



# 427 Squadron Association

Patrons

Lieutenant-General (Ret) Donald McNaughton, CMM, CD

Major-General (Ret) Robert Chisholm, CMM, CD

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It is with great sadness we announce the passing of Gwen Chisholm, wife and caregiver of our patron, Major-General (Ret) Robert Chisholm, CMM, CD. Gwendolyn Jean Chisholm passed away suddenly at Parksville, BC following a sudden tragic accident. Gwen is lovingly remembered by daughter Diane Elizabeth CHISHOLM of Halifax, NS and son Steven Bruce CHISHOLM of SaltSpring Island, BC. Grammie is very fondly remembered by grandchildren, Joseph and Thomas COOPER of Halifax, NS and Jesse and Matt CHISHOLM of Edmonton, AB. Born in Sackville, NB Gwen was the sister of Betty Allen, Roland (Cecile) Berry and Robert (Hazel) Berry. Trained as a nurse at the Royal Victoria General Hospital in Montreal and married the love of her life, Bob Chisholm. Gwen and Bob successful partnered for a 35 year military career with postings to Bagotville, Que., Wattisham, England; North Bay, Toronto, Petawawa and Ottawa, Ontario; Gagetown, NB and Comox, BC. Retiring first in Ottawa, Bob and Gwen eventually settled in Parksville, BC and spent their retirement playing golf, and bridge and enjoying a vibrant social life. Travels across Canada, China, England, Australia and New Zealand and provided them with a large circle of friends in Canada and abroad. Gwen will forever be remembered for her love of life, and her ability to laugh and find joy in the face of adversity. (Preceding from the Times Colonist of Victoria, BC 19-21 January 2016).



This photograph dates from 1944, we believe. It was found in the 427 Squadron history scrapbook, with a caption that suggests the squadron had recently won a bombing competition. The man on the left is WComd Ganderton. If anyone has additional information about this trophy, the circumstances that explain why the squadron came to possess it, and, perhaps the names of other squadron members depicted, please write to the editor at [director@airforce.ca](mailto:director@airforce.ca)

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## Battle of Britain - 75th Anniversary Commemorations and the Investiture of Honorary Colonel Del Lippert

On September 18, 2015, 427 Special Operations Aviation Squadron (SOAS) held a special parade to remember the Battle of Britain, to pay tribute to Royal Canadian Air Force (RCAF) members and to honour the investiture of Honorary Colonel Del Lippert. The parade consisted of two flypasts of a Lancaster Bomber.

The first flypast was in recollection of the Battle of Britain and those who served in the RCAF during the war. The Battle of Britain is significant as it marks the first major campaign to be fought entirely by air forces. From May to September of 1940, the Luftwaffe (German Air Force) waged war against England by attacking shipping convoys and shipping centres as well as RAF airfields and infrastructure. As the months passed, the Luftwaffe began targeting factories and areas of political significance by using a terror bombing strategy in hopes that Britain would concede air superiority over to Nazi Germany. Had Germany been successful during this battle, the outcome of World War II could have been very different. However, due to a strategic response from Britain, combined with great bravery and skill, Germany was unsuccessful in achieving its objective. This battle is considered to be the first major defeat in World War II as well as a key turning point in the war. Approximately three thousand allied pilots fought in this battle which included Canadian pilots as well as ground crew. Eventually the allies would launch their own large scale bombing campaign employing such aircraft as the Wellington, Halifax and Lancaster bombers.

427 SOAS commemorated the 75th anniversary of the Battle of Britain with a flypast of the only flyable Canadian Lancaster bomber from the Canadian Warplane Heritage Museum. The "Mynarski Lancaster" is dedicated to Pilot Officer Andrew Mynarski who was posthumously awarded the Victoria Cross for sacrificing his own life for that of a fellow crewman. The Mynarski's Lancaster was attacked which resulted in a hydraulic fire engulfing the bomber. As Mynarski was exiting the burning aircraft he saw a fellow Pilot Officer trapped in the tail turret. Without hesitation, Mynarski made his way through the flames to offer his assistance. While using a fire axe to try to pry open the doors before beating on the turret with his hand, Mynarski's parachute and flight suit caught on fire. Mynarski was able to escape and parachute via the rear escape door however; his demise was rapid due to severe burns and heavy impact on landing. The original pilot whom Mynarski went back to help, remained trapped in the bomber until it crashed in a farm field. As it crashed and broke apart

the pilot was "pitched" out of the turret after striking a tree. It was not until the end of the war when the pilot was reunited with the rest of the crew that he was able to detail his final moments on the Lancaster and the valiant efforts that Mynarski made to save him.

The second fly-past of the parade was the Lancaster Bomber accompanied by two CH146 Griffon escorts, to celebrate the appointment of the Squadron's new Honorary Colonel, Del Lippert. The Canadian tradition of appointing Honoraries to units originated with the British military and has been in practice since 1895. Honorary Colonels are responsible for a variety of tasks related to squadron/regimental traditions, but their main responsibility is to serve as a liaison to the civilian community. Col Lippert joined the Canadian Army under the Apprentice Training Program serving as a gunner in Camp Shilo and Petawawa with 4 RCHA as a Tech Assist. Leaving the army in 1963, Col Lippert joined Pan American Airways Guided Missile Div as a Radar technician and ever since, has continually moved up and throughout private enterprise high technology sector. He has been a District, Division, corporate manager, consultant, CEO, Vice President, President, Chairman of the Board and consultant in such companies as:

- Pan American World Airways
- Digital Equipment
- Novotel
- Computervision
- Raytheon
- Bubble Technology - Chalk River
- Med-Eng
- International Data Casting

It should also be noted that while at Digital Equipment, Col Lippert received his private pilot's license and joined the Massachusetts Civil Air Patrol, an auxiliary of the USAF, as a search and rescue pilot. Also of significance, Col Lippert was instrumental in developing the production of equipment to counter the Improvised Explosive Device threat encountered in Afghanistan and Iraq. Furthermore, he was Chairman of the Board with International Data Casting which operated the CF Radio Television network, providing service to deployed CF personnel. During his address to the parade, Col Lippert himself said he "failed at retirement" and is honored and excited at this new appointment at 427 SOAS. Given his wealth of experience combined with his outstanding work ethic, there is no doubt that Col Lippert will uphold the values and traditions of 427 SOAS as well as the RCAF and CAF respectively in his new position.

Cpl Kathleen Howell  
427 Special Operations Aviation Squadron

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# An Update from Anna Marie Willey and the Willow Tree Inn

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Our members will recall Anna Marie Willey's father served in 427 Squadron, as part of the groundcrew. He returned home after the war with two duffel bags. These bags remained locked and hidden in the family basement for decades. Years after her father passed away Anna Marie found the bags, opened them, and discovered a treasure trove of artifacts the men of 427 Squadron collected during their wartime experiences. Anna Marie writes:

I wanted to share some interesting news. Over the past few weeks, I have been able to connect with the manager of The Willow Tree near Leeming. She has been kind enough to send me a few photos which are right from within the Inn. I hope to use these photos within my presentation in the near future. Given the size, I will send the second photo under separate cover. For this group shot, the fellow in the middle row sort of crouched over really resembles my Dad, but I am not 100% sure. There are two others in the photo that my Mother says bear resemblance to young airmen who would have been from her hometown area, so I am also trying to see if I can positively identify those. At the request of Richard Goette, I am hoping to write an article for Airforce magazine about this whole journey, so these could be images that I include in that article as well. I would appreciate any guidance you may have with this.

With kindest regards, Anna Marie Willey

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## Announcements

The squadron will be deployed in February, so a delayed Gathering of the Lions will be further delayed, unfortunately. A mess dinner is planned for the 2nd of April, to commemorate the 92nd anniversary of the creation of the Royal Canadian Air Force. The dinner will see the gathering of both helicopter units at Petawawa (427 and 450 Squadrons), featuring Edward Carter-Edwards (pictured) as the Guest of Honour. Ed reports he is progressing well, with recent medical treatments. Every single lion sends their best, to both Ed and Lois - our heros!

A change of command ceremony is planned for early July. This means we bid a fond farewell to Lieutenant-Colonel Jeffrey Orr. Planning is not proceeding very well; apparently Jeff is digging his heels in. This is quite understandable when the Commanding Officer enjoys the work, and the people that surround him. There is now talk of planning the Gathering in conjunction with this important 427 Squadron occasion.





From "Hali" to "Heli"

Edward Carter-Edwards has survived many challenges. Seventy-three years ago he took to the skies, only to be shot-down in his Halifax "Hali" bomber in June 1944. More recently, he survived a flight in a helicopter, or "heli", courtesy of the modern-day air force members who belong to the squadron Ed still calls "home". The challenges he survived in between these epic airborne moments are another matter. For the moment we would like to share a day in the life of one of Canada's most remarkable RCAF aviators to survive the Second World War.

On the 24th August 2015, Edward and a few of his family members were treated to a familiarisation flight in a CH-146 Griffon helicopter from 427 "Lion" Squadron. At the controls during this auspicious flight was the squadron's commanding officer, Lieutenant-Colonel Jeffrey Orr. Orr's energy knows no bounds - he is a man who rarely rests, ever mindful of the mission he has committed himself to - a mission entirely focused on the well-being of every man and woman who form the 427 Special Operations Aviation Squadron. Orr is dedicated to this cause simply owing to the fact the well-being of his aviators and soldiers is directly linked to their operational effectiveness. But Orr is one of those rare RCAF officers who understands and acknowledges the role history plays, in the marshaling of modern-day air force capabilities. Essentially, what we succeed at today owes much to what we learned yesterday, and the innovations that arise in the interim are forever deserving of our immediate and undivided attention, so that we might secure a safer and better tomorrow. It is for these reasons officers in the Canadian Armed Forces are encouraged to remain connected to veterans, from every walk of life. The OGS, or Officer's General Specifications at one time prescribed

remaining attentive to the experiences of those who forged their way before us. On this very busy day in August, Lieutenant-Colonel Orr and his cadre of squadron experts went about this very business of reconnecting with a squadron veteran of the Second World War - one who had also survived the atrocities of the Buchenwald Concentration Camp.

A remarkable aspect of this mission to commemorate and celebrate Carter-Edwards, was the "book-end" presence of other 427 Squadron veterans. Perhaps not by accident, the flight included the squadron's Honorary Colonel and yours truly, both of whom were invited onto the airfield at Cobden, Ontario by the airport guardian who himself happened to be a long-since retired Flight Engineer with 427 Squadron from the mid-1980s, Reg Leblanc. At the arrival end we were met by the Chief Executive Officer of the Warplane Heritage museum, Mr. Dave Rohrer, who flew Kiowa observation helicopters in 427 Squadron in the mid- to late 1970s. A proper celebration of Carter-Edwards would not have been possible without the participation of many other "Lions". Wayne Maclellan, Sask Wilford and Dick Dunn were also present, all of whom flew F-86 Sabres with 427 during the Cold War. Mr. Walt Pirie also joined us. Walt flew 104 Starfighters and Sabres during the same period, and recently retired as the Special Advisor to the Chief of the Air Staff in 2004.

Reconnecting with Edward has merely confirmed the respect our uniformed personnel have for him. He was treated to a 30-minute flight. Upon returning to earth he seemed clearly pleased, as he collapsed to his knees and kissed the tarmac. It was all in fun, though, as Ed has a super sense of humour. A light luncheon was arranged by Lieutenant-Colonel Orr, with the support of the museum staff, during which Orr took the time to very carefully share with everyone just who Carter-Edwards is. We all learned of some of the greatest challenges Edward faced. Some of those challenges were acknowledged by Edward, when he took the podium. To add emphasis, Dave Rohrer, CEO of the museum made a special effort to focus in on the extent to which Edward and others like him lent their support to the recent commemorative flight of Canada's only flying Lancaster, to the UK and back, last summer.

The RCAF Association offers its sincere gratitude to Lieutenant-Colonel Jeffrey Orr, and the members of 427 Squadron all of whom gave up their leader for a very special day. We join Edward Carter-Edwards in extending our best wishes to 427 Squadron special operations personnel. We acknowledge the challenges each and every one of you face, in the conduct of your incredibly important work, and the challenges and burdens that must be faced by your families. We can only hope that remaining connected and depending on each other will go a long way to making the journey a little easier. *Ferte Manus Certas.*



R. Weldon Moffatt (427 Squadron) traveled to the Netherlands in 2015, to participate in the 70th anniversary commemorating the liberation of the Netherlands. The Chief of the Defence Staff, General Tom Lawson, CMM, CD took the time to present Weldon with the CDS coin.

an approaching helicopter was heard in the bar. The US visitors explained that their standby crew had been authorized to fly over for the beer call when their standby period was over; they would then fly the aircraft back to Pirmasens the next day. As the noise increased, it became obvious to all that the helicopter was about to land on or near the mess parking lot. The bar of tied, everyone hand, slipped through a rear unlimited view lot, and sure was a helicopter to land.



The captain of the helicopter was a US Army Captain; the copilot was a US ARMY Major, qualified on type but new on the squadron. They had been cleared to hold on a visual fix off the airdrome until some CF-104 traffic landed. However, the Captain, who had been to the Officers' Mess before, hatched the following plan: they would land on the Officers' Mess parking lot where the Captain would disembark. The Major would return to the holding fix and land on the Helipad when cleared. Meanwhile, the Captain would organize transportation for the Major from the Helipad to the mess. The Captain landed the helicopter on the mess parking lot according to plan (and to the applause of the gallery assembled behind the mess), passed control to the Major, and hopped out. The Major increased power and commenced his takeoff. However, as he transitioned to forward flight over the parking lot, he saw out of the corner of his

## The Great Zweibrücken Helicopter Caper

(from David Bashow's 104-Starfighter history)

When the first 104s began operating out of Zweibrücken Search-and-Rescue service was provided by



a US Army helicopter outfit located about 14 kilometers down the road at Pirmasens. Someone suggested that it might be a nice thing to invite the pilots to a beer call at the mess in Zwei. An invitation was duly issued and accepted, at about 1630 hours on the appointed day, a beautiful sunny Friday in June, the US Army pilots arrived by bus. They were joined at the mess by their Canadian hosts, and the early round of drinks began. At about 1800 hours, the sound of

eye, a cable. What he did not see was that the cable ran to the edge of the parking lot where it ran down a pole and continued underground. Thinking that he was going to hit the cable, he instinctively pulled up and lost control of the aircraft. The helicopter then rolled over to the inverted position, and fell to earth on top of Al Hoar's and John Hutt's cars.



# International Bomber Command Memorial and Interpretation Centre Phase I



A significantly moving ceremony took place outside of Lincoln, Lincolnshire, UK on 2 October 2015. Phase I of the International Bomber Command Memorial and Interpretation Centre was officially opened to the public, for the first time. Please note that the site remains closed, owing to all of the remaining construction, but tours may be arranged and access to the site gained.

This first phase consists primarily of the spire, along with a number of placards, on which may be found as many as 25,000 names denoting those who gave their lives, as part of the strategic bombing campaign of the Second World War. According to the [internationalbombercommandcentre.com](http://internationalbombercommandcentre.com) website there are nine aspects to the memorial, five of which have been fully funded. The complete cost for the memorial and interpretation centre will be £9.5 million, with £5.7 million already funded.

The RAF Pipes and Drums (pictured right) performed for the sizeable crowd, which included over 300 veterans of the strategic bombing campaign. Local school children (see below) played an important role, affixing poppies in various walls upon which are inscribed some of the names of the 25,611 aircrew who lost their lives on operations while flying out of Lincolnshire environs. The IBCC will eventually include all 55,573 names - a staggering effort to commemorate such a significant victory.

The Prime Minister of Canada, the Right Honourable Stephen Harper, in his letter to the organizers on behalf of the people of Canada which I presented to the project's executive director Nicky Barr (top right), explained, "Canadians are proud of our country's role in Bomber Command's exceptional efforts during the Second World War. These contributions helped to liberate Europe from the grip of Nazi tyranny." The PM went on to acknowledge the number of Canadians who never returned, and he was emphatic in expressing how important it will be to never forget the outstanding history of bomber command. It is for this reason that the RCAF Association continues to play a supporting role, if only to ensure the International Bomber Command Memorial is completed, for the benefit of generations to come.



## Chatham 75: From World War to Cold War Ever Prepared, Never Forgotten! Giv'er Miramichi

The New Brunswick Aviation Museum is hosting a reunion from July 8-10, 2016 to commemorate the 75th anniversary of the opening of Royal Canadian Air Force Station/Canadian Forces Base Chatham. The reunion is open to anyone who ever worked or trained there from 1941 until 1996, including former military and civilian personnel and their families. The reunion is also open to anyone who served at St. Margaret's or Tracadie Air Range.

## SPAADS 2016 Reunion Sabre Pilots Association of the Air Division Squadrons Sept. 15-18, 2016 Delta City Centre Hotel, Ottawa

The Ottawa members of SPAADS look forward to, again, welcoming our fellow members as our guests to join us in your nation's capital for the 2016 reunion. Our SPAADS 2016 website has just been activated. Here you will find information helpful for you to register for the reunion, make your hotel reservations, and assist you with your stay here in Ottawa.



## Can We Help the Air Cadets Even More?

We've noticed there doesn't seem to be a commemorative ribbon and pin one can attribute to the memory of the men and women lost while serving in air force uniform. We aviators have nothing we can call our own. Perhaps you feel one is not necessary. The poppy is recognized as an international symbol, throughout allied nations, but it does not distinguish one's branch of service. The yellow "Support the Troops" ribbon is equally generic, and the "Red Fridays" shirts may be described in a similar way. The Red Fridays Foundation, recently created, seeks to honour the men and women in uniform who sacrifice so much. And, yet, one cannot find in these generic but important messages, the kind of recognition and acknowledgement many familiar with air campaigns feel deserves just as much if not more consideration, in some respects.

The Royal Canadian Air Cadet program can benefit from additional financial support. We introduce this issue, in the context of an air force commemorative ribbon and pin because many believe such a pin and ribbon combination has the potential to help such an important cause, as the air cadets. Yes, the cadets have their "Tag Day", but many feel this "Tag Day" is yet another generic if not non-descript effort not necessarily bearing any commemorative aspect to it.

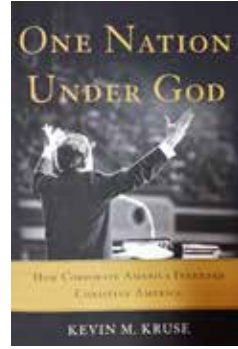
If you believe an air force commemorative ribbon and pin has the potential to help, please write to us at [director@airforce.ca](mailto:director@airforce.ca). Budget cuts have made finding new support for the air cadet league all that more important. We need your help. Donations made in exchange for such a meaningful ribbon and pin (as shown) could go a long way toward preparing young Canadians for the challenges of an aerospace career, civilian or military, in the years to come.

We commemorate the losses of 55,573 men in the strategic bombing campaign. We lost 17,974 men and women in Canada's air force, during the Second World War. Forty-nine died while in a prisoner-of-war camp. To these we must add aviators and support personnel lost during the First World War, Korean War, the Cold War and numerous operations including the War Against Terrorism, in Afghanistan. It is time for an air force commemoration, don't you think?



## Last Postings

Gordon A Huck 27 Sep 2015  
Roy Reginald Fredrick Newnham 26 Sep 2015  
Rev Russell Quantz 15 Jul 2015  
Rolfe Eric Wachsmuth 9 Aug 2014  
Mary Gertrude Broadfoot 26 Jun 2013  
Gordon Ockwell 22 Jun 2012  
F. Clare Haynes 24 Aug 2011  
Albert Smitten 20 Jun 2011  
Buster Kincaid 13 Jul 2010  
Eugene Marian Pieprzak 9 Jan 2010  
Douglas James Nicholson 23 Mar 2009



"...And let us all beseech the blessing of Almighty God upon this great and noble undertaking."

With these words Supreme Allied Commander General Dwight David "Ike" Eisenhower conveyed the order to all allied men and women to attack the continent, destroy the German war machine, and eliminate the Nazi tyranny. His orders were obeyed, and the attack succeeded.

I raise this issue of spirituality, and I display a copy of his orders referring to the "Almighty One" to suggest the author of *One Nation Under God: How Corporate America Invented Christian America* may not fully appreciate when "Ike" got religion. Kevin M. Kruse seems to think Eisenhower found religion in the lead up to his campaign for the presidency. And, yet, we can see from his Second World War orders to invade the continent that spirituality was already an important part of his message, and perhaps his personal values.

The title of Chapter 2 "The Great Crusades" makes repeated references to Eisenhower's use of the term through 1949 to 1952, as part of his campaign. But, the opening line of his 6 June 1944 orders (see left) clearly state "You are about to embark upon the Great Crusade...". There are interesting parallels to be sure.

Kevin Kruse does a remarkable job conveying to the reader the origins of religious rhetoric that featured so strongly during the Depression of the 1930s. Kruse explains Christian libertarians had been on a long crusade that reached its climax with the election of Eisenhower. What is noteworthy is that Eisenhower was not a pawn of this effort. He was not elected on the basis of his ability to toe the religious line big business had invented in the wake of the depression. Eisenhower actually championed the approach, tailoring it to his own needs, which is the point. Spirituality was already a significant value, to Eisenhower; it just fit nice when it came time for him to take command (again) in 1953.

