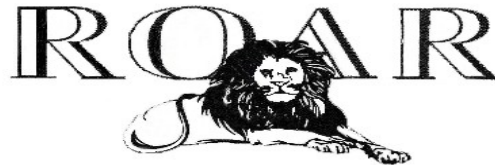




FERTE MANUS CERTAS



427 Squadron Association

Volume 5—Issue 1

WWW.427SQUADRON.COM

December 2019

427 Special Operations Aviation Squadron

Commanding Officer - L/Col Jeremy Fountain

Honorary Colonel Lianne Ing

Dear Fellow Lions,

Personally, historically and operationally this unit means the world to me. While I'm sure this feeling is shared by many ROARreaders, if you'll indulge me, I'll share my thoughts.



Personally – I met my wife for the first time in 2 Hangar in 2004 and years later we worked together at the unit as OCs. Many of my closest friends are the Lions that I met

during my three postings to 427 and thankfully many of them are still in the area. As well there has been the personal loss of close friends and great Lions, including our former HCols Bob Middlemiss and Del Lippert. My kids have grown up with Griffons flying overhead with Family Days and Christmas parties a regular part of our family calendar. My eldest child even shares a birthplace with 427; North Yorkshire, England.

Historically – My three years with the British Army Air Corps flying Lynx helicopters out of North Yorkshire brought the squadron's history to life. I landed at what used to be 427's airfield in Croft and hoisted a pint with the serving Wing Commander at RAF Leeming (427's home in the latter years of

Fellow Lions,

It is my distinct pleasure to have the opportunity to greet you through the ROAR Newsletter. My appointment commenced on May 25, 2018 and I



attended the Honorary Colonels conference in Halifax in June 2018, co-hosted by 12 Wing Shearwater and 14 Wing Greenwood. At the conference, I had the occasion to meet many colleagues, see the new Cy-clones, and hear directly from the RCAF command

team regarding priorities and challenges. My investiture ceremony was held on July 12, 2018 at the squadron, only one day prior to the 427's change of command ceremony, where Lieutenant-Colonel Clay Rook handed control over to Lieutenant-Colonel Jeremy Fountain.

Since that time, I have had the honour to support the 427 Squadron on a number of fronts. A few key events from the past 18 months include: participating in a maritime special operations training exercise; taking part in the final day of the Special Operations Common Environmental Training (SOCET) activities; supporting annual Remembrance Day ceremonies in Cobden, Ontario, where the 427 Cenotaph, established by former Honorary Colonel Del Lippert, is located; participating in community outreach events;

Continued Next Page

WWII). Most memorable of all was a personal 6 Group battlefield tour of North Yorkshire guided by the son of an RCAF wireless operator whose father died in a Lancaster over Germany. The impact of 427's contribution in the area is still recognizable to this day.

Operationally –The change since my first arrival at the unit 17 years ago has been immense. I begged to be part of the great work the squadron was doing in the Balkans but just missed out. B Flight continued to provide excellent support to Special Operations Forces during the lean operational years before Afghanistan. Then came the dedication of the entire squadron to Canadian Special Operations Forces Command in 2006 and everything we knew was turned on its nose once again. The squadron has excelled in change over the decades and this was no exception. I was proud to witness what my peers accomplished flying in Afghanistan when I was there with the Brits. And now we are the most operationally deployed unit in the RCAF and about to return to our fixed wing heritage with the addition of three Beechcraft King Airs based in Trenton.

So yes, the squadron does mean the world to me on many levels, but it is really the people I work with every day that never cease to amaze with their dedication, drive, creativity and sense of purpose. I have simply never been around a more accomplished group, embodied by our current HCol Lianne Ing, and I am humbled by them all.

Looking forward to the next instalment of the ROAR.

FERTE MANUS CERTAS
LCol Jeremy Fountain
CO 427 SOAS

Wishing all a

Merry Christmas
And a
Happy and Peaceful
New Year



and attending multiple squadron events for building esprit de corps, including Family Days, squadron barbecues, Christmas celebrations, and the recent 76th Gathering of the Lions.

My professional experience as an engineer, running a company in the defence and homeland security industry, has also enabled me to support the squadron by providing additional perspectives on issues relating to Government procurement, supplier relationships, performance metrics, and human resources management. In the fall, I had the opportunity to participate in meetings with the command team of CANSOFCOM, including Major-General Peter Dawe, and had the opportunity to help host CANSOFCOM's Honorary Colonel Bill Graham during his visit to Garrison Petawawa. I also had a recent opportunity to speak at the squadron's Special Operations Tactical Aviation Course (SOTAC) Leadership Symposium, where I shared my thoughts on personal and professional leadership principles. This year's SOTAC course yielded a record number of graduates, which bodes well for building the squadron's capabilities. At the SOTAC graduation parade, the squadron had the opportunity to remember former Honorary Colonel Del Lippert, who passed away on December 11, 2018. The Del Lippert Memorial Award was given to the top SOTAC graduate, with the presentation being made by Del's grand-daughter and son.

As we look ahead to 2020, the squadron will continue with a high operational tempo, supporting a range of key missions. 427 continues to break new ground on many fronts and demonstrates, on a daily basis, the ethos of striving for excellence. I look forward to meeting many more Lions, both current and former, in the upcoming year.



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Membership policy 427 Squadron Association

The following is a list of the current membership categories: Charter Membership ,Life Membership ,Annual Subscription Membership , Honorary Associate Membership , Associate Membership ,Affiliate Membership and Association Partnership .For a complete definition of the categories please access the web site at: <http://www.427squadron.com> .

To apply for a 427 Lion Squadron Association membership or make a donation or bequest, please complete and mail the secure form which can found at <http://www.427squadron.com/membership.html>

Lost Trails—Mail “Returned to Sender (RTS)”

Please take a few minutes and check out the full membership list at

at http://www.427squadron.com/member_finance/member_list.html

Members we have “lost” have an RTS beside their name. If you can identify someone identified as RTS and know of an updated address or obituary please notify Dick (richmark@telus.net). Thanks to all those who have already assisted in identifying and locating members.

Moving ?

Please notify us of your new address and email if you move.

Email Dick at - richmark@telus.net

Or regular mail to:

Richard Dunn
 427 Lion Squadron Association
 1998 Ogden Avenue
 Vancouver, BC V6J 1A2

IMPORTANT NOTE

Any and all 427 Squadron members, Association members or not, deserve to have recognition of their service displayed on our website [Remember Page](#) as well as a notice appearing in ROAR. We depend on you to notify us if one of your comrades dies. Military record information is requested if available, otherwise as many details as possible.

Dick at richmark@telus.net
 Wayne at macway01@gmail.com

Financial Report for 427 Lion Squadron Association

Dick obviously cannot provide a year end report at this time but since we also will publish in May the newsletter then will include the full 2019 Financial Report.

427 Lion Sqn Assoc.	30-Nov-19	31-Dec-18	427 Lion Sqn Assoc. Balance Sheet	30-Nov-19	31-Dec-18
Income/Expenses			Assets		
Income			Assets		
Dividend Income	1,248.23	647.37	Cash and Bank Accounts		
Donations Received	100.00	500.00	Qtrade	7.20	0.00
Interest Inc	1.31	2.24	Vancity	550.72	1,805.63
Membership dues	100.00	50.00	Vancity Shares	5.10	5.00
Total Income	1,449.54	1,199.61	Investments	12,388.40	10,887.88
Expenses			Website Prepaid 2020	161.88	0.00
Administration			Total Assets	13,113.30	12,698.51
Bank Charge		24.16	Liabilities & Equity		
Pay Pal			Liabilities		
Website	<u>191.75</u>	<u>225.65</u>	427 Sqn NPF	965.00	965.00
Total Admin	191.75	249.81	Accounts Payable	0.00	66.94
Roar:			Cenotaph Insurance Fund	5,181.02	5,181.02
Postage	0.00	0.00	Loan Payable	<u>2,000.00</u>	<u>2,000.00</u>
Printing	<u>0.00</u>	<u>0.00</u>	Total Liabilities	8,146.02	8,212.96
Total Roar	0.00	0.00	Equity	4,967.28	4,485.55
Insurance Cenotaph	<u>810.00</u>	<u>810.00</u>	Total Liabilities & Equity	13,113.30	12,698.51
Total Expenses	1,001.75	1,059.81			
Total Income/Expenses	447.79	139.80			

Notes

There is a change of the Publisher/Editor for ROAR. LCol (ret) Dean Black has worked since 2015 publishing the newsletter. He has decide to retire from this task with thanks from the Association. Your new Publisher, as part of the Association, is [Wayne MacLellan](#) and Editor is [Beth Maclellan](#). ROAR will be published in the fall and spring beginning with this Issue.

The aim of ROAR continues to be a link between the operating squadron and past members. As one of our recently deceased WW II members , Ian Thomson, said “ I will not be able to represent our glorious squadron much longer but it has been a supreme honour to be a “Lion.” Many of us who served or “grew up” in the Squadron have wonderful memories of our time as a Lion. ROAR generally concentrates on historical stories/articles from the different eras highlighting the challenges and yes, even shenanigans, that surfaced throughout the 77 year life of the squadron.

Also please keep in mind that [LCol \(ret\)Ken Sorfleet](#) has a Facebook site up and running. It contains topical information surrounding the Squadron.

Lastly our [Membership/Treasurer Dick Dunn](#) request that you be aware of our membership categories. We welcome Associates. See Page 3 and sign them up.



Lieutenant General Donald Malcolm McNaughton CMM, CD -
1934- 2019

Don joined the RCAF in 1952 at age 18. By the end of 1953 he was instructing NATO student pilots. He remained Instructing until 1958 when he was posted to the F-86 Sabre OTU and subsequently to Air Division's #1 (F) Wing at Marville, France to serve with 439 Squadron. In 1963, he was returned to Canada and attended a Flying Training School at Gimli, Manitoba as Chief Standards Officer and then as the Officer Commanding of the new Tutor Squadron in 1965.

In 1966, having enjoyed 14 years in the cockpit, he was posted to the Canadian Army Staff College in Kingston. After graduation he spent two years on the staff of Mobile Command Headquarters and then he returned to the College to be a member of the Directing Staff for three years.

L/Gen McNaughton took the Kiowa course at Portage and the Huey course at Gagetown in 1972 before going to the UK to attend the RAF Air Warfare College for six months. He came back to Canada in the summer of 1973 and took command of 427 Squadron. Those were the early days for the Tactical Helicopter Squadrons and aircrew and groundcrew were a mix of ex Army, Navy and Air Force with an aircraft complement of six Hueys and eight Kiowas.

He was promoted to Colonel rank after one year in command and served in a series of positions: Mobile Command again, Deputy Commander of 10 Tactical Air Group, Deputy Commander of the Canadian United Nations Contingent in the Middle East and Base Commander of CFB Winnipeg. In 1978, he was Director General in the Air Branch in NDHQ and served there until 1981 when he became the Commander of 10 Tactical Air Group in Montreal. At that time, we had two CF-5 Squadrons, two Chinook Squadrons, and all the tactical Helicopter Squadrons. After one year in command, Don was posted to Air Command to be Deputy Commander, in which position he served for three years before becoming the Commander of Air Command for one year. Then he was off to Colorado Springs to be the Deputy Commander-in-Chief of NORAD for three years. He retired in 1989 after 38 years of service and 20 family moves. He and his wife settled on a 200 acre hobby farm near Perth.

In retirement, in addition to serving on Government Task Forces, he was Honorary President of the RCAF Association and the first Honorary Colonel of 427 Squadron. L/Gen McNaughton has had a most exciting and enjoyable career in the Canadian Armed Forces and the opportunity to meet a tremendously talented group of people.

Ed. Note: Gen. McNaughton was a Patron of the 427 Squadron Association for over twenty years.

Note

Throughout the Newsletter you will find highlighted web addresses. If you are receiving this via email or reading on the web site, you should be able to click on the highlight to open the web address. If you are receiving a hard copy through the post office you must copy and paste the address into the address bar on your browser to access the highlighted address.



Honorary Colonel Del Lippert - 2015-2018
D:December 11, 2018

After a short illness Del passed away suddenly at Pembroke Regional Hospital. In addition to his regular duties as the Honorary Colonel for the Squadron he took on the task of fund raising for a dedicated 427 Squadron Cenotaph. He along with his wife Mildred were the driving force which made the dream come true for a cenotaph dedicated to 427 Squadron members who have died in service since the inception of the squadron in 1942.

See Also:

<https://www.427squadron.com/remember.html#del>



MOFFATT, Roy Weldon "Weldy"

Roy Weldon (Weldy) Moffatt passed away on Sunday, October 27, 2019, at the age of 96 years. He was predeceased by his wife, Audrey Moffatt in 1995.

Weldy was born on September 23, 1923, in Regina, Saskatchewan. He completed high school at Balfour Collegiate before volunteering for the Royal Canadian Air Force. Weldy was trained as a wireless radio operator and achieved the rank of flight sergeant. He was assigned to Bomber Command Squadron 427 stationed at Leeming, in Yorkshire England. Weldy served in 1944 and 1945, completing 27 missions against heavily defended Nazi targets over northern Europe. He was presented with the distinguished flying medal and numerous other awards for his service. After the war Weldy returned to Regina and after upgrading his education through night classes, he served as production manager for Imperial Oil until they relocated. He

completed his career as an accountant with MacCosham Van Lines.

Throughout, Weldy was defined by his service to Canada in WWII. He was a proud member of the Legion and many other veterans' organizations, educating new generations as to the important history which he experienced firsthand. He travelled to Europe several times, where he represented Canada at various international memorial ceremonies. The most recent of these trips was in 2015. At the invitation of the Prime Minister of The Netherlands, Weldy joined a group of 58 veterans and travelled with his step-son Paul and Prime Minister Harper to commemorate the 70th anniversary of the liberation of The Netherlands by the Canadian military.



WILLIAM (Bill) HAMILTON BELL October 14, 1923 - November 24, 2019

Athlete, teacher, coach, husband, father and grandfather. Born in Yarmouth Nova Scotia, Bill was a proud WWII veteran serving in the RCAF assigned from March to December 1944 to 427 "Lion" squadron, part of the Canadian 6 Group stationed in Leeming, England. He served as a mid upper gunner on Halifax bombers and survived 34 operations with his fellow crewmen. After completing his tour of duty, he returned to Toronto and successfully tried out for the Toronto Argonauts and his name is proudly displayed on the Grey Cup three times. After his Argo football career he pursued his degree and teaching certification at Queen's University and re-located to the town of Lively, ON just west of Sudbury. He became Head of the Physical Education Department at Lively & District Secondary School.

Along with being an educator, he excelled in coaching and helping students develop their athletic potential. After a career in education spanning 30 years, He retired to a home on Irish Lake just outside Markdale, ON.

Summarized from the Globe and Mail November 30, 2019.



**Richard "Neil" Lakins
November 19, 2019**

Ed. Note: Part of a moving eulogy given by Neil's son George at his Memorial. The full text is at <https://www.427squadron.com/remember.html#lash>

In December 1952, age 21, he earned his private pilot licence but it wasn't until 1956 that he joined the RCAF. In May 1956, he started flying Chipmunks. Harvards would follow, and in 1957, it was on to jets, starting with the T33 and on May 30, his first flight in his beloved F86 Sabre. It proved a nimble partner for my father, but it could also be unforgiving, as he found out on August 9th of that year, when he crashed in Chatham New Brunswick. He walked away from the crash, but was injured quite seriously, and he didn't fly again until New Year's Eve, four and a half months later.

In May 1958, he was transferred to 3 (F) Wing, Zweibrücken, and 427 Squadron. His logbook makes for interesting reading at that point. Almost every page includes a clipping from Peanuts - the latest adventures of Snoopy as the World War I flying ace, and his continuing adventures in evading capture, and duelling with the dreaded Red Baron. There are also brief notes on key dates, highlighting the space race with orbiting satellites, dogs and chimps, and shortly thereafter, the names we've come to know so well, Gagarin, Glenn, Carpenter, Grissom, Cooper, Tereshkova. Also, Floyd Patterson's knock-out heavy weight victory, X15 speed records, Kennedy's inauguration, and his assassination, Roger Maris's 61st homerun. In June 1961, there is a curious gap of one week with no flights logged. A brief note in the margins explains, "married - June 2 & 3rd". On March 7 1962, it notes a particular highlight: his 1000th hour, and also, "it's a boy - George Wesley Lakins". On May 27th, 1963: "Nancy Beth - 7 lbs 14 ounces"

By then, we had moved to Chatham New Brunswick, and in the late summer of 1966 to Saint Hubert Quebec, Calgary Alberta in 1969, and finally, to Belleville & Trenton in 1973. After 4 years of recruiting, he was back flying again, now with 424 squadron, Search and Rescue. I suspect he appreciated the return to the air. In 1977, he retired to the reserves, working at the Search and Rescue Control Centre, and he, and my mom moved us to Foxboro, where they opened the "Old Cheese Factory" tea room and craft shop. Where ever they have gone, my parent's quick wit and easy humour have drawn wonderful friends who, I know, think of them as fondly as they are treasured by my parents.

To the end, dad kept his optimism and his humour. If Mary was his partner in crime as a boy, I've come to suspect that my wife Liette may have partially inherited that role of late. Only a few days before his passing, Dad opened his eyes and spotted her across the room and said, "Liette! Beer!" Who are we to deny such a request? We poured a small glass full and he had a small sip and tilted his head back, smiling and contented. "God that's good." After a few minutes when I suspected he had gone back to sleep I attempted to remove the glass, lest it spill. He opened his eyes. "Nice try", he proclaimed. While we stood around him, enjoying those times when he was present, he inquired as to whether he was giving a speech, and eventually pronounced us boring company.

See Also:

https://www.427squadron.com/news_file/2019/neil_lakins_memorial_pics.html

https://www.427squadron.com/history/sabre_albums/neil_lakins_album/album/index.html

https://www.427squadron.com/history/sabre_albums/neil_lakins_air_div_album/album/index.html

Notices about those below were received recently. To read their obituaries please go to:

<https://www.427squadron.com/remember.html>

Bill Grip—Sabre—d: September 13, 2019

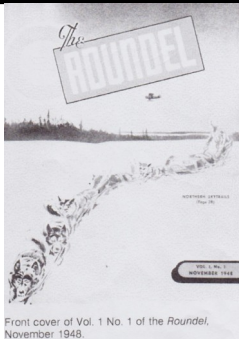
Bernie Hamel—CF-104— October 29, 2018

Garth Mahwhinney—Sabre—February 1, 2019

Chuck Reed—Sabre— February 6, 2019

Ian Thomson— WW II—d: May 18, 2018

Colleen Young—427 SOAS CO's Admin Assistant—November 20, 2019

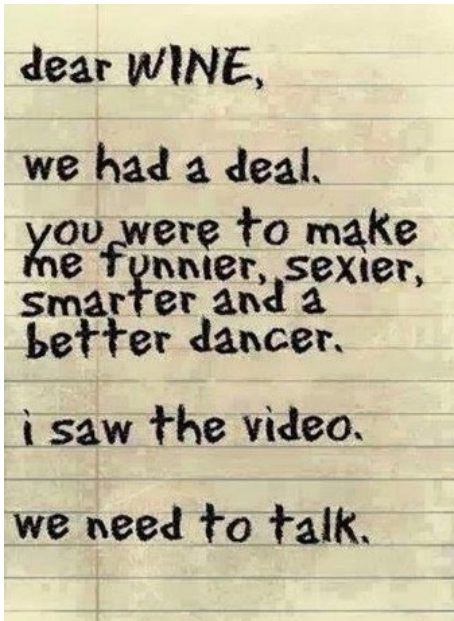


Front cover of Vol. 1 No. 1 of the Roundel, November 1948.

The Roundel

The premier edition of the Roundel appeared in November 1948. The RCAF's post-war monthly journal, it was to become to most serving members as much a part of the Air Force as Flight Sergeants and Harvards. Between its cover each month would appear some of the best historical items, current news, photographs and, perhaps above all humour. Humour in the form of Sgt. Shatterproof and the inimitable cartoons of Ray Tracy.

Grandmothers!?!



At one point during a game, the coach called one of his 9-year-old hockey players aside and asked, '

Do you understand what cooperation is? What a team is?' The little boy nodded in the affirmative.

'Do you understand that what matters is whether we win or lose together as a team?' The little boy nodded 'yes'.

'So,' the coach continued, 'I'm sure you know, when an out is called, you shouldn't argue, curse, attack the umpire, or call him a pecker-head, dickhead or a 'hole.

Do you understand all that?' The little boy nodded 'yes' again.

He continued, 'And when I take you out of the game so another boy gets a chance to play, it's not good sportsmanship to call your coach "a dumb ass or s'head" is it?' The little boy shook his head 'NO'.

'GOOD', said the coach.

'Now go over there and explain all that to your grandmother!'

All previous Volumes of ROAR from Volume 2 on are available at:

<http://www.427squadron.com/roar/roar.html>



CH-146 GRIFFON MODERNIZATION

By David Pugliese in espritdecors, Canada's foremost military magazine

The Griffon Limited Life Extension project will extend the service life of the CH-146 Griffon beyond the current estimated life expectancy, allowing it to continue to be relevant for support to the Canadian Army and Canadian Special Operations Forces Command (CANSOFCOM) units.

The life extension project is projected to allow the Griffon helicopters to continue to operate out to the 2030s, said Capt. Trevor Reid of the directorate of Air Force public affairs.

“The project will replace obsolete cockpit instruments and avionics with components that are supportable to the mid-2030s,” Reid noted. Adaptation and integration of existing avionics and electronic flight instruments in the aircraft will enable an extension of the life of the Griffon. The CH-146’s flight simulators will be modified to conform to the fleet. Finally, the project will ensure integrated logistic support, supply of initial spares and training, Reid added.

The anticipated timeline is as follows:

- 2018—Definition Approval
- 2020 — Implementation Approval, Request for Proposal Release, Contract Award
- 2020-2025 — Initial Operating Capability for Life-extended Griffons
- 2026— Final Delivery

It should be noted that this project has been delayed from its previous schedule. In 2015, the RCAF put definition approval for 2016. In addition, implementation, issuing of an RFP (request for proposal) and awarding a contract were all to be done in 2018. Final delivery of the upgraded helicopters was to have taken place in 2024 under the old schedule.

The preliminary cost estimate for the project has also climbed. In the Defence Acquisition Guide (DAG) 2015 the cost was put at between \$500-million and \$1.5-billion. But in DAG 2016 that price tag was set at “more than \$1.5 billion.” DAG 2017 has not yet been released so it is unclear whether the cost will continue to increase.

Helicopter Demonstration Teams

How’s your knowledge ?

1. How many different named helicopter demo teams did Canadian forces have since the first RCAF helicopter arrived in 1948?
2. What were their names ?
3. What different rotary wing aircraft types did they use ?
4. Between what years did they operate ?

Ed. Note: So you are able to go to sleep tonight , the answers are on page 20

Medium-Lift Helicopters in Afghanistan “ CASR Op-Ed “ November 2010

The Canadian American Strategic Review was a “think tank” located at Simon Fraser University which shut down in 2016 . This op-ed was found in our archives and edited here, because of space, for your interest. Comments and opinions belong to the authors. The unedited Op-ed is available at :

https://www.427squadron.com/news_file/casr_op_ed_heli_2010.html

Canadian Medium-Lift Helicopters in Afghanistan ” Five Years Later Updating Hillier's Hopes for 'Honking Huge' Helicopters for Kandahar - CASR

By Dianne DeMille & Stephen Priestley

A little over five years ago, CASR staff reviewed the medium-lift helicopter options available to then Chief of Defence Staff, General Rick Hillier on the eve of the Canadian Forces' combat deployment to Kandahar. That combat mission is now six months from completion and leased Russian choppers flown by Canadian Forces aircrews have put medium-lift helicopters back in the headlines again. It is time to update that October 2005 Canadian helicopter options review.

In September 2005, then-Minister of National Defence, Bill Graham, acknowledged that the CF would not have all of the equipment it needed for the deployment to Kandahar. Some of these needs would be met by Immediate Operational Requirement equipment purchases. Such IORs circumvented much of the defence procurement bureaucracy but also the competitive bidding. As such, IORs put equipment in the field rapidly (RG-31 Armoured Patrol Vehicles and M777 howitzers being the best examples) but, without competitive bidding, this approach to military procurement also became a political football for opposition parties and a target for the OAG.

Other than blast-resistant vehicles, medium-lift transport helicopters were the critical missing element for the February 2006 deployment. MND Graham assumed that the needed helicopters "will be furnished either by the Dutch, the British, or the Americans, or by other allies." Such a helicopter 'pool' was formed to meet NATO/ISAF transport requirements. But, even now, the NATO/ISAF troops remain short of medium-lift helicopters. The outgoing Liberal government had little choice but to rely on Allied assets. By the time the Canadian troops were fully-operational in Kandahar, Stephen Harper was Prime Minister. The incoming Tories also preferred relying on our Allies for tactical helicopters until CF Chinooks. Nonetheless, their decision was made—wait for the CH-147F.

With the full benefit of hindsight, 2006 procurement priorities now appear somewhat bizarre. In place of transport helicopters, DND and Canadian politicians were obsessed with getting G-wagons into service. Once the extreme vulnerability of such utility vehicles was revealed, the tactical advantage of getting Canadian troops off of IED-lined Afghan roads should have been apparent. Content with using that NATO/ISAF helicopter 'pool' to transport CF troops in Afghanistan, the Harper government proceeded with a long-term solution, its Medium-to-Heavy-Lift Helicopter Project. Due to what has been described as DND's 'platinum plating' of the MHLH requirement, the entire project is now running years behind schedule. However, in relation to the helicopter reducing risks to Canadian troops in Kandahar, this is a moot point. The new Canadian CH-147Fs were not intended to enter service until 2010 anyway.

CASR Op-Ed continued.....

Meanwhile, a year into the Kandahar deployment, the Canadian casualties from roadside IEDs were increasing. So were demands for access to ISAF's helicopter pool “ the casualties of our Allies had also been growing.” With the PR value of that MHLH ACAN announcement fading, the Harper Conservative were forced to look at interim alternatives for medium-lift helicopters. But serendipity appeared on the horizon. Canada was offered CHAPS-rebuilt CH-47Ds in 2006. These were declined.

Peter MacKay became Stephen Harper's second MND in August 2007. His helicopter priority was convincing the US Army to allow Canada to jump the queue on CH-47Fs. . Another two years would elapse before an interim solution appeared. This was six, in-theatre CH-47Ds purchased from the US Army. The Chinooks were handed over to a new Canadian air wing at Kandahar (JTF-Afg Air Wing aka TF Silver Dart) and became fully operational in early 2009. JTF-Afg Air Wing “ staffed by both Army and Air Force personnel “ would be comprised of the six used Chinooks (redesignated CH-147D by DND);” eight CH-146 Griffons (armed with Miniguns) to escort the transport helicopters; and six civilian-flown, Russian-built Mil Mi-8T helicopters leased to transport supplies only. Staff of the new air wing were justifiably proud of their accomplishment and the Chinooks were the undeniable stars of the show.

The Mi-8Ts did add to the available pool of medium-lift helicopters but lacked prestige. These leased transports were flown by foreign civilian aircrews on restricted missions. That was one reason for their low profile. The other was that DND was offered more advanced Mi-17-V5s by a Russian trade delegation to Ottawa back in May of 2006. The Russian offer was not so much declined as ignored. No DND personnel even showed up for the delegation's presentation. With that history, it was puzzling when Mi-17-V5s with CF serials appeared in May/June 2010.

It turned out that 4 new Mi-17-V5s had been leased by DND and were being flown by Canadian Forces crews on combat missions in Afghanistan. Nothing was said about these DND-designated CH-178s until the media began asking questions about the nature of the lease. Missed in all of this was that Canada had, at long last, added numbers (as opposed to just aircrews) to that NATO/ISAF medium-lift helicopter pool.

Fast-Forwarding to a Future that Looks an awful lot like the past “ DND Procurement 2010” . After five years, Canada has added four aircraft to the existing pool of NATO/ISAF medium-lift helicopters. CF personal also took over operation of another six, in-theatre transport helicopters (of which five survive). Members of JTF-Afg Air Wing are justifiably proud of their achievement and of their helicopters. That both DND and the Harper government have failed to promote the CF's achievements to the Canadian population says a great deal more about bureaucratic priorities than military limitations. No-one in the Canadian Forces wants to see a return to days of do-more-with-less on minging budgets. Ironically, that's conditioned CF members to hold out for the best regardless of the increased dangers to be faced while waiting. Unfortunately, that also dovetails perfectly with the proclivities of bureaucrats.

The implication is that neither bureaucrats nor defence ministers have the tactical advantages of effective military procurement as top priorities. But that is politics and there is little hope of a cure.

The real question is: What can be done to remedy the procurement quagmire ?

Gathering of the Lions—2019

Another successful GoL was held November 1 and 2. Although we missed the Friday night gathering we understand it was very successful and many “Lost Trails” cases were solved by the attendees while also enjoying the company of the present day squadron.

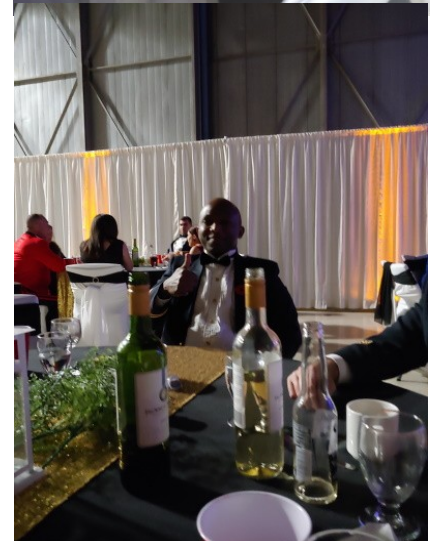
Saturday was the formal Gala night which took place in 2 Hangar, the Squadron's home hangar. Our evening began when we were greeted at the entrance by Captain Eric and Corporal Sean who checked us in and then directed us to the Squadron Canteen where pre-dinner drinks were available from a pay bar. It was a formal affair and everyone was dressed for the occasion. Nevertheless, in the canteen reunions were renewed and new acquaintances made in the relaxed atmosphere. Now retired Luc Vermette and Steve Marinelli were two “old” acquaintances from previous GoLs that we met and chatted with.

At 1915 everyone was invited to proceed to the dining area with strict instruction not to travel outside the route from the canteen to the dining area. The hangar area was decorated with white curtains surrounding the walls of the hangar and back dropped by the CH146 Griffon. Twelve tables, each seating eight, were the setting for the buffet dinner. Each table was nicely decorated as can be seen in the photos below and came equipped with a bottle of red and white wine.

The buffet was varied, plentiful and tasty. We were organized table by table to take advantage of the great food. Around the hangar floor inside the curtains, smaller tables were set up to accommodate people once the dining tables were removed and dancing began. A DJ was in place for the music and dancing,

At our table we joined WO Jamie and his spouse Amanda as well as Captain Olivea, who is in charge of Squadron maintenance.

A very pleasant evening with enjoyable dinner companions.





Excerpt taken from Larry Milberry's excellent book "Sixty Years-The RCAF and CF Air Command 1924-1984"

CF-104 ERA

The Air Division was established in 1962 with eight CF-104 Squadrons four fewer than in Sabre and CF-100 days. Six were to be strike and two recce units. Beginning October 18, 1962, Hercules from 435 Squadron began ferrying CF-104s from Cartierville to the

Air Division. In all, 139 CF-104s were delivered on this operation known as Rho Delta. All Squadrons were up to strength within 16 months of 427 setting up shop in Zweibrücken in December 1962. Squadrons settled into their routines and were soon known throughout NATO as outstanding operators, continuing the Air Div's tradition of excelling in NATO's competitions.

First CF-104 427 Squadron—1962

Back row from left: F/Ls Firth, Prescott, Schneider, Hutt and Westphal
Front: F/Ls Dahl, Joy, S/L Annis, W/C Middlemiss, F/Ls Nicholson, Tousignant, McKay



But at home, political wrangling continued about the RCAF's nuclear role. No Canadian political party was pro-nuclear, and Prime Minister Diefenbaker vacillated about acquiring warheads for either the 104 or the Army's Honest John artillery rockets. The building of the Berlin wall beginning in 1961 may have helped sway Canada toward a more sympathetic nuclear policy. So may the Cuban missile crisis the following year and a sharp reprimand in 1962 from NATO supreme commander, General Norstad, who publicly accused Canada of not living up to vital NATO commitments.

CF-104 ERA continued

However, the Conservative government under Diefenbaker still delayed and its pro-nuclear defence minister, Douglas Harkness, finally resigned in disgust. The next day the government fell. On April 8, 1963, a new Liberal government under Lester Pearson was elected which promised to go along with NATO's defence strategy.

Further squabbling lay ahead. In March 1966 President de Gaulle announced that France was withdrawing from NATO's military command, and unless Canada's US controlled nuclear weapons were placed under French jurisdiction, the RCAF would have to get out of France. This was not an acceptable offer, so in April 1967 Nos. 439 and 441 Squadrons of No. 1 Wing left Marville and moved to Lahr. Soon the Air Div was reduced to six squadrons as Nos. 434 and 444 Squadrons were both disbanded. The chief reason given was attrition of the CF-104 fleet. Perhaps more than anything, this was a budgetary move on Ottawa's part. Others felt that the reduction in size of the Air Div was part of the Trudeau government's policy which seemed to oppose Canadian involvement in NATO. Trudeau's feeling seemed to be that Canada's CF-104s represented a provocative element in Europe, and that such a force should not be supported.

Cuts in the CF-104 force were not yet over. Following unification, Zweibrücken was closed on August 31, 1969, another austerity move. Then in 1970, the Air Group (as the Air Division was called following 1968) was halved as Nos. 422, 427 and 439 Squadrons were disbanded,

Leaving only 421, 439 and 441 with bases at Lahr and Baden-Sölligen, all in the attack role. The seventies were to bring another major change in Canada's NATO force: the nuclear strike role was finally abandoned as Trudeau moved toward his goal of a totally non-nuclear armed service for Canada. The Air Group adopted a conventional strike role with emphasis now on such weaponry as iron bombs, cluster bombs and air-to-ground rockets like the Canadian developed CRV-7. As well plans were made to retrofit the CF-104s with the famous Vulcan 20mm Gatling. Once again, the Canadians made a smooth and professional transition and quickly becoming the "top guns" in NATO in conventional strike. And once again, the versatile old CF-104 proved itself equal to the task. It had long been recognized as a very efficient low-level strike "platform," a role in which its pilots couldn't have been happier.

The only problem was that the 104s age was beginning to show, and maintenance was becoming more and more costly, including major refits at Northwest Industries in Edmonton. Also the fleet was dwindling in size. On June 9, 1981, the 100th RCAF CF-104 crashed. The 439 plane had met its nemesis --- a bird. Both pilots ejected safely. Now the fleet was well below 100; while 239 planes had been acquired, half had crashed, others had been cannibalized after Cat B accidents and over 40 had been sold as "surplus" to Norway and Denmark.

Come the eighties, the Air Group was crying out for a new fighter.



Sabre F-86 ERA

Tanks for the Memories

An excerpt from The SPAADS Storybook compiled by Eric Mold (427) and written by Pat Patterson (435)

I remember the good old days in the 50s and 60s. When we were lean, mean, green, teenage fighter pilots flying that great old sword. We were young and in some cases, a bit inexperienced , but we

were always full of piss and vinegar. Ready to take on anyone in the on-and-going game of one-upmanship. We competed with each other to see who was the best fighter pilot in the sky. One of the things that everyone competed in was the ability to fly the tightest overhead circuit. This was almost a standard procedure at the Canadian wings. But whenever we went to Decci we were tops in comparison with the Germans and Italians. We would demonstrate our superior flying ability and put the pilots of those other countries to shame. The Germans flew the F-84, and it was not such a maneuverable plane there wasn't much competition from them. But the Italians flew the F-86, as we did, but nowhere near our standard. They flew such wide circuits, they even flew outside the German F-84 on the downwind leg. But they all wanted to fly like Canadians.

One day we were all lounging around at the squadron operations area. Some of the guys had their G-suits off and were lying around in their "gautchs" catching some rays off old Mediterranean sun. We gazed skyward watching a returning Italian section shoot a rather loose and ragged circuit. We made rude remarks about the poor flying ability of the Italians. A little later, along came an F-86 fitted with long range tanks pulling the target flag that the previous Italian section had been firing upon. He came around and dropped the flag in the pickup area and then instead of doing a closed pattern he flew out to initial for another run in, and an overhead break.

Here he comes, he hits the brakes, rolls on a bunch of bank, drops the nose and pulls that sucker around to line up beautifully with the runway. Great work! Even the Canadians are impressed. This guy can really fly. From a very tight downwind position he rolls out on final, lowers the flaps, crosses the threshold, flares and greases that beautiful Sword so carefully, so delicately, so professionally right on its 100 gallon drop tanks. We all cheered as he left a rooster tail of sparks and ground to a halt in the middle of the runway. The poor guy was working so hard doing a tight circuit that he forgot to lower his landing gear. When you're hot, you're hot. When you're not, you're not. The pilot went from hot to not in less than a minute.

Whoops ! Forgot to listen out on 121.5

Another story from The SPAADS Storybook compiled by Eric Mold (427) and written by Buck Arnold (444)

It was May 14, 1956 and exercise Weaponfire III was drawing to a close in Rabat. The external fuel tanks had to be remounted for the ferry flights back to 4 Wing and they had to be air tested for proper feeding. It was a beautiful day but to shorten the flight I decided the two plane

Whoops ! Forgot to listen out on 121.5 continued

section would initially stay low so as to increase the fuel flow, these were the large size drop tanks, so I set a heading of north. The sights were very memorable, especially where Africa and Europe nearly but actually never meet. Gibraltar stood out so we couldn't resist making a low pass over it before heading south and climbing to height. We were at 50,000 feet when we spotted two F-86 Dogs carving in on a quarter attack but as they were 15,000 feet below us we just pressed on.

When we landed we were personally met by our Boss, S/L Laurence, who wasn't very happy. In those days there were several USAF bomber bases active in Morocco and they had brought their fighter defences with them. We had triggered the North African ADC alert, causing them to scramble while a phone search was busily going on. The only common frequency we had then was 121.5 which we had neglected to monitor. There wasn't any harm done Bud lost a few more hairs and we ended up somewhat wiser. All of us were proud of how the Mark VI could perform.

Attacking with a 4 plane

You want to get everybody to a position where they can attack, with the maximum of surprise, minimum of maneuvering and retaining full defense capability.

The idea is to attack continuously. As the lead closes in, the target turns into the attack. The lead yo-yos allowing No. 2 to press the attack and if No. 2 has to yo-yo then the lead could drop back in or No. 3 could press the attack since all are in the cone behind the target. If the lead wires the target, No. 3 now takes the offensive. All other aircraft should be in front of him and he must pick the one which will endanger a friendly aircraft the soonest, this should be the nearest one to him. If the enemy section decides to attempt to defend their endangered member they must slow down and/or get to the outside of the turn. This must put them in a dangerous position in front of No. 3.

Ed. note: An excerpt from "Tips from an Old Lion" by F/O Keith M. Rattew circa 1958 as an addendum to "The Fluid Four - High Level battle tactics developed by the USAF as the result of experience in the Korean war". Both handouts as well as "Day Fighter Operations and Tactics" were required reading for "sprogs".

Pithy Sayings

- A clear conscience is usually the sign of a bad memory.
- You do not need a parachute to skydive. You only need a parachute to skydive twice
- The voices in my head may not be real, but they have some good ideas!
- Always borrow money from a pessimist. He won't expect it back.
- Why does someone believe you when you say there are four billion stars, but check when you say the paint is wet?
- Women will never be equal to men until they can walk down the street with a bald head and a beer gut, and still think they are sexy.

``Locked on`` Somewhere in Germany—1961



HEAVY BOMBER ERA



The diary of 427 Squadron yields many instances of damage inflicted by bombs and “friendly fire”. On the night of December 29/30, 1943, during a raid on Berlin, F/L F.H. Murray (pilot Trinidadian in the RCAF) had just dropped his bombs when those of another Halifax, some 1000 feet higher, came whistling by. His tailplane and starboard wing were hit by incendiaries and the starboard aileron bent. The Hali lost 2000 feet in a spiral dive; on the homeward flight

it listed sharply to one side. It then ran into a flak barrage and suffered more damage. Murray could not take evasive action without risking total loss of control. Strong headwinds also hampered their return, but he finally landed at a coastal airfield. Six months later he received a DFC.

A similar incident occurred the night of February 20/21, 1944, P/O A.G. McAuley was piloting one of 427’s Halifaxes. They had just bombed Stuttgart when incendiaries from a Lancaster above tore three gaping holes in the port wing and started a fire in the starboard one. They dived 3000 feet before the flames could be extinguished. Even so, the crew counted itself lucky; behind them they saw a Lancaster hit by incendiaries and explode with the full force of its own bomb load. McAuley later received a DFC for skill in bringing his aircraft home.

P/O Harrold E. Holland was another 427 pilot to have such an experience. On the night of March 15, 1944 his machine was almost simultaneously hit by flak and 4 lb incendiaries from another bomber; one of the deadly little missiles was still lodged in a wing when he landed.

Halifax U/427 (F/O L.E.J. Murphy of Ottawa, skipper) may have been hit by something heavier during a raid on a French target. The unit diary reported: “Aircraft damaged by bombs dropped from above. Holes through fuselage behind mid-upper turret and through starboard mainplane.” The incident was scary, but it did have a happy result. Eight days later during a Royal visit to Leeming, the King and Queen inspected the aircraft and heard the full story from Murphy himself.

This article and the following are from Larry Milberry and Hugh Halliday’s excellent “Royal Canadian Air Force at War 1939 -1945”

The Armourers

Then there were the ground crews who handled bombs, mines and ammunition. In November 1943 an RAF staff officer, describing the evolution of aerial ordnance, wrote: “ Behind all this progress there is always the Armourer and the Armourer’s Assistant - the man who prepares and hangs on the bombs, cleans the guns, services turrets and loads ammunition into the aircraft. His onerous task gets harder and harder, and to be “bombed up in time” is his slogan. Satisfaction comes when the last aircraft is off and the Armourer rightly considers his part

The Armourers continued....

played and shared with all other technical staff who have completed their work before him.”

In May 1945 an officer in 6 Group wrote with less rhetoric and more substance: “A moment’s diversion into the realm of simple statistics reveals the magnitude of the task of operating bombers in an all-out tactical role. A station of forty aircraft is called on for a load of 18 x 500 lb MC bombs; that is, 720 bombs have to be prepared, fused, transported and hoisted into the aircraft. In addition, the depleted bomb dump stocks have to be replaced. At the same time that preparation for the operation is proceeding, new stocks of bombs must be hauled in by road Transport from the Maintenance Units and unloaded into the waiting bomb dumps. A typical day’s handling for the Armourer and Armament Assistants is often over 1000 bombs or over 500,000 lbs. This in itself represents a tremendous days work, to say nothing of the fact that the bombing-up operation is often as not a race against time-often only five hours- between bomb-load warning broadcast and take-off.”



The range of ordnance carried by BOMBER Command by 1943 included everything from 40 lb general purpose bomb to the 22,000 lb “Grand Slam”. MC is medium casing. HC is heavy casing. (DND RE4188-2)

The work of armament personnel was delicate, dangerous, yet unspectacular. Only rarely were they singled out for distinction. An instance of this was P/O Robert E. Young of 425 Squadron, who was awarded an MBE on July 13, 1943: “On three occasions this officer who is employed on armament duties has displayed outstanding gallantry and coolness in the face of imminent danger. In February 1943 he supervised the demolition of a 500 lb bomb which had dropped by accident on the airfield and a few days later he rendered harmless two mines when the aircraft carrying them crashed while taking off. In similar circumstances Pilot Officer Young dismantled a 4000 lb bomb within five minutes of the crash.. This officer has set a splendid example and has shown little regard for his personal safety.”

Bombers often returned to base still carrying a full load of bombs. This could be on account of the aircraft having to return with mechanical problems, or not having been able to bomb the target (which was sometimes obscured by cloud). Now the Armourers had to off-load the bombs. At other times aircraft landed with “hang-ups” part of the bomb load that had failed to release. Dealing with these bombs could be straightforward but was also very dicey.

Ian sent us this email back in April 2014....

My name is Ian C. Thomson, formerly a pilot with 427 Sqdn., flying out of Leeming, Yorkshire, in 1944. Ted Hessel's interview (ROAR, November 2013) with Allan Todd made me check my log and there they were, two (2) Ops to Duisberg, on Oct. 14th, 1944. We carried out a daylight raid, first, and were sent back, immediately, to carry out a second raid.

[See:https://www.427squadron.com/history/wartime_logs/oct_1944.html](https://www.427squadron.com/history/wartime_logs/oct_1944.html)

I can't recall if we had time for a meal of any kind but I know it was an almost immediate return to the same target, Duisberg. On the daylight raid my aircraft carried nine (9) 1,000 lb bombs and two (2) 500 lb bombs. On the first raid we were hit by FLAK and a bit of it hit me on my noggin which made me grunt. It scared the bejeezus out of my Bomb Aimer because after it hit me and made me grunt, it hit his foot, as he was lying prone, trying to hit the target. The Master Bomber of the day, knowing we could not hit the target because of cloud cover, gave us the order "Freehand" which meant we could hit any target of opportunity. My Bomb Aimer laid a lovely stick across some Jetties we could clearly see so I felt we'd had a rather good result. On the second raid we carried the same load of bombs. My log says "Searchlights were clueless." I didn't have any trouble avoiding them that night! I reckon the "Window", etc., that had been dropped was sufficient to give the enemy a lot of trouble with their radars which led to my conclusion that their radar was clueless. I apologize for my long windedness but wanted to add something relating to his story.

F/O Ian C. Thomson -Blue Skies and Tail Winds to all!

Ed. Note 2014: Ian continued "Dec 31, 2013 is my 91st birthday so I'll not be able to represent our glorious squadron much longer. It has been a supreme honour to be a "Lion". My personal "roar" isn't nearly as strong as it once was but I can still throw my head back and try ! ROAR !!!!! I would be remiss if I did not take time to forward all my very best wishes to all my fellow Lions to enjoy a peaceful Christmas and terrific New Year.

Ed. Note 2019: Ian Passed away May 2018, age 95. See his obituary

on our [Remember page](#)

For a man who can't fly.....

A man gets to his plane seat and is surprised to find a parrot strapped into the seat next to him. Once in the air, the stewardess comes around and the man asks her for a cup of coffee, whereupon the parrot squawks, "Bring me a whiskey, witch."

The stewardess, somewhat flustered, brings a whiskey to the parrot, but forgets the coffee. When the man points this out to her, the parrot immediately drains its glass and yells, "Get me another whiskey, witch."

Quite upset, the stewardess returns shortly with a whiskey for the parrot, but still no coffee for the man. Unaccustomed to such slackness, the man decides to try the parrot's approach.

"I've asked you twice for a coffee, witch, now go and get it for me."

In a couple of seconds, two burly stewards arrive, grab both the man and the parrot, take them to the emergency exit and toss them both out of the airplane. As they're falling toward the ground, the parrot turns to the man and says,

"You know, for someone who can't fly, you're kind of a mouthy SOB."

Helicopter Demonstration Teams Answers to the helicopter quiz !

1. four
2. The Hillers, The HS50 Sea King Team, The Green Gophers and The Dragonflies
3. Hiller CH-112 Nomad, Sikorsky CH-124 Sea King, Bell CH-136 Kiowa and Bell CH-139 Jet Ranger
4. 1971 to 1983

Thanks to Dan Dempsey and his "A Tradition of Excellence" documenting Canadian military demo teams.

Stories/Biographies/Books Wanted

We need your input. Consider sending your stories, biographies, books or photos. As little or as much as you want. Check out the current stories at:

<http://www.427squadron.com/memoir.html>

There are spouses who had to follow partners around for a number of years throughout a military career and who had to keep the home site operating while the significant other was on assignment halfway around the world for a number of months. You have a story too. Let's have it.

All posted mailed material will be returned to the sender.
Email—macway01@gmail.com and request address