

FERTE MANUS CERTAS



ROAR



427 LION SQUADRON ASSOCIATION

PATRONS

G. CAPT. DUDLEY BURNSIDE DSO OBE DFC & BAR

L. GEN. (RET) DONALD MCNAUGHTON CMM CD

M. GEN (RET) ROBERT CHISHOLM CMM CD

Newsletter

Number 16

June 2004



**CELEBRATING THE 80TH BIRTHDAY of
ROYAL CANADIAN AIR FORCE.**



FROM THE CHAIRMAN

In February our Regional Representatives were contacted regarding a new membership drive suggested by our Membership Chairman, "Sask" Wilford, and although ideas from the field were not plentiful, we did get a good response from his last report in ROAR. The wartime members list is gradually dwindling; the post war list (F86 & CF104) is climbing slightly, and so is the retired list of helicopter jockeys. However, we have now reached a crucial period financially. As you know, our Association operates on revenue from membership and donations. Many of you have been very generous over the years, and we thank you for that. In our last issue of ROAR we announced that we are about to set up our own website. The good news is, we are almost there, and you should be able to read it this fall.

427 Tac Hel Squadron Petawawa has a new SCWO, Jack Laroux. He replaces our good friend CWO Dennis Becker who is being posted to Cold Lake, AB to be near his family. Dennis has been a very big help to me during my term as Hon. Col and he will certainly be missed by everyone on the squadron. We wish him well. Welcome to the Lion's Den Jack.

In July our Commanding Officer in Petawawa, Lt/Col. Mike Dabros will be leaving us, and will be replaced by L/Col Chris Coates. L/Col Coates was born in St. Boniface, Manitoba, joined the CF following post secondary education at the University of Calgary majoring in Chemistry and biochemistry. Here is a very brief sketch of his career to date. Following a tour in Lahr, Germany he led a deployment of three helicopters to England and France. He also served twice in Bosnia-Herzegovina, and most recently at NDHQ as Director of Air Force Employment. The Change of Command will take place in Petawawa, on July 29 this summer. Hopefully some of us will be there to give L/Col. Mike Dabros a good send off, and a warm welcome to the new CO. Both men plan to attend the Gathering of the Lions on November 13. More on this later.

In early April many of you no doubt attended functions in your part of the country celebrating the 80th Birthday of the Royal Canadian Air Force. In the

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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 Michael Cleland

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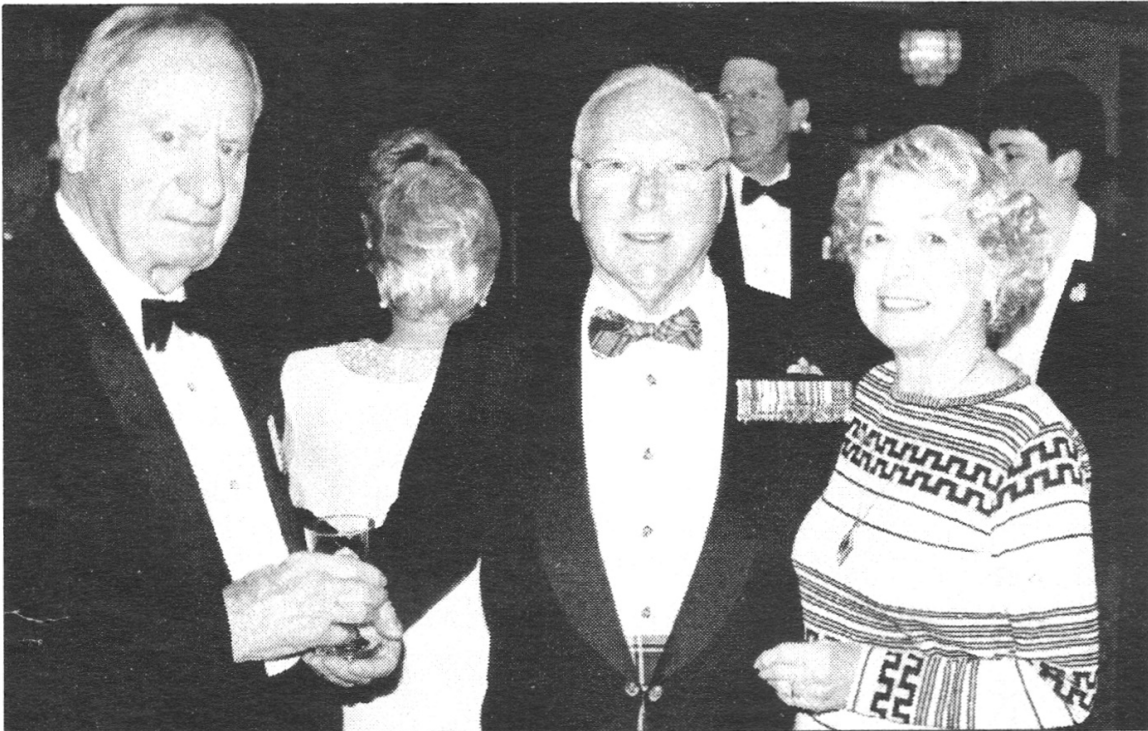
following pages are photos and reports of this special day at "Camp" Borden, the "Birthplace of the RCAF". Here, over a hundred RCAF veterans were on parade, (including yours truly), marching in step with CF personnel & the Air Cadets, and our Hon.Col. Bob Middlemiss as our "leader". The legs got a bit shaky, but the sunshine and the enthusiastic crowd made us all feel proud. Earlier in the day the weather was unpredictable, but they managed to have two Harvards and two Griffons do a fly past at the appropriate time. Their timing was perfect.

Just a quick reminder to those of you planning to attend the Gathering of the Lions in November; be sure to book your accommodation early. A special mailing will be going out with details of this event very soon. Have a great summer.

FERTE MANUS CERTAS
A.L.d'Eon



GATHERING OF THE LIONS 2004



G/Capt. (ret.) Murray Marshall and his wife Dorothy greeted by Hon. Col. Bob Middlemiss at the Gathering of the Lions.

Our annual Gathering of the Lions in Petawawa will be held on November 13, 2004, celebrating our 62nd Anniversary of its formation at Croft, Yorkshire, November 7, 1942.

Full details of this event will be mailed to you this summer, but please book your intentions of attendance early, to: Capt. Frank Gadoury, Adjutant, 427 Squadron, CF Base Petawawa, PO Box 9999, Stn. Main, Petawawa, ON K8H 2X3.

Email: Gadoury.JRMF@forces.gc.ca

The gathering this year will occur as a somewhat scaled down event with events focussed on Saturday only. The Friday Meet & Greet, and the Sunday Brunch gathering will not be programmed this year because of conflicting events on the base. The GOL program will consist of a parade and memorial service on Saturday afternoon, including the presentations of Squadron coins to new members, which will be followed by a formal dinner in the evening. This will be a mixed dining-in arrangement, which will open the door to the PMC to permit a lower expectation of protocol while exercising a minimum of control over the proceedings. As a formal event dress will be stipulated as mess kit or equivalent (jacket and bow tie for civilians). Since it is just after Remembrance Day it might be a good idea for all of us to wear a poppy too.

REGIONAL REPRESENTATIVES

| | |
|-------------------------|---|
| UK | Len Pratt 3 Parkfield Road, Taunton, Somerset, England TA1 4R3 Tel: 01823 252343 |
| Maritimes | Wayne MacLellan Box 83, Riverport N.S. B0J 2W0 Tel: (902) 766-4165 (Fighter era) |
| Quebec | Jim Moffat 810-49th Ave., Lachine, PQ. H8T 2T2 Tel: (514) 637-7700 |
| S. Ontario | Roy Inkster 6850 Barker St. Niagara Falls, ON. L2G 1Z3 Tel: (905) 358-5531 |
| N. Ontario | Robert G. (Bob) Middlemiss 181 Collier St., Apt. 201 Barrie, ON. L4M 5L6 Tel: (705) 737-5435 (CF 104 era) |
| Ottawa | Allan Todd 568 David St., Buckingham, PQ. J8L 2A7 Tel: (819) 986-5865 |
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| Alberta | J.W. (Bill) Hind 120 Wolf Willow Cres., Edmonton, AB, T5T 1T2 Tel: (403) 487-5158 |
| B. C. | Rev. Derek S. Salter P. O. Box 433 Okanagan Falls, BC V0H 1R0 Tel: (205) 497-5172 |
| USA | Doug J. Nicholson 373 Laurel Lane, Marysville, CA 95901 Tel: (530) 743-2301 |
| Petawawa Liaison | Capt. Frank Gadoury (Adj.) CWO Jack Laroux WO Ingram Hilliard (Opi.) |



WE SHALL REMEMBER THEM

Una Dupuis W.D.

Grant B. Gilbert

Alexander Graham

Rick Parker

Roy W. Pettigrew

W.T. Tomlinson

W.S. Sloan

Ed Werner

In the February newsletter of the Halifax Aircraft Association, President Jeff Jeffrey reported that he had received some correspondence from the Royal Trust Company. It included details of a bequest in the last Will and Testament of Alexander Graham, a member of HAA, who passed away on January 12. The Trust Company advised that the bequest would amount to approximately \$75,000. Alexander Graham, of Petrolia, Ontario was a Fitter/Rigger in "A" Flight of 427 Squadron and a member of our Squadron Association. He joins the many other Lions who have made contributions to the Halifax Restoration Program.

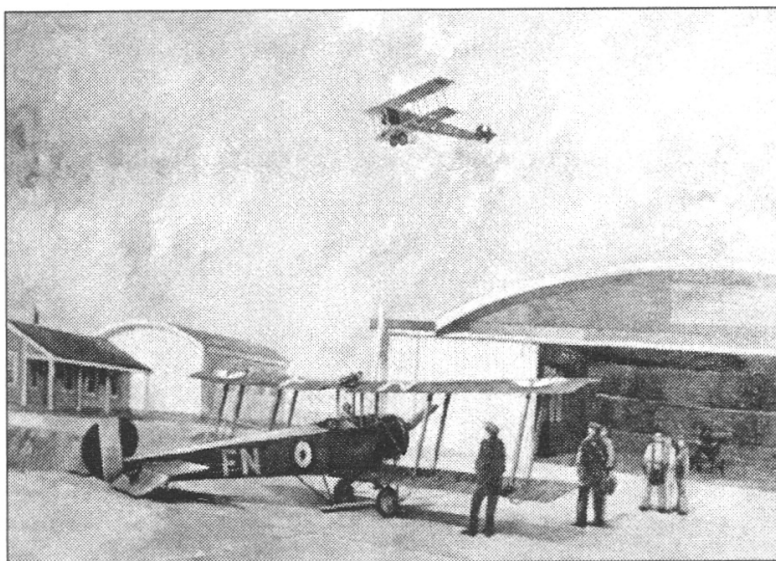
Our Saskatchewan Rep Weldy Moffatt gleaned this touching poem from a source unknown.

REQUIEM FOR A REAR GUNNER

My brief sweet life is over, my eyes no longer see.
No summer walks —
No Christmas trees —
No pretty girls for me —
I got the chop. I've had it. My nightly ops are done.
Yet in another hundred years, I'll still be twenty-one!

THE BORDEN HANGAR LINE....Gone?

A land site of about 18,000 acres (28 square miles) in Angus, Ontario was first viewed for military use by the Canadian Army in 1915, and later purchased for one dollar per acre by the Canadian Government. It later became the main airfield for the Royal Flying Corps (Canada) At that time aircraft were playing a very important role in the battle of the Somme in France, and it soon became clear that the number of flying squadrons had to increase substantially. On January



The WW1 Flight Line painting was donated to the Borden Museum by its artist Charles Kaden.

10, 1917 a small advance party of 14 officers and 77 other ranks sailed from Britain to search for a field to train RFC pilots in Canada. In due course, the army camp, now known as Camp Borden, had three major attractions. The land was the property of the Canadian Government, which offered it free to the RFC; a railway led into the camp; and it already had some facilities available like power plants, water supply, and a sanitation system that had been installed for the 32,000 troops of the Canadian Expeditionary Force who had been camped there in 1916.

The speed with which the work was carried out was amazing. By May 2, 1917 the initial project for the camp, had built 15 hangars ready for the RFC, 850 acres had been cleared, 57 buildings erected, and all facilities installed. Two RFC squadrons (#78-82) consisting of 30 airmen each from Britain preceded the Canadian cadets by a few weeks, and the JN-4(Jenny) aircraft were soon in the air over Canada.

Of the original 15 hangars built in 1917 at "Camp" Borden, only eight remain standing today. Some will be restored, including Hangar #11, which now houses the Base Borden Military Museum Annex (Airforce). On May 2, 2002, a plaque from Parks Canada was unveiled to commemorate the Hangar Line as a National Historic Site. However, it now appears that we may not see many of the remaining hangars for very long, since (we are told) Government funds are not available to restore them. All of these unique buildings

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are a proud reminder of the important role played by Camp Borden throughout the evolution of Canada's air forces.

Here is a direct quote from the new edition of Camp Borden — Birthplace of the RCAF:

“The story of the birth of the RCAF is one that reaches far beyond Borden or any one base, station or camp. Undoubtedly, the most important part of the RCAF's history is the one written with the blood of the thousands of air and ground crews who took to the theatres of war. Their sacrifices must never be forgotten. But if one wishes to identify a birthplace of the RCAF, there is one place that stands conspicuously centre stage: CAMP BORDEN.”

Elsewhere in this issue you can read about the celebration of the 80th Anniversary of the RCAF at Borden on April 1 - 3, 2004. Hundreds of wartime and post war veterans, joined the parade with CAF members and Air Cadets, with hundreds of spectators applauding us with pride. Sadly, this could be our last view of some of the remaining old hangars, and to think that another piece of our Canadian military history could soon vanish. PITY.

RCAF 80TH ANNIVERSARY 1924 Borden 2004



L/Gen. Ken Pennie reviewing the veterans on parade.

After months of preparation, the long awaited weekend of celebrations for the 80th Anniversary of the Royal Canadian Air Force in Borden has come and gone. And what a show it was. For a brief moment the old Borden flight

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line was awash in a sea of blue uniforms of serving Air Force personnel, Veterans and Air Cadets. With hundreds of Air Force Veterans coming from coast to coast, even from as far away as Great Britain the weekend was filled with happy, often emotional scenes of reunited Air Force personnel, many of them wartime graduates of Camp Borden. As expected, members of Air Force Association of Canada came from all over the country to join 441 (Huron) Wing in celebrating this significant milestone.

On Friday evening at the Meet & Greet, the result of more than 4,000 hours of meticulous restoration work on an Avro CF100 Canuck aircraft was finally unveiled.

This one is a Mk4A, serial number 18194, which entered service with the RCAF in 1954, and is possibly the only restored Mk4A in Canada. Also on display was the newly arrived 2nd Edition of "Camp Borden - Birthplace of the RCAF", and a painting of WW1 Camp Borden by Charles Kaden which he presented to the Borden Museum..

Stoney Creek Air Cadets Brass & Reed Band.



On Saturday April 3, in front of hundreds of spectators, the Chief of the Air Staff, LGen Ken Pennie CMM CD PhD, and Mrs. F. Bowes representing the McLeod family, unveiled the new name of Hangar 11, which is now officially named McLeod VC Building.



**Cutting the RCAF Birthday cake
(l-r) Doug Askew, Hon.Col. Bill Coyle,
Col. Peter Abbot, Peter Barclay.**



Thanks to MWO Norm Marion 16 Wing

PETAWAWA REPORT

By LCol Mike Dabros-CO 427 Taac Hel Sqdn

As my two year opportunity as Commanding Officer of what remains the best squadron in the Air Force draws to a close, it would be most appropriate to take this chance and reflect briefly upon our accomplishments of late, and provide an indication of where 427 Squadron is headed in the near future.

I would like to start by first informing the readership of the untimely death of Cpl Rick Parker, a 427 Sqn flight engineer who passed away on 28 Apr 04 of natural causes. Rick had served the Sqn continuously since 1993, and will be sorely missed by all who knew him.

With the last squadron member home from Bosnia in mid-October of last year, we ended a period of close to 14 months of sustainment of the OP PALLADIUM Hel Det, part of Canada's contribution to ongoing peace and stability in the Balkans. Our priority for the eight months that have passed since that time has been to engage in a concerted re-build of squadron experience levels and critical skills, a task made somewhat tougher by the relative inexperience of our young technician and aircrew populations at this point in our history. This promises to be an issue of some concern for the foreseeable future.

For those of you anticipating the unit's return to Haiti this year, it now appears very unlikely that this will happen. Notwithstanding, sqn activity continues apace, with recent support to Exercises Winged Warrior (Gagetown), Scotian Traverse (Halifax) and Maple Flag (Cold Lake). In addition, we have recently completed an estimate for providing participation in NATO Response Force training and standby during the period January 05 through June 06. If tasked, this mission would represent a wonderful opportunity to accelerate and reinforce our own reconstitution training, resulting in the recreation of many high readiness skills within the unit. Also on the horizon is a significant squadron contribution to EX NARWHAL, a national level joint sovereignty exercise that will take place in Canada's arctic late this summer. 427 will likely provide a five-plane detachment to NARWHAL, as well as the air component commander and elements of the air component headquarters staff. Most of the exercise will take place in the splendour of Baffin Island, in the areas of Iqualuit and Pangnirtung.

In the meantime, many other activities continue to conspire to occupy our time. This current period of reconstitution has been just what the doctor ordered insofar as our ability to send people on much-needed career courses is concerned. A winter field exercise (FRIGID LION), conducted during the final cold snap in February, was a great opportunity to shake-out our vehicles and equipment, renew many of our fieldcraft skills, and introduce

many of our newer members to the field environment for the first time. An honoured visitor to the exercise was the HCol, Bob Middlemiss, who braved the minus-20 temperatures to spend the last night with us out in the Petawawa range area. The highlight for Bob (I am sure) was not the opportunity to turn daily ablutions into a survival situation, but rather the chance to fly the Griffon and prove once and for all that his true talents lie in the realm of piloting rotary-wing aircraft. I will defer to him to let you know how that worked out!

Changes will continue throughout the summer as the usual posting activity occurs. I myself will be a victim of this year's turnover, with my replacement, LCol Chris Coates, assuming command of the unit during a parade on 29 July 2004. He comes to us from the Air Staff in Ottawa. LCol Coates is a first-time Lion, but a long-time tac aviator, who understands and embraces the unit's long history of dedication, sacrifice and success. His will be the face of command at 427 for the next couple of years, and I am sure I join you all in wishing him all the best.

FERTE MANUS CERTAS

M.R.Dabros



A DAY IN HISTORY

24/5/44

Weather: Fine becoming cloudy with slight rain late in the day. Good visibility. Fifteen aircraft were detailed for operations today. The target was AACHEN.

The crews reported the visibility fair with cloud and haze. P.F.F. (PathFinder Force) was on time, and appeared bang-on. A great difference from the previous raid on LE MANS. Large explosions were sighted but not many fires. Numerous bomb bursts were seen right on the target indicators, and it is believed that the attack was highly successful if the PFF was accurate, as it was numerous. F/Lt. Stephen was attacked by a night fighter on the way over enemy territory. He received numerous hits from a rocket fired by the fighter, but despite the fact that his aircraft was almost unmanageable, and he was easy meat for further attacks, this Captain carried on in the face of heavy odds, and bombed the target. He made a successful crash landing at Woodbridge. A very good show on this Captain's part, and a good example of the type of work this squadron does.

Source: 427 Squadron War Diary

CALL IT FATE

In the early morning hours of May 28, 1944, Halifax MV 831 piloted by PO Frank Devereaux of 427 Squadron collided with Halifax MZ 295 of 429 Squadron in the skies of Belgium some 30 km south of Brussels. In the ensuing crash all 14 airmen were killed. How tragic and ironic that two aircraft from different squadrons using the same runway at RAF Leeming would later be involved in a fatal mid-air collision far removed from home base. Post-war research indicates that one of the Hallies returning from the target Bourg -Leopold was attacked by a German nightfighter and in subsequent manoeuvres, the stricken Halifax collided with its Leeming neighbour.

The scene now shifts to the year 2003 and Nicolas Clinaz a youthful member of the Belgian Aviation History Association is searching for the fallen airmens' next-of-kin via the Legion Magazine and other publications. His purpose is to inform them of plans, with the help of former Resistance members, to erect a memorial near his hometown dedicated to the 14 brave aircrew. To date six relatives have been located and communication is ongoing. Present plans are to dedicate the memorial on September 4, 2004, the 60th Anniversary of the Liberation of Belgium. What a beautiful tribute spearheaded by a 25 year-old Belgian patriot.



A NOTE FROM JIM MOFFAT

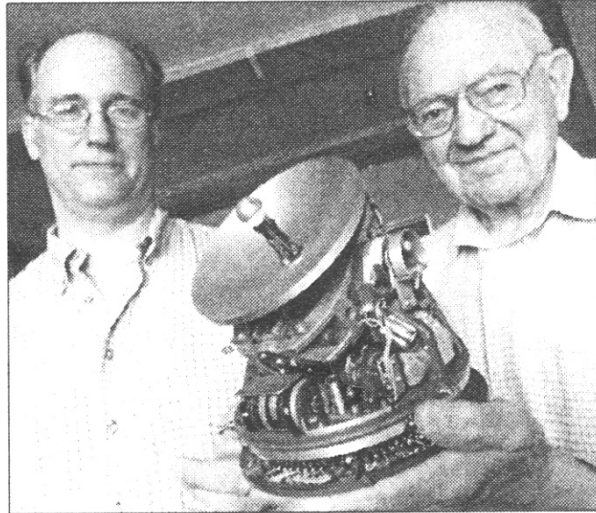
Just back from a trip to Belgium where I took part in a special film for television, celebrating the 60th Anniversary of the Normandy Invasion. The film will be titled "King and Country". My part was to describe my "op" to Nuremberg, on March 31, 1944, and my parachuting into Belgium following our mid-air collision with another aircraft. I was there again, at the very spot where I landed 60 years ago. It was very sad, and also very exciting to be on the very spot where I landed. The Belgians have laid a wreath there every year on the 31st of March since 1990, in memory of both crews who died as a result of this collision.

The film crew treated my sister Mary and I like movie stars. Except, we had to work 14 to 15 hours a day.... with no pay! The entire trip was a "smash hit" for Mary and I. We enjoyed every minute of it.

(Ed.note: Jim Moffat's story, Behind Enemy Lines, was written by his sister Mary.)

THE SPARROW SEEKER ANTENNA

Professor Emeritus (McGill University) Tom Pavlasek has donated to the Toronto Aerospace Museum an original part of the Avro Arrow called the Sparrow Seeker Antenna. The antenna had been included unexpectedly in a batch of surplus electronic equipment the University purchased in the early 1970s. Museum Curator Paul Cabot, who is overseeing the building of a full scale model of the Arrow, traveled to McGill last fall to receive this piece of Canadian engineering history, which had formed part of the missile guidance system. It is now on display at the TAM in Downsview, "I'm delighted about the Arrow reconstruction," said Pavlasek. "The antenna has found it's proper home."



(l-r) Paul Cabot, Tom PavLasek and the Sparrow Seeker Antenna.

As to the construction of the full-scale model of the Arrow at the Toronto Aerospace Museum, Paul Cabot indicates that due to lack of space at the moment, this project will not be completed until early next year. However, visitors are welcome at the museum Thursday through Saturday from 10:00 am to 4:00 pm. Group tours are available by calling 416-638-6078.

HALIFAX UPDATE

At time of printing, the construction of the new home for the Halifax in Trenton will soon get under way. The trees have been cleared, the construction team is ready, and the "Johnny on the spot" is in place.

NA337 now has a new nose, and the cockpit, NAV, WAG, & BA stations are all in place. The Marconi Radio sets are near the window overlooking the Hercules engines we remember so well. The undercarriage is ready for the wheels, and the tail assembly is proudly attached next to the tail turret.

SHE IS A BEAUTY.

As Mae West used to say... "Come up and see me sometime". There are no stairs to climb and the hangar doors are always open at the RCAF Memorial Museum in Trenton.

If you are planning a bus tour, call the museum at (613) 965-7314.

Email: rcafcampaign@reach.net

BETTY'S BAR

Betty's Bar was a name revered by just about every full-blooded Canadian airman with a thirst (circa 1939-1945). The unofficial HQ of the bomber boys serving in England's North Yorkshire, and beyond, Betty's was immortalized by a cartoon in the then prestigious British magazine *The Tatler* (November 1944). If you wanted the latest 6 Group "gen", Betty's was the place to be, beer and info combined.

Why the name Betty's? Depends on who you ask, then and now. Nobody seems to know for sure. It is believed the still popular establishment was opened in the city of York by an immigrant with a name difficult to pronounce. It therefore follows, or assumed, that Betty's was forever titled to celebrate the most admired barmaid of her generation. Other barmaids have also received distinction and even rechristened within the standard guidelines of Air Force linguistics. For example, one attractive lady became known as Semo (Self-

Evident Military Objective). Then there was Mopa

(Military Objective Previously

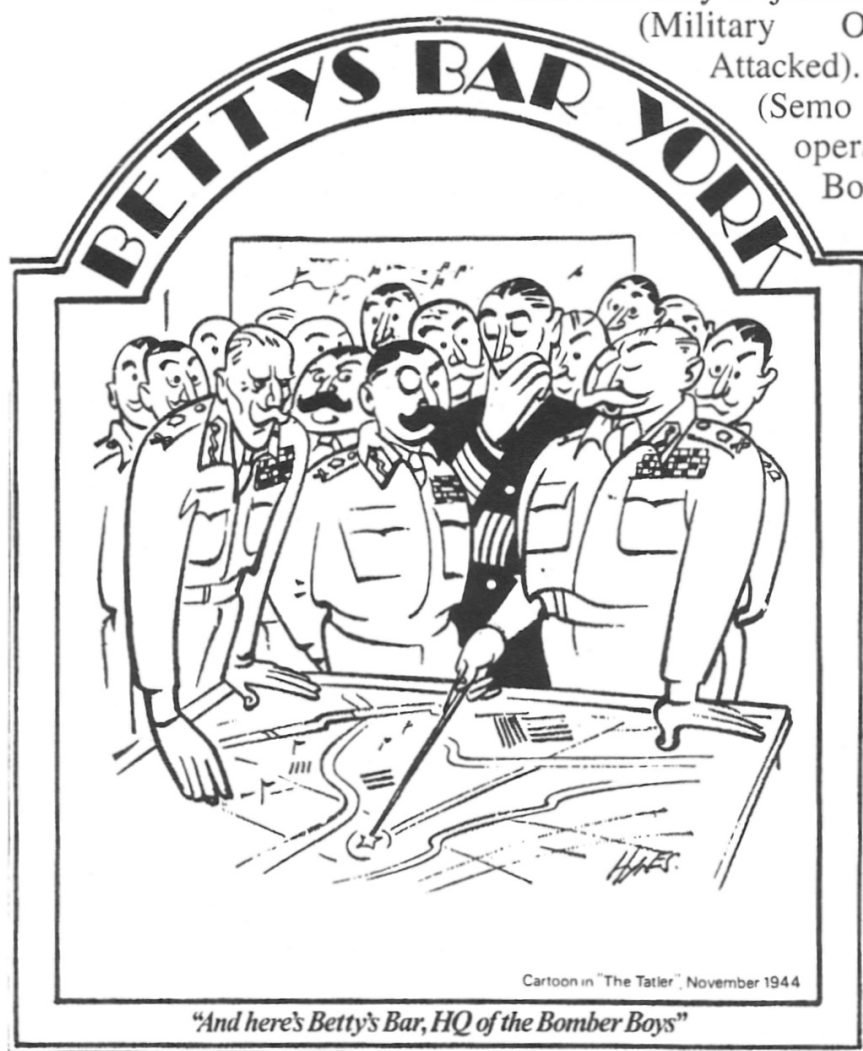
Attacked). Both charmers, oh yes!

(Semo and Mopa were indeed

operational directives for

Bomber Command pilots

and bomb aimers).



Cartoon in "The Tatler", November 1944

"And here's Betty's Bar, HQ of the Bomber Boys"

Betty's (forget the bar now) is currently a haven for tea, coffee and tempting cakes. There's also a Betty's in nearby Harrogate. In York you can still see dozens of preserved RCAF/RAF signatures scratched into downstairs mirrors. Ask to see them, and the pictures, but don't expect to meet Semo and Mopa. And as for Betty....who knows?

427 SQUADRON IN THE LATE 50'S

*By W Neil Russell**

Our editor has asked for stories which describe how 427 was in days gone by. I can tell a few facts about the late 50's. There could be many heroes in this story, but I have chosen to leave out names

[1] in order to be brief and [2] for fear of omitting some highly deserving individuals.

I joined 427 [Fighter] Squadron at 3 Fighter Wing, Zweibrucken, West Germany in January of 1959. After the first night of "phase training", that is, escorted by fellow bachelor officers down town to meet the local bar maids, I settled in to learn about the squadron, its mission and how to become a combat ready pilot.

In those days 427 Squadron consisted of: 25 F-86 Sabre Mark VI fighter aircraft, each armed with six 50 calibre machine guns; an Officer Commanding [O.C.] with rank of Squadron Leader [Major] and 32 other pilots. 427 was one of three squadrons at 3 Fighter Wing, the others being our closest rival, 434, also with Sabres, and 440, the "night fighters" equipped with CF-100's. 3 Fighter Wing was one of four Canadian wings [bases], all located near the French/German border. These wings, along with a supply base in England, a long range radar control unit, and a headquarters at Metz, France,



Flying Officer Russell in front of a 427 Sqn Mark VI Sabre. Note the six machine guns on either side of the aircraft, the anti "G" flying suit, with 427 squadron crests and scarf.

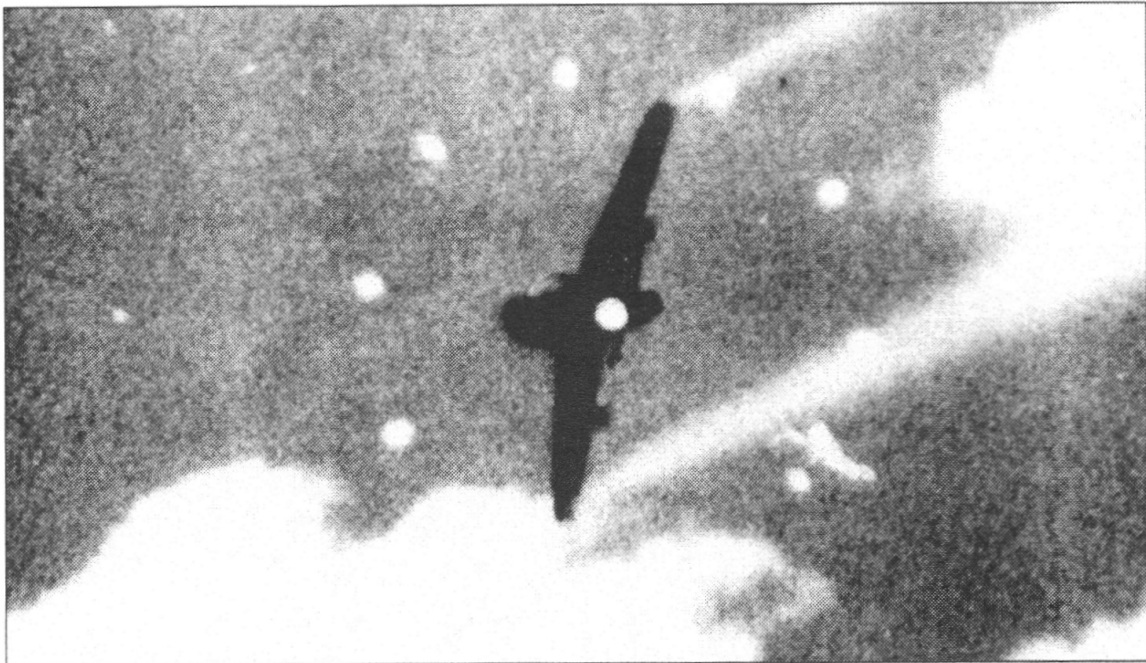
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constituted Canada's considerable air contribution to NATO called "1 Air Division."

427 Squadron's peacetime mission was to prepare for war, including operations under threat of nuclear and chemical attack. Its war mission was to protect central Europe against air attack from Russia and its allies in east Europe. Today, we tend to forget that international tension was very high during the 1950's. North America was threatened by Russian intercontinental ballistic missiles and long range bombers carrying nuclear weapons. Western Europe was threatened by medium range missiles and a variety of aircraft capable of carrying nuclear bombs. The world lived under the threat of nuclear holocaust, heightened when the Soviets sometimes increased the tension, for example, testing powerful hydrogen bombs, restricting allied access to Berlin, and trying to base medium ranged missiles in Cuba.

Of 427 Squadron's 33 pilots, other than the O.C. and two Flight Lieutenants [Captains] who had WWII experience, most were young, short service commission Flying Officers [Lieutenants], aged 19 to 24, who had entered pilot training from high school. They practiced their war mission through daily exercises during which "Yellow Jack", the long range radar, vectored them to intercept "aggressors" from another wing. Periodically there were larger NATO exercises, simulating a large attack from the east, and often a flight of four aircraft would take off, climb through the haze and



An "enemy" fighter, as recorded by the F-86 cine camera. The circle about the target indicates that the range only radar has locked on and the analogue computer is calculating the correct lead angle for the guns to destroy the target.

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cloud to “on top” and look for “targets of opportunity.” These sorties occasionally resulted in up to 32 fighters, American, French, Belgian, Dutch and Canadian, swirling on high in a grand aerial circus. In peace time, guns were, of course, not armed. The objective of each pilot was, while avoiding getting a fighter on his own tail, to get behind an “enemy” aircraft, close to 1000 feet or less, and capture the “enemy” on the film of a cine camera which recorded images through the gun sight. On return to base, each flight would “debrief” and a fighter weapons instructor would access each pilot’s film after which he could, or could not, claim a “kill”

Was this type of free-wheeling flying dangerous? Yes. One day while in one of these circuses, intently tracking a target, a shadow passed in front of me. Later, on analysing the cine film, it was evident that the “shadow” was a diving French fighter which had passed, top to bottom, just a few feet in front of my nose. Some other pilots were not so lucky, ending up in RCAF Cemetery, Choley, France, which Canadian servicemen in Europe, showing a grim sense of humour, used to call “5 Wing”

Was 427 Squadron effective? Yes. The Canadian Sabre Mark VI, although outwardly appearing like the American F-86 used in Korea, had a more powerful, Canadian designed and built engine. This enabled a faster climb, higher ceiling and, in a dog fight, tighter turns. True, the airplane had a simple fire control system, its main target sensor being the “Mark One Eyeball”, and it would have benefited from longer ranged guns; but, in the late 1950’s the Mark VI was the by far the best day fighter in NATO. And our young Canadian pilots were terrific. Most had eyes like eagles; many were excellent leaders of two and four plane formations, able to predict the likely manoeuvre of the opposition, pass directions to wing men, get on the enemy’s tail and calmly track until the “kill”.

The ultimate proof of effectiveness in the late 50’s is that you are here, reading this short story. Thanks to the balance of power, to which 427 Squadron contributed, there was no nuclear holocaust; there are still problems in the World, but the Cold War is over.

**W Neil Russell flew with 427 Squadron from January 1959 until July 1960 when he was transferred to 1 Air Division Headquarters. He retired from the Canadian Forces as a Colonel in 1985.*



MEMBERSHIP REPORT

Thank you for making 2003 a successful year for the Association in terms of membership and financial health.

On the "membership" side of the house we attracted 21 new "Life" members and 1 "Annual Renewal" member. We did however bid farewell to four (known) Lions. This brought our total up to 326 active members with the following breakdown: WW11 – 170, Sabre – 76, CF-104 – 55, Heli – 26. This year we have already signed up seven new "Life" members, six from our "serving" Lion comrades at Petewawa. It's great to see support for the Association coming from this quarter, so let's keep the ball rolling. We hope to have the website up and running by the fall and we even have a volunteer Webmaster in Dick Dunn. Thanks Dick. On that note, we would like to remind all of you that the Association doesn't run by itself, we do need volunteers in many areas. Please send me your thoughts on how we can improve the Association, and how you would like to help.

On the financial front we ended the year in the black thanks to some very generous "Donations" from a few of our Life Members. Here's the breakdown:

- Revenue from Memberships - \$1366.70,
- Donations - \$700.00,
- Total Revenue - \$2066.70
- Expenses (Stamps & supplies & two issues of ROAR) - \$1539.97,
- Balance for '03-\$ 526.73.**

As of May 18, 2004 our bank balance stands at \$2548.95 but as you can see we need revenue each year to remain solvent. You can help by getting us new members or making donations.

Please use the Membership application below or e-mail me at wilsas@mgl.ca. Thank you all.

**To receive your 427 Lion Squadron Association Membership card,
please complete and mail this form.**

NameSpouse/Partner

AddressZIP/PC.....

Tel (.....)Fax (.....)

e-mail

Service years on 427 (from-to)Bases

Rank.....Trade

Membership: Life Member \$50.00

Annual Renewal Member \$10.00 per year.

Please make cheques payable to – 427 Lion Squadron Association

Mail this form and cheque to: **A.W. "Sask" Wilford
427 Lion Squadron Association
RR #2, Hillsburgh, ON, NOB 1Z0**

Lucy



October 22, 1982

Lt. Col. H. A. Cunningham CD
Commanding Officer
427 Tactical Helicopter Squadron
Canadian Forces Base Petawawa
Petawawa, Ontario K8H 2X3

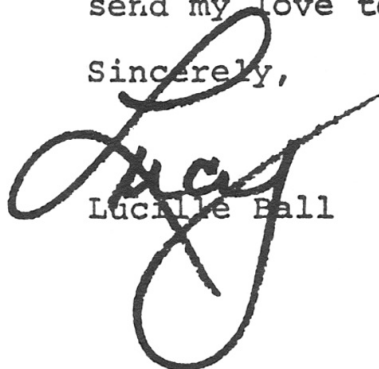
Dear Lt. Col. Cunningham:

I do appreciate your invitation to be with the 427th Lion Squadron on their 40th anniversary November 5 but, unfortunately, I am working at that time and Petawawa, Ontario is too far away.

I do remember the Squadron, believe it or not, and seeing the picture of our names painted on the sides of the plane.

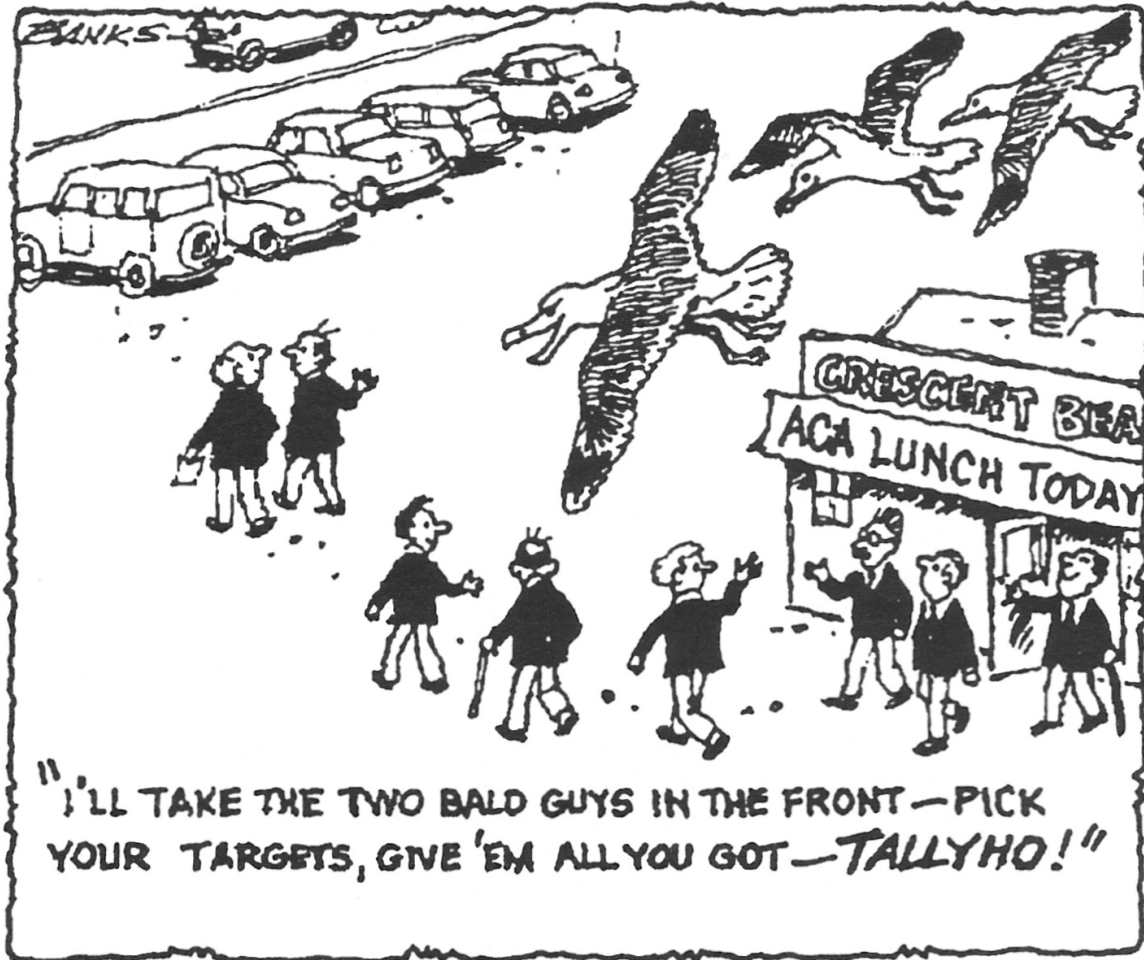
My congratulations to all the Lions who are still active at the Canadian Forces Base in Petawawa. Please tell them I send my love to all of them.

Sincerely,



Lucille Ball

Guest cartoonist for this issue is from Bob Banks,
a well known Illustrator and also a member of the
Air Crew Association in Vancouver.



THE CATERPILLAR CLUB

There can surely be few organizations with a closer bond of common understanding among its members than the Caterpillar Club. The only way to gain membership is to save your life in an emergency using a parachute of the Irvin design. The parachute pioneer, who invented the rip-cord parachute, has presented every verified member with the club's badge — a small gold caterpillar with ruby eyes. The badge symbolizes the silken thread which lowers the silkworm to earth from its leafy bough. Since 1922 when it all began there have been tens of thousands of satisfied customers with a huge increase in membership in WWII. A tip of the hat to Leslie Irvin and his followers — and let's not forget those wonderful folks in the Parachute Section who always gave a "money-back" guarantee.