



FERTE MANUS CERTAS



## 427 LION SQUADRON ASSOCIATION

### PATRONS

G. CAPT. DUDLEY BURNSIDE DSO OBE DFC & BAR  
L. GEN. (RET) DONALD MCNAUGHTON CMM CD  
HON. COL. M. GEN. (RET) ROBERT CHISHOLM CMM CD

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Newsletter

Vol. 1, No. 6

June 1999

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### FROM THE CHAIRMAN

Many of you have been inquiring about our plans for the next Gathering Of The Lions at the 1999 Allied Air Forces Reunion, which takes place during Labour Day Weekend at the Royal York Hotel in Toronto. By now you will have received your first mailing from AAFR, with a second mailing still to come. This is going to be a great "show", so plan to come. It's going to be difficult to top the 1995 Gathering at the Island Airport, but our contact and big supporter is no longer there. So, this year's Gathering at AAFR will be in the form of a Reception & Cocktail Party at the Royal York. It will take place from 5pm to 7pm Friday, September 3, following the return of the bus trip to the Canadian Warplane Heritage at Mount Hope. Special guests have been invited, a cash bar plus "finger food" will be available, and a display of memorabilia will be shown. We have also made arrangements to reserve 427 Squadron tables at the Annual Banquet on Saturday night too ... another place to **ROAR!!!!** So, please send in your AAFR Registration Form right away, showing you are with 427 Squadron, so we know how many of you are coming. We need to know to book the right room, food, etc.

This being the 75<sup>th</sup> Anniversary Year of the formation of the RCAF, most of you have no doubt attended functions and celebrations across the country, and could possibly write a short account of these festivities for ROAR. I know our editor would appreciate hearing from you. Camp Borden, the birthplace of the RCAF again invited a few Lions to celebrate with them, and even provided on-base accommodation. A Black Tie Dinner was also well attended at 427 Squadron in Petawawa, and they also provided accommodation. There will be more celebrations this summer, so let's keep in touch.

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***From the Chairman . . .***

If you are planning a holiday in the UK this year, be sure to visit Leeming Bar and pose for a photo in front of the Leeming Memorial. Our UK Rep. Len Pratt would also like to hear from you.

Have a great summer and I hope to see you in Toronto on Labour Day Weekend.

**FERTE MANUS CERTAS**



**MEMBERSHIP NOTES**

The Life Membership has increased by 9 since the first of the year, with a couple of new faces. The Charter/Regular Membership has changed dramatically, with only 12 renewals since January, with almost 30 not heard from. Please check the date of your card, if it doesn't read 98 or 99, would sure like to hear from you. Please send in those changes of address when you move.

Just a note on my recent visit to the U.K. London is busier and noisier, Yorkshire was quiet and cool. Tholthorpe is all farm land, with only the control tower remaining, Skipton is a farm again, but the perimeter taxiway is still there, and we drove around it a little faster than the last time I taxied a Lancaster around on it. Leeming is all there, and more, but we couldn't get on the Base, it is "fully operational". Visited the memorials in each of the villages. Dropped in at the museum at Elvington, the Halifax looked as rugged as ever. Edinburgh was interesting and very enjoyable. Every thing was expensive. For instance, you might remember 2s 6p for a pint, now it is 2.3 quid. And the beer is still warm!!

Wishing you all good health, have a great summer. And may I hear from those late renewals!

*Stan Miller, Treasurer & Membership Chairman*

*Some tourists were standing on the edge of Mt. Vesuvius looking at the molten lava. A Canadian remarked to his companion: "Looks hot as hell." An Englishman nearby remarked to a fellow traveller: "These Canadians have been everywhere!"*

## 427 LION SQUADRON ASSOCIATION

427 Lion Squadron has a proud history. By organizing our members, past and present, into a formal Association in the Spring of 1996, the intent was to help to ensure that the achievements, traditions and memories of this famous squadron are maintained and perpetuated

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*Cartoons by 'Muff' Mills and Graphics by Gord Maxfield*

### HALIFAX RESTORATION - Progress Report (from Al d'Eon)

The Annual General Meeting of the Halifax Aircraft Association took Place in Trenton on April 16, chaired by its President Jeff Jeffrey. Bill Tytula and many of his restoration team were present at the meeting, and gave us a glowing report on the progress being made in restoring this aircraft. The next Haly Bag Newsletter will have a full report.

The print of the painting "Canadian Halifaxes Over York Minister" will soon be available to those who have already ordered copies. These prints will be autographed by the artist, and at least one crew member from each RCAF Squadron who flew "ops" in the Halifax during WW2. The price per print for HAA members is \$150. Non members of HAA will be charged \$175. This painting was on display at the recent Toronto Aviation & Aircraft Show in Downsview, and was very well received.

For more information write to:

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## REGIONAL REPRESENTATIVES

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- Petawawa Liaison** **Capt. Geoff Mackenzie**  
**WO Doug Harvey**

## WE SHALL REMEMBER THEM

*Jack Adlam      A. Ross Dawson*  
*R.F. Dean      Donald O. Ferguson*  
*Wayne Meeds    William L. Patterson*  
*Peter Smith     Trevor Utton*

## AD ASTRA STONES

At last count there were 3691 memorial stones in place in the Museum Air Park at the RCAF Memorial Museum at CFB Trenton. A Dedication Ceremony is scheduled for Saturday, 2 October 1999 at the Museum. Relatives, friends and the public are welcome.

## COMMEMORATIVE SWORD

The late Col H.A. Cunningham, who was CO during the period 1980-1983, launched a number initiatives to help perpetuate the history and traditions of the Lion Squadron. In addition to organizing annual Gatherings and resurrecting the MGM medallion, he undertook a special project to acknowledge and memorialize our World War II heritage.

At the Change of Command ceremony at CFB Petawawa on June 10, 1983, LCol Hugh Cunningham presented the Combined Commonwealth Air Force Commemorative Sword as a tribute to those who served in World War II. The sword is featured with an eagle on the crosspiece and the entire blade embossed with the pictures of aircraft used by the Commonwealth during the Second World War. The overall length of this two-handed sword which originated in the House of Lancaster is 45 inches. The crosspiece and pommel are made from surgical steel and are highly polished by hand; the grip is rosewood also highly polished by hand. This beautiful sword resides in a presentation case lined with the Air Force tartan.

The names of more than 100 World War II Lions who participated in the project are engraved on the face of the presentation case. The sword is on display at CFB Petawawa. A "Committee of Ten" composed of Dudley Burnside, Al d'Eon, Rocky Durocher, Lou Fellner, \*Les Horton, Roy Inkster, Phil Millard, \*Jack Smith, \*Gord Southcott and Vern White assisted with the fund-raising and other arrangements.

*Note - those designated with an asterisk have since joined the ranks of the Fallen Comrades.*

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## PETAWAWA REPORT

*Prepared by Captain Geoff MacKenzie, Public Information Officer and  
Griffon Pilot, 427 Squadron.*

The largest single recent happening has of course been our involvement in Op Central; the CF's humanitarian mission to Honduras following the devastation of Hurricane Mitch. You may have noticed that participation in the November Gathering was thinner than usual, as several of us started the deployment that Saturday, and the rest followed the next day. 427 Sqn deployed along with the DART team, and spent 40 days working out of La Ceiba, on the North coast of the country. We were provided working space at a Honduran Air Force Base, some 20 miles from the DART team location. Initially the helicopters were used to ferry water out of the DART camp, after having been treated with their purification system. Our role grew as shipments of food, clothing, medical supplies and other aid goods arrived in country. We delivered food and medical teams into small villages across the affected areas in and along the Aguan Valley, where the majority of the effects of the hurricane and flooding were felt. We also carried out some medevac missions out of the mountains surrounding La Ceiba, and ferried a neuro-surgical case down to the capital, Tegucigalpa. Most of us who participated in Op Central will agree that this was by and large the most rewarding work we've ever been involved in.

This year has brought on a hectic training schedule, as the Squadron prepares for its (potential) participation in Op Abacus – the CF's response to the Millennium Bug, as well as a flight deployment to Bosnia later this summer as part of Op Palladium. The Squadron is sending three helicopters to Bosnia in August, to replace 430 Squadron who have been in location since early this year. The flight will be returning in February 2000, just as the remaining tactical flight here begins its training to participate in Op Kinetic, which is the name for the CF's operation in Kosovo. 427 Sqn will be deploying eight helicopters in June of 2000 for this operation. As well we are sending two helicopters and three crews up to CFS Alert in the Arctic Circle for six weeks at the end of June to support Op Hurricane, which is the re-supply mission of the forward remote listening stations. Concurrently we will have five helicopters in Gagetown, NB for a week to support a large exercise there.

As you can see, the level of activity has increased dramatically over this time last year. I've been told that this was what life in 10 TAG (Tactical Air Group) was like six or seven years ago.

Unfortunately I will likely not be involved in any of the above. I

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have taken my release, and will be leaving Petawawa at the end of June, to go back to school in London, On. I am staying on here at 427 as a reservist, so I will be involved in the goings on for the next couple of summers at least. This will be then my last contribution to ROAR. Lt Cindy Gagnon is the new Public Affairs Officer, and will likely be the future contributor to the newsletter. I trust I will continue to see many of you at the Gatherings and other events. It has been a pleasure.

*We thank Geoff for his contribution to Roar over the past two years and wish him well in his continuing studies.*

### MEMORIES OF A WAR-TIME LION

Gene Lusignan is one of the few war-time Lions who possesses one of the original red plastic tokens that were given to members of 427 Squadron by Metro-Goldwyn-Mayer for free admission to the movies. Gene served in ground crew at Leeming and remembers using the token when on leave in London and seeing the original Mareth at the Regent's Park Zoo.

One can imagine the thrill when Gene had the opportunity to hold Mareth II when the lion owners Diane and Keith Forgie visited him in Pembroke where he resides. An excellent photo of Gene Lusignan holding his MGM token appears in the April issue of Maple Leaf. *(The article and photograph in Maple Leaf are by Kristina Davis).*



### PAY DAY WWII (RCAF)

To settle a few bets here are some numbers:

AC2 (upon enlistment)	\$1.30 /day
LAC	\$1.50 /day
LAC (with flying pay)	\$2.25 /day
Sgt Pilot & Sgt Observer	\$3.70 /day
Sgt Wireless Air Gunner	\$3.20 /day
Sgt Air Gunner	\$2.95 /day
Pilot Officer	\$6.25 /day
Flying Officer	\$7.00 /day
Flight Lieut.	\$8.50 /day

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## STAN MILLER - POSTSCRIPT

In Issue #4, we published a biographical sketch of Stan Miller prepared by his daughter describing her dad's flying career dating back to the war years and extending right up to the present. By way of a postscript, there is an excellent article in the Spring 1999 issue of 'Airforce', the splendid magazine published by the Air Force Association of Canada, revealing more secrets of Stan's amazing aviation career. The story 'Flying High at 75' and the coloured photos of a Harvard, a Tiger Moth and Stan himself, are the work of Eric Dumigan of Whitby, Ontario.

The author tells of Stan's 17,000 accident-free hours and lists his current qualifications which include a valid Air Transport License, a Class 1 Flight Instructor Rating, a Class 1 Aerobatic Instructor Rating, an Instrument Rating, a Commercial Helicopter License, a Glider License, and a designated flight test examiner for Transport Canada. There is one unanswered question - where does the guy find the time to work so effectively on our behalf as Treasurer and Membership Chairman of the 427 Squadron Association?

## YORKSHIRE AIR MUSEUM

Jim Moffat, our Quebec Rep provided this news item.

On June 13, 1999, there will be a dedication of kneelers at the Elvington Chapel in Yorkshire. We understand there will be a kneeler for each of the squadrons of 6 Group RCAF, and on each, there will be the squadron name, the squadron crest and motto (in our case **Ferte Manus Certas**). Al d'Eon has forwarded a cheque from the Association to cover our share of the cost. We are pleased to know that Len Pratt, our UK Rep, will be in attendance.

## FIRST HALIFAX OP

May 29, 1943 — Twelve Lion Squadron Halifax aircraft bombed Wuppertal. This was the first operation by the squadron since converting from Wellingtons. All 427 Squadron aircraft returned safely although several were badly damaged by flak. The operation was described by historian Martin Middlebrook as the outstanding success of the Battle of the Ruhr.

## OVER THE INTERCOM

Pilot to Navigator ... where are we ???

Navigator to Pilot ... How the Hell do I know. I am too busy navigating !!!



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### SITUATION NORMAL - ALL FOULED UP!

RCAF Leeming had four light anti-aircraft guns, with twin Browning machine guns mounted on a pole that could be swivelled. They were each manned by a crew of four airmen "Ground Gunners". I was in charge of the gun post located on the roof of the Headquarters Building.

Around the end of 1944 there was a "do" on in the Airmen's Mess, I was "volunteered" to sell tickets by my "boss", S.W.O. Jack Jarrott (427). Having been employed in a bank before enlistment made me a good candidate for handling money except I had to deal with British Coin of the Realm such as farthings, pennies (pence), tuppence, threepence, sixpence, florins, half-crowns (two and sixes), ten shilling notes and pound or quid notes. The price of admission was based on rank so there were a lot of "Other Ranks" in attendance.

When the air raid warning sounded, which made a clacking noise, I was glad to quit my "Joe Job" as I handed the money over to an officer and then moved on the double to my gun post. By now it was dark and finding my way in the blacked-out H.Q. to the stairs and up a ladder, which was iron rungs set in the wall. I had quite a time opening the cover to the roof. One slip and I would drop two stories, without a torch (flashlight) I had to feel my way around. I removed the tarp from the guns and realized someone had moved the ammunition. So I groped around the roof in the dark and located the two cases of ammo and carried them to the guns, all the while trying to keep from tripping over the wires that were strung all over the roof as there was a communications office downstairs.

The rest of the gun crew didn't show up, so by the time the guns were loaded and ready, the German bomber had dropped a bomb on the airfield and left the area. No damage was done. The All Clear sounded and I had to put everything back as they were. Getting back down the ladder in the dark was quite a feat.

I found out later the only gun that fired in anger at the enemy was by a RAF Service Police who used his revolver to scare them off. None of the other gun crews had any luck except bad luck. One crew arrived at their gun position to find the barrels of the guns were missing and another crew couldn't even find their guns. I understand that there were some cannibalism going on at the time. I never found out what happened to the other crew.

This story tells how Leeming Base was saved and also why it took so long to win the war. One snafu after another - eh!

*Merv. "Sandy" Harron*

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## THE LIONS' INTEGRATION ADVENTURE

One fallout of Mr. Hellyer's folly - Unification - was taken to integrate the Army in Soest, Northern Germany with the Air Forces of #1 Air Division, Southwest Germany - the integrated force to be concentrated between the Black Forest and the Rhine River, headquartered at Lahr, Germany. A parade to formalize the integration was directed by the Commander #1 Air Division (the designated integrated Commander). Maximum attendance was requested and the dress of the day was to be unification green.

Although unhappy about the uniform the Lions dutifully roared down the Autobahn from Zweibrücken to Lahr. However, a morning parade was attended in Air Force Blue and needless to say the Lions were noted and informed officially that Blues were not welcome at a reception and lunch to be held later in the Officer's Mess. What the non-Lions did not know was that we had brought our Greens, and had made arrangements with the Mess Manager to change in the quarters. So, the Lions dutifully suited up, arrived en masse in the receiving line. I believe I saw a twinkle in the Commander's eye and the makings of a smile as he realized what had transpired.

The rest of the day's events went fairly well except for a small, but not insignificant hitch, at lunch. The Air Force Band was playing 'parlour' music and I, on behalf of the Lions and the Air Force, sent a note to the Band Master to play the Air Force March Past. I received a curt written reply to the effect that because of the joint nature of the ceremony it was felt that the March Past would not be appropriate and would not be played.

Speeches were made at lunch, however, it wasn't until the Airmen congregated at the Bar that a Senior Airman paid tribute to our fallen comrades in Chaloy. So with heads hung low, having wine and dined we beat a hasty retreat to our Zweibrücken Lair where we raised our heads and glasses and **ROARRRR—ed** the rest of the day away. Amen

*Ray (Tappy) Carruthers*

## SABRE & CF 104 YEARS

We welcome anecdotes and stories from Lions who served in the RCAF and the Air Component of the Canadian Armed Forces during the Cold War. The period from 1952-1962 (Sabre era) and 1962-1970 (CF 104 era) was an important period in the history of the squadron. We sometimes fail to recognize the huge contribution to the defence of Europe made by the Air Division, in which 427 Squadron was one of the leading players for some 18 years. Those of us from the war-time years salute the aircrews, ground crews and families who served Canada and NATO with distinction for the better part of a generation.

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## LIONS TO ATTEND DEDICATION SERVICE

In the early morning hours of September 16, 1943, Halifax DK 253 of 427 Squadron crashed at Harmondsworth near the present-day Heathrow Airport, while returning from a bombing operation. All seven crew members, four of whom were RCAF and three RAF, were killed.

The crash site is very close to the new British Airways Corporate HQ located in a 280 acre landscaped park which will be open to the general public. British Airways wish to memorialize the sacrifice of the seven airmen by holding a dedication service at the memorial site on July 7, 1999. Lion Squadron representatives in attendance will include former C.O.'s Col. Ken Sorfleet and Group Captain Dudley Burnside both of whom reside nearby, and our UK Rep Len Pratt from Somerset. In addition, there will be two guests of British Airways making the trip from Canada in the persons of LCol Dan Guertin, Commanding Officer of 427 Squadron and our own Al d'Eon. And so the squadron will be well and truly represented. There will be a full report on the Dedication Service in a future issue.



## THE BROTHERS SMITTEN

Our story in the last issue about the three Turnbull brothers brought an interesting letter from Al Smitten of Edmonton who flew a tour on 427 Squadron. He tells of the remarkable record of the seven Smitten brothers all of whom served in the Armed Forces during WWII and all of whom thankfully returned safely. The roll call is as follows:

F/L Les--	Navigator/Observer - D.F.M.
F/O Stan --	Bomb Aimer
P/O Maurice --	Pilot
F/L Al --	Navigator
Paymaster Bill --	Navy
Able Seaman --	Fred
Walt --	Army Reserve

Al Smitten and brothers Les and Stan all completed operational tours - Maurice was injured and was unable to complete. In the intervening years, Les, Stan, Maurice and Bill have passed away but the remaining three are in good health. Al continues to reside in Edmonton and spends the winters in Arizona. He keeps in touch with crew members Bill Britton, Chuck Laing and Ernie Wood.

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## ALLIED AIR FORCES REUNION



Is it really going to be the last one? Whatever happens, this is a good year to bow out. It's the 75<sup>th</sup> Anniversary of the RCAF, and most of us on the committee feel it should be our final effort. We have been presenting this annual event for a long time, and it has been most rewarding. However, "the 'ole gray mare ain't what she used to be". So, let's make this one heck of a party.

*The dates are different this year. So those of you heading south for the winter, be sure to mark your calendar...AAFR 1999...Labour Day Weekend...September 2 to 6...Royal York Hotel, Toronto.*

If you have not received a mailing from AAFR, please let us know, and we will see that you get the latest flyer and registration form. A Gathering Of The Lions will take place during this reunion in the form of a Reception & Cocktail Party at the Royal York Hotel Friday evening following the visit to the Canadian Warplane Heritage. We have also reserved tables for the Annual Banquet on Saturday. A special mailing to all Lion Squadron Association members will be made soon with full details of our gathering, including the times and location of our Hospitality Suite. Also, the reunion film ferret, Frank Turner, has promised to present a short film of the adoption ceremony at Leeming by MGM in 1943. This will be part of the morning and afternoon documentary film shows.

We will visit the RCAF Memorial Museum in Trenton, and witness the progress in the restoration of the Halifax, which came out of its watery grave in Norway after 50 years. We will also visit The Canadian Warplane Heritage Museum in Hamilton, and also see the only flying Lancaster in Canada, here, as well as at the CNE Air Show. But, remember, buses for the CNE leave at 12 noon sharp.

The CNE Air Show is a new feature this year, with special buses leaving the hotel directly to special reserved seats in the grandstand for a nominal bus fare only. You will then be the guests of the CNE for the day. You will also have your pick of one of three days to see this spectacular show.

Our guest speaker at the annual banquet will be Jack Granatstein, historian and Director of the Canadian War Museum in Ottawa. The Saturday Luncheon speaker will be LGeneral Dave Adamson, former Deputy Chief of staff, Operations and Reserves, and Deputy Commander.

Full details of the 1999 AAFR will be listed in their flyer.

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## HELICOPTER PILOTS ARE DIFFERENT



The thing is, that Helicopters are different from Aeroplanes.

A 'plane by nature wants to fly and, if not interfered with too strongly by unusual events or by an incompetent pilot, will fly.

A helicopter **does not want to fly**. It is maintained in the air by a variety of forces and controls, all working in opposition to one another, and if there is any disturbance in this delicate balance, the helicopter stops flying - immediately and disastrously.

There is no such thing as a gliding helicopter. This is why being a helicopter pilot is so different from being an aeroplane pilot. And why, in general, aeroplane pilots are OPEN, CLEAR-EYED, BUOYANT EXTROVERTS - and why helicopter pilots are BROODERS, introspective anticipators of TROUBLE. They know that if something bad has not yet happened ... it is about to!

*Contributed by Weldy Moffat, Saskatchewan Rep.*

**SIGN IN FRONT OF A BURLESQUE THEATRE  
THAT PACKED THE HOUSE  
50 Beautiful Girls  
45 Gorgeous Costumes!**

**SIGN IN A ROME LAUNDRY  
Ladies, leave your clothes here and spend  
the afternoon having a good time**

**SIGN IN A BUCHAREST HOTEL LOBBY  
The lift is being fixed for the next day.  
During that time you will be unbearable**

**SIGN IN A JAPANESE HOTEL  
You are invited to take advantage  
of the chambermaid**



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## MARETH II

On October 4, 1943 the following letter was sent from 10 Downing Street to 427 Squadron at Leeming.

*"I was very pleased to hear on my return to this country that the "Lion" Squadron of the Royal Canadian Air Force had made the suggestion that the Squadron should adopt "Mareth", one of the lion cubs at present at the zoo.*

*With every good wish for the success of the Squadron.*

*Yours very faithfully - Churchill"*

Mareth was the offspring of Rota, the prized lion of the British Prime Minister.

It is a matter of history that Mareth was adopted by 427 Squadron and, a few weeks later, many of the Leeming Lions led by W/C Bob Turnbull made the trip to London to attend the adoption ceremony at Regent's Park Zoo. Alex Nethery of Burlington, Ontario recalls being there and describes it as "a fun time for the ground crew, air crew and civilians who witnessed the memorable event". Note - The Mareth adoption was reported in the Issue of "Wings Abroad" dated November 10, 1943.

Now we turn the clock forward 55 years to November 24, 1998. On this date, LCol Dan Guertin, Commanding Officer of 427 Squadron, Dean Black, D.C.O. and the Adjutant (Lieutenant Cindy Gagnon) participated in a ceremony in which Mareth II, a rare white lion cub, was adopted as the

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**MARETH II**

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squadron mascot. This time the scene was the Papanack Animal Park near the town of Wendover, east of Ottawa. "It will be great for morale and it's a repeat of history," said the C.O. A first class oak case containing the squadron plaque and original photographs from the London Zoo adoption ceremony was presented to the Farm.

Mareth II is one of four rare albino cubs (the others are named Faith, Hope and Charity) born in late October 1998 at the Animal Park operated by Diane and Keith Forgie. Mr. Forgie was delighted with the oak-encased plaque stating that the story of the original Mareth along with the Squadron's colours and crest will travel with Mareth wherever he goes. The owners explained that adoption of the lion cub was to be considered a symbol of their gratitude to the squadron and the members of the Canadian Armed Forces who did so much during the Ice Storm of January 1998 that wreaked havoc on Wendover, the Farm and surrounding areas.

The April 1999 Issue of "Maple Leaf" displays a coloured photo of Mareth II nestled in a Griffon helicopter during a visit to Petawawa (see photo on opposite page).. The Animal Park will be his home but he will do some travelling, and all the while a great ambassador for the Lion Squadron.

### **WHAT'S IN A NAME?**

Trenton was the largest of all the RCAF wartime bases and it is not surprising that there were some weird name and rank combinations. There was J. William (Bill) Sargent whose problem began when promoted to Corporal. In answering the phone to a Senior Officer he announced himself as Corporal Sargent which led to bewilderment and a few choice epithets at the other end. The confusion continued and didn't get any easier when Bill was promoted to Sergeant and finally Flight Sergeant.

At the same time there was another sergeant on base whose surname was Major. He rather enjoyed the Sergeant Major handle which elevated him two notches above his rightful rank.

They could both relate to an aircraftsman second class (AC2) who arrived at Trenton his name was A.C.Tew who gleefully identified himself as AC2 A.C.Tew.

Charles A. Lindbergh was a passenger on a 747 jet to Europe out of New York. When the plane was airborne, the pilot introduced Lindbergh as a passenger without bothering to identify him any further. Lindbergh stood up and nodded to his fellow passengers. As he sat down he had a little trouble fastening his seat belt. A flight hostess stepped up quickly, buckled his belt and asked "Is this your first crossing, Mr. Lindbergh?"



### WHAT'S MY LION?

A young man asked for a job, any job at all, with the circus. The manager decided to give him a chance to become an assistant lion tamer, and took him to the practice cage. The head lion tamer was a beautiful woman, and was just starting her rehearsal. Entering the cage in her gorgeous costume, she motioned to the lion. The obedient beast crept towards her and rolled over twice.

"Well", said the manager to the young man, "do you think you can do that?"

"I'm sure I could sir," he replied, "but first you have to get that lion out of there!"