



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

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TWIN HUEY RETIREMENT

On May 24, 1997, seven Twin Hueys led by the Commanding Officer made their final flypast before a large and appreciative audience at CFB Petawawa Heliport "The Home of the Lions". It marked the end of an era as 427 Tactical Helicopter Squadron became the last unit in the Canadian military to retire the Twin Huey. After more than 25 years of continuous service, the venerable CH-135 is being replaced by the new Griffon.

It was a weekend celebration, however this report will deal primarily with the excellent Saturday program. Although the Huey was being put out to pasture, the sturdy and reliable machine was not allowed to rest on its laurels on the final day. Working with members of the Royal Canadian Regiment, the helicopter crews demonstrated how the CH-135 is used to insert troops into the field by air-mobile, by the rappel method (descending via ropes) and finally by parachute drop. All very enlightening to WW II fly fly boys.

After the flypast, the Twin Hueys made their final approach hovering in front of the stands, and finally coming to rest on the apron. It was an emotional experience for the air and ground crews who had flown and serviced the machines throughout Canada, in the Sinai, in Somalia, in Honduras, in Haiti and goodness knows where else. It was also a touching moment for the family members who have given so much over the years.

The lead Huey was resplendent in United Nations white with the numerals **427** prominently displayed in gold. There was also the inscription "25 years service" and an exact reproduction of the nose art "London's Revenge" that first appeared on Sgt. Johnnie Johnson's Halifax at Leeming in May 1943 at the MGM adoption ceremony. What a great nostalgic touch by the Organizing Committee and super art work by Captain Andrew Mercer and his talented team.

CONTINUED ON PAGE 3 ...

427 LION SQUADRON ASSOCIATION

Formed in the Spring of 1996, our new Association is eager to please everybody. In the Fall issue we hope to list our Regional Representatives in other parts of Canada, in the U.S. and Overseas. Please contact any of those listed below with your thoughts and ideas.

CHAIRMAN ... A. L. d'Eon

22 Broadlands Blvd., Don Mills, ON M3A 1J2 (416) 447-9360

TREASURER & MEMBERSHIP ... Stan Miller

34 Janellan Terrace, West Hill, ON M1E 3M9
(416) 284-9564 Fax (416) 284-5499

NEWSLETTER ... Vern White

130 Queen St. Cobourg, ON K9A 1N2 (905) 373-4202

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



A MESSAGE FROM THE CHAIRMAN

In this our second Newsletter, we proudly announce the award winning name "ROAR". The name is descriptive, concise and typifies what Lions the world over do best. Congratulations to Roy Inkster of Niagara Falls, Ontario, for suggesting ROAR, and thanks to all those who entered the contest. It was a close call. Thanks also to Dunc McLeish from the SPAAD era, Captain Cathy Wilson of CFB Petawawa, cartoons by "Muff" Mills, and Vern White who puts it all together. Many of you have asked for a Membership List, so we hope to have ready in the Fall. We enjoy your letters and suggestions, so keep in touch.

Space is at a premium in this issue so I will let the Lion's "ROAR" for itself. The response to our Membership drive is overwhelming, as you will read in Stan Miller's report. Best wishes to Lions everywhere. Have a good summer.

— A.L. d'Eon



The Lead Twin Huey in Final Flypast.

CONTINUED FROM PAGE 1...

The squadron then formed up to the accompaniment of the Air Command Pipes and Drums. Not only are they fine musicians but they looked great in the airforce tartan kilt. As befitting the occasion, LGen Al Dequetteville, Commander Air Command was in attendance and conducted an inspection of the Old Guard of former squadron commanders and then inspected the squadron on parade. He was joined by BGen Ken Penney, Commander of 10 TAG and Hon Col MGen (Ret) Bob Chisholm.

An impressive ceremony followed in the form of a Drumhead Service conducted by the squadron padre. The Squadron Colours were reverently draped over the stacked drums. One of the retiring Twin Hueys was wheeled into place facing the colours and one of the new Griffons was similarly positioned on the opposite side. The padre thanked the Huey crews and service personnel for 26 years of dedicated service. He then moved to the Griffon, anointed it with oil and blessed the Griffon that it be used for righteousness and justice. Next there was a brief service of remembrance to the eight CH-135 crew members who lost their lives in the service of the squadron and Canada.

There were expressions of appreciation, goodwill and best wishes received from other squadrons. Gen Dequetteville said it best when he spoke of the excellent performance of the squadron during turbulent times. He concluded by thanking everyone for their accomplishments "as you move into the future".

We were honoured to have our patrons LGen (Ret) Donald McNaughton and Hon. Col. MGen (Ret) Robert Chisholm in attendance. Regrets were received from GCapt (Ret) Dudley Burnside, our first C.O.

An enjoyable social time followed in the spacious new hangar where ample refreshments were served in the same style as the *Meet and Greet* party the day before. This was a fitting beginning for the Saturday evening buffet dinner and dance which was an unqualified success. The food was good, the company was good and there were absolutely no speeches. A complimentary bottle of wine bearing a souvenir Twin Huey label was a popular item.

A champagne breakfast on Sunday morning concluded a great weekend. Reporting on behalf of the guests from the bomber and fighter eras, we owe a vote of thanks to LCol Phil Campbell, to the Organizing Committee and in fact to all ranks for the invitation to attend. The hospitality and friendliness was everywhere and what a pleasure it was to have the opportunity to associate with so many fine young people. Just about everyone must have pitched in during these very busy times to make the Twin Huey retirement a time to remember. The Lion Squadron is indeed in good hands.



HUEY RETIREMENT POTPOURRI

- The following squadrons have flown the Twin Huey: 427, 403, 408, 422, 424, 430, 444, and 450.
- At the time of the last retired Huey, the CH-135 will have accumulated over 442,620 fleet hours (all squadrons).
- The second Twin Huey to arrive on 427 Tac Hel Sqn at CFB Petawawa on June 7, 1971 was flown by none other than our Honourary Colonel Bob Chisholm who was then a member of the squadron.
- On the final flypast on May 24th, Capt Dan Wilson and Capt Catherine Wilson shared the pilot duties in one of the Twin Hueys. They are a brother and sister act. When not piloting, Cathy Wilson served as 427 Sqn Public Information Officer and was a big help in furnishing newsletter material.



WILLIAM HARRY CARDY CGM

In World War II, the rare and prestigious Conspicuous Gallantry Medal was

awarded to only two members of 427 Squadron. One of the recipients was Geoff Keene, the wireless air gunner in W/C Dudley Burnside's crew who was awarded the CGM following the Essen raid March 12, 1943. Regrettably, Geoff passed away in England a few years ago after a lengthy illness.

The other recipient, William (Bill) Cardy, we are glad to say, is hale and hearty. The following is an account of his gallant action as described in the official citation:

Sgt. William Harry Cardy R-70142 RCAF

"During an attack on KASSEL on the night of 3rd October, 1943 Sgt. Cardy was the Flight Engineer of a Halifax bomber that was attacked by an enemy fighter over the Dutch Coast. During the attack, two of the crew members were killed and Sgt. Cardy received gun shot wounds in the right arm and left eye. Despite severe physical suffering, this N.C.O. remained at his post and carried out his normal duties until he finally became unconscious through loss of blood. During the return trip he regained consciousness at intervals and gave coherent advice to his Captain. On arriving at base he supervised the emergency lowering of the under-carriage which involved the severing of a hydraulic line, thus allowing the aircraft to land safely.

While suffering severe pain, this N.C.O. displayed courage and devotion to duty worthy of the Conspicuous Gallantry Medal."

Following a period of several weeks' convalescence in hospitals overseas, Bill was repatriated to Canada and because of his injuries was released from the RCAF in 1944. Bill pursued an active and busy life in civvie street and spent most of his working years in the Attorney General's Department. He has resided in Parry Sound, Ontario for the past 40 years with his wife where they raised two sons. Bill is in good health and, despite some eyesight problems, still enjoys a day in the bush during the hunting season.

We feel proud and honoured that Bill Cardy CGM is a fellow Lion and a Life Member of our 427 Squadron Association.



ST CLEMENT DANES

The medieval Church dates back to the days of William the Conqueror and was rebuilt by Sir Christopher Wren in 1682. In May 1941 the Church was blitzed by German bombers and only the walls were left standing. After the war, substantial donations raised by the Royal Air Force, Commonwealth & Allied Air Forces and civilian benefactors enabled the Church to be restored. In

1958 it was reconsecrated in the presence of HER MAJESTY THE QUEEN as the CENTRAL CHURCH OF THE ROYAL AIR FORCE.

Within the Church are memorial gifts from many countries. There are Books of Remembrance in which the names of 125,000 Air Force men and women are recorded. There are names of Victoria Cross and George Cross winners prominently displayed. There is a magnificent organ, a gift from the USAF and dependents. Finally there are nearly 800 squadron badges (crests), carved out of Welsh slate imbedded in the floor. One such badge proudly bears the lettering 427 Squadron and the motto *Ferte Manus Certas*.

To defray the cost of the carving and installation, funds were raised by a few war-time Lions and approval was granted by the governing bodies to proceed. At the Dedication Service on October 29, 1978, GCapt. Dudley Burnside (Ret'd) read the lesson. Accompanying him were two of his distinguished crew, Geoff Keene and Dave Ross. Attending from Canada was Vern White who noted that the 427 Squadron badge was missing when he visited St. Clement Danes in 1977.

For those who are planning a trip to the UK one of these years, and have not previously visited this historic memorial church, you should plan to do so. There are regular services on Sunday mornings or you may wish to visit the Church of the Royal Air Force during the week when you can have a good look around. St. Clement Danes is located in The Strand between Waterloo Bridge and St. Paul's Cathedral.

The 427 Squadron badge is in a prominent location at the front of the church near the reading desk. It is not yet worn smooth as are some of the badges installed in earlier years.



REGULATIONS FOR OPERATION OF AIRCRAFT

Flying regulations effective January 1920 included this advice:

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Pilots will not wear spurs while flying.
4. Pilots should carry hankies in a handy position to wipe off goggles.
5. In case the engine fails on take-off, land straight ahead regardless of obstacles.
6. If you see another machine near you, get out of the way.
7. You must not take off or land closer than 50 feet from the hangar.
8. If an emergency occurs when flying, land as soon as possible.



THE 427 SQUADRON STANDARD

In 1943, His Majesty the late King George VI observed the twenty-fifth anniversary of the Royal Air Force by announcing that squadrons would be entitled to be presented a Standard upon their twenty-fifth anniversary. The privilege was extended to the Royal Canadian Air Force in 1958.

427 Squadron completed 25 years of active service on November 7, 1974, thereby becoming eligible to be presented a Standard. The Standard was presented at CFB Petawawa on May 23, 1976 by the Honourable Pauline McGibbon who was Lieutenant Governor of Ontario at the time. 427 Squadron won eleven Battle Honours in WW II of which five are major Honours and six are subsidiary Honours. In accordance with the format for air squadron Standards, a maximum of eight Honours are inscribed on the Lion Squadron Standard. 427 Squadron's Battle Honours are listed below, those appearing on the Standard being marked with an asterisk.

MAJOR HONOURS

English Channel and North Sea 1943 - 1945	*
Baltic 1944 - 1945	*
Fortress Europe 1943 - 1944	*
France and Germany 1944 - 1945	*
Biscay 1944	*

SUBSIDIARY HONOURS

Ruhr 1943 - 1945	*
Berlin 1943 - 1945	*
German Ports 1943 - 1945	*
Biscay Ports 1943 - 1943	
Normandy 1944	
Rhine (Note — Traditionally there is no date attached to the Rhine Battle Honour. This Honour pertains to the battle for the Rhine Crossing 8 Feb to 24 Mar 1945.)	

There was a huge Gathering of Lions in attendance for the Presentation of the Standard at the CFB Petawawa Heliport which by coincidence is situated 427 feet above sea level in the beautiful Ottawa valley. It was part of a three-day celebration which marked the beginning of many subsequent Gatherings on the Base, at Allied Air Forces Reunions in Toronto and at the Leeming Memorial Dedication in Yorkshire.



MEMBERSHIP NOTES

Applications in our Association has reached 223 at time of writing, of both Life and Charter Members. The list is a cross section of time from WW II through the post war period to present Serving Members. And the Membership goes right across the country with a good number in the UK and USA.

Should you have changed your address or phone number since joining the Association, please let me know. We are planning on sending out an Association Member List in the Fall Bulletin.

Although our membership list is considerable for our first year in being, we know that there are a lot more ex- 427 Sqn troops out there. Now if you each recruit (remember this word) one new member, we would have twice the crowd. And wouldn't that help to make a party !!!

The Annual membership fee is \$ 10.00. We also offer a Life Membership for \$50.00 and to date more than half our members have signed up as life members. If you need more information, please see Page 2 for contact information.

All of you stay healthy, and have a great summer.

— Stan Miller



CANADA'S HALIFAX RESTORATION PROJECT

Most of you will have heard of the dramatic salvage operation of the Halifax aircraft that was submerged in Lake Mjosa, Norway for 50 years. The Hally is now in the early stages of restoration at the RCAF Memorial Museum at Trenton. The Halifax aircraft formed the backbone of Six Group RCAF including 427 Squadron for much of its wartime service. The long awaited addition to the RCAF Memorial Museum is now complete and the sections of the Halifax are being worked on with vigor by a most enthusiastic crew of workers under the able supervision of LCol (Ret.) Bill Tytula (28 years Engineering & Maintenance). If you are in the Trenton area, drop by the Museum to see the restoration work in progress.

Regular Memberships, which are available to everyone, are \$20.00 per year. You may also purchase a 90 minute video which features interviews and special moments of the recovery in Norway including underwater submarine footage of the Halifax in 740 ft. of water, being lifted and landed. For your VHS copy,

please send a cheque or money order for \$40.00 Canada, \$45.00 US, and \$50.00 overseas (specify PAL format). Mail your contribution to the Halifax Aircraft Association, 1905 — 5444 Yonge St. Willowdale, ON, M2N 6J4. For Income Tax purposes, the Charitable Registration No. is 1028257-52.

We invite you to help complete this memorial to honour the Royal Canadian Air Force, the heritage of the Handley Page Halifax, and all those who flew and gave their lives for freedom.



LOST IN TRANSLATION?

- Moscow Hotel** — If this is your first visit to Moscow you are welcome to it.
- Munich Hotel** — Because of the impropriety of entertaining guests of the opposite sex in the bedroom, it is suggested the lobby be used for this purpose.
- Paris Hotel** — please leave your values at the front desk.
- Acapulco Hotel** — The manager has personally passed all the water served here.



RCAF TARTAN

The RCAF tartan is worn with pride by Air Force Association members and Air Force veterans at official and social functions. The Tartan contains a lot of blue, a little maroon and some white. It is crafted in drapery material and many forms of wearing apparel and accessories. The necktie is perhaps the most popular item, with scarves, tams and cummerbunds etc all having a place in better wardrobes everywhere. Some wonder about the Tartan's origin. An explanation given by Airforce Magazine is as follows.

Original samples of a proposed RCAF Tartan were created during the early 1940's by the Loomcrofter's of Gagetown, NB at the encouragement of Group Captain E.G. Fullerton who was a Nova Scotian of Scottish ancestry. As a result of his proposal that the RCAF should have a distinct Tartan, the design was submitted through Air Force HQ to Scotland's Lord Lyon King of Arms and approval was received from that office by letter dated August 15, 1942.



LETTERS TO P.O.W'S

- *from fiancée* — Darling I am so glad you got shot down before flying became dangerous.
- *as above* — I hear the German girls are very friendly — I hope you are going to remain true to me.
- I have just found the most fantastic diet for losing weight, would you like me to send it to you?
- I wrote you two weeks ago and received no reply so you will understand I am dating someone else.
- Letter received from wife of 3 year prisoner — I have just had a baby, but don't worry the American officer is sending you cigarettes every week.
- I have always wanted to visit Germany , you are fortunate to be able to see it for nothing.
- To POW from a young lady who had sent him socks via the Red Cross — "I am pleased you liked the socks, I would have preferred that someone on active service received them though".
- And the one to end all letters "I'm sorry to have to tell you that I could not wait any longer and have married your father, love mother".



WINDOW ... THE ATTACKER OF GERMAN RADAR

On July 25, 1943 the British War Cabinet finally approved the use of Window, and on that day at 0025 hours, Allied bombers dropped the first bundles of Window over Heligoland. These little strips of aluminum foil, measuring 12 inches long and three-quarters of an inch wide, came in bundles of 2,000, were held together by an elastic band. When released from an aircraft the bundles broke up to form a cloud of strips which gave a bomber-sized blip on a radar screen. By releasing one bundle per minute from each aircraft in a concentrated bomber screen, it was possible to saturate the area with blips and make radar controlled interceptions impossible. The Americans called it Chaff, and the Germans called it Duppel. We sometimes called it Tinsel.



LIONS ON THE MOVE

About the time this newsletter reaches you, a Change of Command will have taken place at 427 Tactical Helicopter Squadron CFB Petawawa. Effective June 12, 1997, LCol P.A. (Phil) Campbell transfers command to LCol J.J.G.D. (Dan) Guertin. LCol Campbell assumes his new post in Ottawa as Director Military Careers — Air Force. LCol Guertin joins the Squadron from 10 TAG (Tactical Air Group).

Phil Campbell has been a strong supporter of our newly-formed 427 Squadron Association and a good friend of Lions everywhere during his three years as Commanding Officer. We welcome Dan Guertin to the Lion's Den and look forward to a continuation of the same excellent cooperation and good times.

* * *

We extend belated congratulations to BGen Ed Gosden, a former C.O. of 427 Squadron, who was posted to Canadian Armed Forces Staff College as Commandant. Ed, a strong supporter of our Association was present throughout the Twin Huey Retirement Celebrations.



LEEMING AIR BASE

Jim Moffat of Lachine, Quebec sends along this note dated March 27/97: I have just received news that a book about Leeming Air Base will be ready for sale in May. It is called "Straight & True" and will sell for £20, but presale price is £15 plus £4 for surface mail, and £8 for air mail. Copies may be ordered by writing: OIC G.D. Flight, RAF Leeming, Northallerton, North Yorkshire, DL7 9NJ. The book covers the years 1940 to 1990.



CQ ALL HAMS OF 427

If any of you are Amateur Radio operators, you can often hear our Chairman A. L. d'Eon VE3AND on most of the Ham Bands. Try to contact him via the Trans-Canada Net, 14140 mhz on weekends. He also operates on the 10, 15, 17 & 80 meter bands - dit - da - di - da - dit -



"MUFF" MILLS — CARTOONIST EXTRAORDINAIRE

Albert E. "Muff" Mills, is best known for his cartoons while serving with Six Group overseas during WW II. His RCAF trade as an Air Frame Mechanic brought him in contact with many squadrons (including 427) while stationed at Leeming, Linton-on-Ouse, Dishforth, Dalton, & East Moor. Not only did "Muff" supply cartoons for *Wings Abroad*, and other publications, but also designed "Nose Art" for several Canadian Squadrons. Even in his retirement years, he rises at 4 a.m. each day to create his weekly cartoon for the *Cambridge Times*. And, beginning with this issue, his special brand of humour will also be seen regularly on our back page. Thanks "Muff".