colonel addressed those assembled and spoke of the unique tradition that has developed embracing the bomber years, the fighter years and the helicopter years. He concluded by saying that "427 Squadron is a very special unit, I'm proud to be part of it, so should you". A presentation of CD decorations and other awards including Lion of the Quarter to MCpl Moderie concluded the formal part of the parade.

In the evening there was a gala dinner and dance organized by an excellent Committee of Lions headed by Jeff Smyth. The food was great, formalities were kept to a minimum and the music provided by a Valley group was a nice blend of oldies and modern. Hon Colonel Bob Chisholm proposed a toast to Dudley Burnside in response to anniversary greetings received from him. Vern White, who was present at the MGM adoption ceremony at Leeming in 1943, proposed a toast to Lions of all eras.

The squadron photo albums were on display and received a good look see. Also the excellent videos of the Haiti deployment created a lot of interest. The winner of the Halifax painting displayed at the Allied Air Forces Reunion in September was MCpl Pat Monsigneur.

Despite the duff weather, the Gathering was an unqualified success. Thanks to all and we hope to see you at the next Gathering in May '97 (date to be announced) to recognize the phasing out of the last twin Huey from a Canadian Forces Base. Bring on the Griffon.



LIONS AMONG RADARMEN

... by Roy Inkster as told to Norm Emmott ... *Airforce Magazine* 1987

I was a radarman with 433 Sqn at Skipton-on-Swale and with 427 Sqn at Croft and Leeming during WW II.

Radar was a vitally important factor in winning the air war, and according to historians gave the British the edge in blunting the Luftwaffe in the Battle of Britain.

Later with airborne radar, bombers and coastal aircraft depended completely for their effectiveness on accurate navigation, and it was the airborne radar that provided the positioning information for the navigators. Gee positioning sets and H2S airborne radar were especially valuable.

The ground technicians who installed and maintained the radar had their moments of excitement and panic. One such moment occurred at Leeming in Yorkshire, when two radar technicians were working on an H2S set installed in a parked Halifax a/c. Needing power, they ran wires to a gasoline-fed generator in a nearby hut. The technical problem had been almost solved when the generator stopped. "Out of petrol," one of the men said, and proceeded to check the fuel level with a cigarette lighter.

There was a whoosh, and flame engulfed the generator. That was bad enough, but sitting in the hut was a bomb. The generator was awkward and heavy but when the two men looked at the bomb they suddenly acquired superhuman strength and bundled the generator outdoors, flames and all. When they had put out the fire they found they could hardly lift the generator, never mind carrying it out of the hut on the dead run — the bomb ignored the incident.

At Croft, my mate and I were busy placing detonators in the IFF (Identification Friend or Foe) sets which created a signal which enabled ground radar stations to identify our own aircraft. After an operation, a plug connecting the detonator circuit of the IFF and the Gee set was removed and stowed away until just before the next operational flight. Just before the aircrew boarded for the next operation, a team of radar mechanics would dash to each a/c, check to

ensure that there were no short circuits, and then check each position where dual switches had to be pushed together to activate the detonators. When the circuits had been proven, the plugs were inserted and test lights inserted into the detonator circuit.

One man would say “Ready,” and the other would push the switches to make sure the light went on — after that the plug would be installed. I said, “Are you ready?”, expecting the test light to be installed. When the answer came, “Ready”, I pushed the buttons. Unfortunately the detonators and not the test light were on line. The IFF set promptly blew up, leaving it looking very pregnant.

Fortunately, I knew that the radar section had squirrelled away a spare IFF set from a crashed aircraft. We hurriedly installed it, soldered new plugs to replace the one destroyed, and tested it — very carefully. Nobody was the wiser and the IFF worked just fine.



CHASANOFF THE GREAT

Jay Chasanoff was the first Lion Squadron adjutant — a terrific guy who had a way of getting things done, and the stories told about him are legion. There was the time in London late one Saturday night when he passed himself off as a Russian pilot and conned the staff at the Savoy into booking him into the hotel when they were all filled up. His line was that “I am Chasanoff — Ruskie pilot. Me, my friends, we just fly in from Russia. We must have room”. Not only did he get a room for himself and two of his friends but a suite yet. One of the guys with Chazz later remarked “Gee that receptionist must have been dumb — we had our Canada badges up all the time and she didn’t see them”.



LIONS WELL REPRESENTED AT SPAADS 96

Forty two Lions of 427 (F) Squadron, Zweibrucken (1952-1962) and their ladies attended the fifth SPAADS (RCAF Sabre Pilots Association of the Air Division Squadrons) reunion in Calgary on 5-7 September 1996. Attending also were a number of ex-Sabre pilots of other squadrons who grew their lion’s mane subsequent to 1962, while operating CF 104’s at Zweibrucken or helicopters at Petawawa. Lions travelled from six Canadian provinces, three American states and a couple came from England. In all over 750 persons attended the reunion.

The Calgary organizing committee, chaired by Col (G/C) Gerry Morrison (Ret) did an absolutely superb job. We learned the true meaning of Western hospitality. Throughout most of the reunion, all of the organizing committee

wore an attractive Western style vest for easy identification. At registration, we were all presented with a white cowboy hat, which was made possible by Bombardier/Canadair, one of the several sponsors. Along with our name tag suspended on a bolo tie, the hat was our identifier for entrance to the various functions. Events over the three days included a Meet and Greet gathering, a White Hat Ceremony where all the visitors were made Honourary Calgarians, a tour of Heritage Park Historical Village, followed by our own private rodeo and a bar-b-q under canvas, an outdoor Stampede Breakfast at the Canterra tower in downtown Calgary and a gala dinner/dance at the Westin Hotel. Some of the more energetic ones played a round of golf or participated in a guided walk about in downtown Calgary.

At the gala dinner, the Lions were seated together, as were the other 11 squadrons. The 427 spirit was never more evident. A Squadron banner was displayed on the wall behind us and party balloons in squadron colours floated above each table in our lair. An occasional roar was heard.

LGen (A/M) Bob Morton (Ret) who flew Sabres on 421 Sqn at Grostenquin, gave an inspiring after-dinner address. He reminded us of the Canadian Sabre Squadrons' contribution to NATO in the Cold War. This was an important and timely message because I do not think that many of us thought much about that aspect, especially at the time. We just wanted to fly Sabres and be part of the team.

The reunion gave us an opportunity to recapture a bit of our younger years. The traditional hangar doors opened up once again. But getting together with life-long friends and being able to make some new friends was what made it really worthwhile.

— *Dunc McLeish*



ALLIED AIR FORCES REUNION

At the time of writing, it appears that the Allied Air Forces reunion (AAFR) will stand down — after 26 consecutive years of smashing good times. Many of the prime movers are a tad weary and have earned a posting off the squadron. A small Committee has been formed to administer the affairs of the AAFR in a holding pattern so to speak.

The AAFR (not its original name) has had a great run and grew from a one-day event to become the largest annual air force reunion in Canada. The, AAFR and its predecessor has been well served by a string of excellent chairmen, beginning with the founder George Sutherland. He was followed by Phil Millard (427 Sqn), Norm Emmott (433 Sqn), Al d'Eon (427 Sqn), Pete Porter (437 Sqn) and John Turnbull (419 & 424 Sqn). Of special interest to the Lion Squadron, John Turnbull is a brother of the late Bob Turnbull who was our second Commanding Officer.

Being the 50th anniversary of the end of WW II, the year 1995 was very special and many of the 1200 or so in attendance considered it to be the best Allied Air Forces Reunion of all time. What was billed as possibly the last AAFR in 1995 deserved an encore "one more time". John Turnbull and his fine committee obliged in 1996, and it too was a first-rate do.

In looking back we have many fond recollections. The Lion Squadron was one of the honoured groups in 1980, 1984, 1989, 1992 and 1995. G/Capt (Ret) Dudley Burnside was guest speaker in 1980 on his first Canadian visit. He returned in 1989 and again in 1995 to meet and mingle with his Canadian comrades. In 1989 we kicked things off with a terrific Pub Night when there were 175 Lions prowling the corridors of the Royal York. A popular event for the Lions at the 1995 reunion was a champagne breakfast at the Toronto City Centre Airport, courtesy of the Director Alex Home. Many readers will remember Alex as DCO of 427 Tac Hel Sqn in the early 80' s.

In each of our honoured years there was an excellent display of photographs, posters and squadron memorabilia in the Hall of Exhibits thanks largely to the Petawawa-based Lions. In 1996, while not one of the honoured groups, we still had a fine exhibit through the efforts of MCpl Vickey Dupuis and MCpl Michele Moderie. A good show.

In conclusion let it be said that we have all been the beneficiaries of the Allied Air Forces Reunion organization. We pay tribute to the founders, the excellent chairmen, co-chairmen and a terrific central committee, some of whose members having served for a dozen years or more. Whatever the future holds, thanks for a job well done.



WELCOME TO THE LIONS DEN

To date our membership is nearing the 200 mark, and still growing. We are pleased that the postwar Lions, those currently on active service, and those now retired have joined our ranks. Our plan is to appoint Regional Representatives at home and overseas, so that we can plan exciting Gathering Of The Lions events anywhere in the world.

Extra copies of this Newsletter could be made available to you to pass on to those Lions who have not yet joined our Association.

Annual dues to Charter members, (those joining now until December 1997) is \$10.00, and Life Membership is \$50.00.

Watch for the next Newsletter which will announce the date and place of the next Gathering Of the Lions "DO". The 427 C.O. has given us a hint: "We expect to receive our first Griffon Helicopter in Petawawa in May 1997 ... so keep tuned!!

FERTE MANUS CERTAS

MORE NEWS

The "Halifax" addition to the RCAF Memorial Museum in Trenton, Ontario is now complete, and by the time you read this the Hally will be in her new home, and restoration work will be underway again. For those interested, the "Halibag" Newsletter is available to you at \$1.00 per copy by writing to Bill Tytula, Halifax Restoration Team, RCAF Memorial Museum, 8 Wing, Trenton, Astra, Ontario K0K 1B0.



HONOURARY COLONEL CHANGE OF COMMAND

On June 22, 1996 G/Capt (Ret) Dudley Burnside handed over the office of Honourary Colonel to Major Gen (Ret) Robert Chisholm at a ceremonial parade held at CFB Petawawa. There was a large turnout of serving members and their families, several former Commanding Officers, and a goodly number of WW II and post-war Lions in attendance for the three-day Gathering of Lions.

In his closing remarks to the audience, Hon. Col. Burnside paid tribute to current members of the squadron and the proud achievements of those who have gone before. There was a tremor in the Group Captain's voice, but only for a moment, as he completed his stirring address. The squadron members on parade showed their admiration and respect by removing headdress and giving their retiring Honourary Colonel a richly deserved three cheers. A fitting conclusion to yet another highly successful and rewarding tour of duty.

Mrs. Burnside accompanied her husband from Windsor, England as guest of the squadron and it was good to have her in our midst once again at the parade and the other events during the week.

We welcome Bob Chisholm, our new Honourary Colonel, to 427 Squadron — he is in fact returning to the squadron. An outline of his career is shown below.

Major General (Ret) Chisholm was born in Wolfville, Nova Scotia, in 1936 and moved to Sackville, New Brunswick in 1947. Upon Graduation from Sackville High School in 1953, he attended the College Militaire in Saint-Jean, Quebec, and after three years joined the Royal Canadian Air Force in 1956.

Upon completion of pilot training at Penhold and Portage La Prairie, he served six years at Bagotville, Quebec, flying CF 100 all-weather fighters 432 Squadron as Station Flight Safety Officer. A three-year exchange tour with 111 Squadron of the Royal Air Force followed during which he flew the Lightning all-weather fighter.

In 1966, he was promoted to Squadron Leader and appointed Senior Staff Officer Flight Safety at Air Defence Command Headquarters. Following Staff College in 1970, he was posted to 427 Tactical Helicopter Squadron in Petawawa

flying Twin Hueys. After a period as Chief Instructor on 403 Helicopter Operational Training Squadron at Gagetown, he was promoted to Lieutenant-Colonel in 1973 and assumed command of the unit.

Major General Chisholm moved to the Directorate of Flight Safety at National Defence Headquarters, Ottawa, in 1976 and was promoted to Colonel in 1977 to assume the position of Director. In 1980, he became Base Commander of CFB Comox, and then in July 1982, he was posted to 10 Tactical Air Group where he assumed the position of Deputy Commander. Major General (Ret) Chisholm was promoted to Brigadier General in July 1984, and appointed Commander 10 Tactical Air Group with Headquarters in St-Hubert, Quebec, in August 1984. Major General Chisholm was appointed Deputy Commander Air Command in 1987, where he served until retirement from the Canadian Forces in 1990.

Since his retirement Major General Chisholm has been very active in the Canadian Aerospace industry, first as Vice-President of Business Development with Bristol Aerospace, then Vice-President, Government Relations, for Rolls Royce Industry Canada Inc. Major General Chisholm is presently Vice-President CHC Helicopter Corporation.

Major General Chisholm is married to Gwendolyn Jean Phinney of Sackville, New Brunswick. They have two children: Diane and Steven.



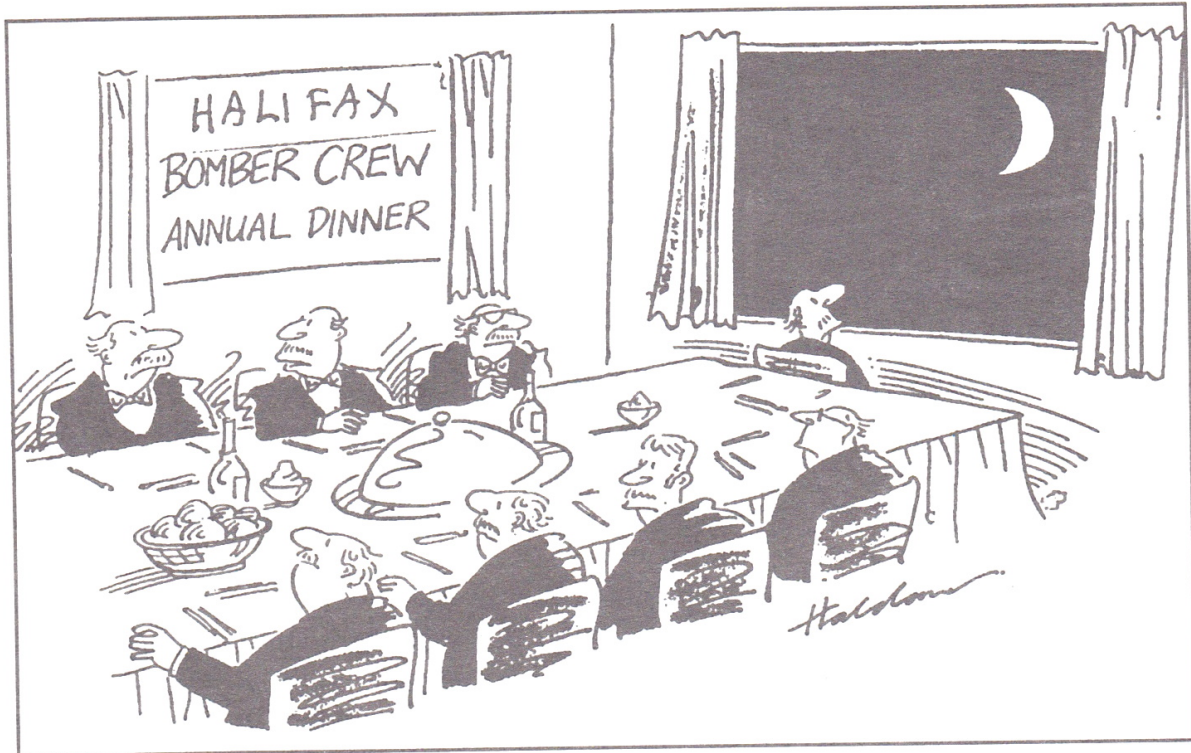
WHAT'S IN A NAME?

Since we couldn't agree on what to call our 427 Squadron Newsletter, we decided to have a contest. Here are some titles suggested so far. Can you think of a better one? Send in your suggestions before the end of January 1997, and you could win a free Life Membership. If you are already a Life Member, suggest a friend.

THE ROAR ... THE CAT'S PAW ... WAGGING TALES ... FELINE TALES ... THE RIGHT STUFF ... THE GEN ... TRUE GEN ... FMC (Ferte Manus Certas) ... ROAR r r r r ...

Please send your suggested titles to our editor at:
**130 QUEEN STREET, SUITE 6C
COBOURG, ON, K9A 1N2.**

Good Luck!!



"That's Henderson, our rear gunner."

LION SQUADRON MEDALLIONS

Some of you have asked about MGM medallions. In 1982 LCol Hugh Cunningham, commander of 427 Tac Hel Sqn, at the time, commissioned the Alberta Mint to produce a medallion to commemorate the fortieth birthday of the squadron. The objective was to establish a tangible link among all squadron members — past, present and future. The medallion is made of anodized bronze weighing 18.5 grams and dimensions the same as the original. One side shows the words LION SQUADRON and METRO-GOLDWYN-MAYER, with the obverse showing the two helicopters in squadron use. There is also space for the member's surname and a serial number.

All medallions are serialized according to the year of joining the squadron. If a member elects to order more than one medallion they will carry the same serial number. A record is maintained on the squadron as to who holds medallions with the corresponding serial number.

Bronze medallions are still available and the total cost including minting engraving, packaging and mailing is \$12.00 per medallion. You may order yours by writing to MWO Gordon Howse, 427 Tactical Helicopter Squadron, C.F.B. Petawawa, Ontario K8H 2X3. Be sure to include: (1) the date you originally joined the squadron (2) A cheque to cover the number of coins you wish to purchase.

After you receive your medallion be sure to carry it at all times whenever you attend an official squadron function, especially at C.F.B. Petawawa. Otherwise you could be buying drinks for a lot of people.



BULLETIN BOARD

WE SHALL REMEMBER THEM

Cliff Cantwell
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John Rowley
Henry Desprey
Al McMullan

Note from the Editor: If you plan to move please notify the Membership Chairman as soon as possible. Also, if you know where we may reach those listed above, please drop us a line.

