

THE LONDON LINK



427 (LONDON) WING — AIR FORCE ASSOCIATION OF CANADA
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Olympic Golden Memories

ON FRIDAY, FEBRUARY 7TH, the 427 London Wing celebrated Andy Gilpin Day! Andy was a member of the Canadian ice-hockey team that won the Gold Medal for the Canada at the 1948 Olympic Games. This celebration came on the 66th anniversary of that historic event and coincided with the opening ceremonies of the 2014 Sochi Winter Games, where our boys remained Golden!

Gilpin, now 93 years old, was a member of the team dubbed the “RCAF Flyers”, who, on February 8th, 1948, won a narrow victory over Team Czechoslovakia to take the Gold Medal at St. Moritz, Switzerland. The RCAF Flyers were selected from RCAF stations across Canada and were coached by Ottawa Senators coach, Georges “Buck” Boucher and his son, RCAF Sergeant Frank Boucher.



Our “Andy Gilpin Day” luncheon was hosted by fellow members of the 427 London Wing. In addition to the members of his family and friends who were present, representatives of Hockey Canada and the Ontario Hockey Federation attended and made presentations in his honour. Andy is one of less than a half dozen hockey players of the 1948 Olympic team who are still alive.

“Andy is a veteran and a regular member of our Wing since 1992,” says Wing president Rene McKinnon, “and it seemed fitting that with all the attention focused on the Olympic Games in Sochi, Canada’s past achievements in hockey - and the players - should be remembered and celebrated as well.”

See pg. 6 for Andy’s story, and the start of a several part series about the RCAF Flyers on pg. 11, as published in Airforce Mag.

Heritage Fund Recipient

We’re happy to report that the Spirit of Flight Museum, located here at the 427 London Wing headquarters, is the recipient of a 2014 London Heritage Award. This award is granted by the Architectural Conservancy of Ontario (London Region Branch) & Heritage London Foundation. In their words:

“We are delighted to inform you that you are a recipient of one of our 2014 Heritage Awards. We are presenting this award to you for your creation of a new museum, dedicated to highlighting all aspects of the London region’s civilian and military aviation history, and for repurposing the space originally built as a wartime airman’s canteen.”

The award was presented to President Rene McKinnon, Mary Watson and Michael Adams at an event on February 20th, held at the Elsie Perrin Williams Estate. The Wing also received a New Horizons Grant of \$25,000 to use towards the betterment of our facilities and many other exciting opportunities related to the museum. More information to follow.



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AIR FORCE ASSOCIATION OF CANADA (AFAC) MISSION STATEMENT

The AFAC is a national aerospace and community service organization to:

- Commemorate the noble achievements of the men and women who served as members of Canada's Air Forces since its inception;
- Advocate for a proficient and well equipped Air Force; and,
 - Support the Royal Canadian Air Cadet program.

427 (LONDON) WING EXECUTIVE COUNCIL (WEC) JULY 1ST 2013 – JUNE 30TH 2014

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CF Liaison Officer	Capt Ali Ullah		ali.ullah@forces.gc.ca

250 Feet² for Rent at 427 (London) Wing – This includes two rooms with a bar, kitchen facilities and lots of parking. This clean, attractive setting is great for business meetings, small weddings, family gatherings, holiday events, musical concerts or any type of event you'd like to have. Holds 125.

- Rental rates start at \$200
- Catering **IS** an option! Call Flo at 519-455-0430 for more information.



In Memory of Andy Gilpin

Andy Gilpin passed away on Saturday, March 1st, just as this issue of the Link was getting ready for publication. Andy lived a full life on and off the ice. He enjoyed meeting people and speaking about his hockey experiences. Most of all, he loved to skate and his example encouraged others to enjoy exercise and to take advantage of their strengths.

His many companions at 427 can take some solace in knowing that the Wing took the recent opportunity to shine a little light on his life. “Andy Gilpin Day” brought together his family, friends and people from the community who didn’t know they would be his friend until they met him that day. He was gracious to everyone he met and humbled by the praise he received.

We extend our sympathies to Andy’s family and his many friends. Perhaps it will be comforting to know that facts and photographs of his career, contained in the archives of Hockey Canada and elsewhere, will be viewed many times in the years to come. He will be missed, but never forgotten.

Details about Andy’s memorial can be found in the London Free Press.



Per Ardua

SHORTLY AFTER FIVE O’CLOCK in the afternoon of July 13, 1912, a spirited young London, Ontario socialite named Dora Labatt climbed into a new Wright Brothers built bi-wing/hydroplane (seaplane) parked a little distance off the beach at Port Stanley. After a take-off run of about 200 yards, the machine lifted into the air over Lake Erie. At that moment Miss Labatt made history as the first London woman to take flight in an aeroplane. Thousands of spectators from London, St. Thomas and other cities and towns in southwestern Ontario, who were watching from the beach, gave her a tumultuous round of applause upon her return where she announced, “I didn’t feel a bit afraid.”

Remarkable though the event may have been for Miss Labatt, even more remarkable was the man she sat beside during the flight. He was a 23-year-old American named Walter R. Brookins, a long-time student and friend of the Wright brothers. As one of the early exhibition flyers in America he set world records for altitude, cross-country flights and endurance flying, and was a pioneer in corkscrews and other stunt flying. At the age of 21 he became the first person in the world to fly to an altitude greater than one mile – a measured 6,175 feet.

Brookins was a natural pilot. Taught to fly by Katharine Wright, the sister of the Wright brothers, he soloed after just two and one-half hours of demonstration. He became the Wright brothers’ first instructor and first pilot trained for their Exhibition Team. Early aircraft manufacturers created such teams to compete in “meets” to promote the sale of their aircraft. Such a meet held August 19, 1910 in Boston, Massachusetts, featured 17 aviators representing eleven different types of aircraft, vying for \$40,000 in prizes. In addition to Walter Brookins, the fliers at this meet included such now-familiar names as Glen Crutiss, A.V. Roe, Charles Willard and Dr. William Christmas.

Prior to setting a new record for altitude, Walter Brookins had set a new world’s record by reaching 4,380 feet at a demonstration at Indianapolis on June 14, 1910. Much of his training and early flying was done at the training school built by the Wright brothers after they relocated from Dayton, Ohio to Montgomery, Alabama. The site eventually became part of the present-day Maxwell Air Force Base.

In addition to flying passengers such as Miss Labatt throughout the United States and Canada, Brookins used his skills to demonstrate how aircraft could be used against naval vessels by dropping bombs on an imaginary enemy ship. His visit to Port Stanley was deemed by the local newspaper to be the most noteworthy event ever held in that area.

Born in Dayton, Ohio in July 1889, Walter Richard Brookins was the eldest of the four children of Noah and Clara Brookins. He died in Los Angeles on April 29, 1953 at the age of 64. You can visit his gravesite by passing under the impressive “Portal of the Folded Wings Shrine to Aviation” at the Valhalla Memorial Park Cemetery, 10621 Victory Boulevard, Los Angeles, California.



Air Cadet Update

GOOD DAY TO ALL! I have a couple of updates regarding 201 Squadron happenings over the past couple of months.

The Legion has donated \$4,000 to 201 Air Cadet Squadron, a portion of which is our contribution to help support their squadron activities.

We also had the pleasure of helping the 201 Squadron purchase new goalie gear for their hockey team. See the dapper cadet to your right.

Rene was also invited to be Reviewing Officer in February and learned a lot about the review process.

*-Jack Clark, CD
Past President*



above (left to right): WO1 Jesse Miller, Rene McKinnon, WO2 Thomas Loghrin, WO2 Gregory Robinson, Lt(N) Richard Fortin. Promotions to WO2 made during our CO's parade



above: WO1 Cadet Sims sporting the new Goalie gear purchased by 427 Wing. Thank you for your support!

Donated Chair

YOU MAY REMEMBER THAT LAST FALL we received a donation of an "ejection seat" style arm chair from Mr. Wilson Boynton, who's father was a past member of the 427 Wing. After much consideration, it was decided that we would donate the chair to the London Chapter of the ALS Society.

right: President Rene McKinnon presenting the seat to Charlene, Regional Manager of the Thames Valley London Chapter of the ALS Society.



Treasurer Terry

DESPITE MANY ACTIVITIES at the Wing, revenue has been lower than expenses, due mainly to some extra expenses caused by weather, but things are looking up!

Wellness Report

WELLNESS COMMITTEE REP., Sam Newman, has visited with the following members over the past little while:


George Hexter, Gus Cameron, Marg Byrne-Daniel, Des Dessert, Jackie Lownie and Rick Holland




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Notes From The Secretary

WRITING THIS ON FEBRUARY 10TH – Canada currently has 5 medals in the Olympic Games in Sochi, Russia and tomorrow is budget day in Canada. How did you like the ice skaters? The opening ceremonies? Budgets and Olympic stars are woven in the items below:

- Andy Gilpin is the Wing hockey star with a special luncheon held in his honour on Friday February 7th. Other stars included the organizers Reg, David and Rene.
- We need more star volunteers to help on committees and occasionally assist on special projects. One new star is Fred Pettit helping Flo and her helpers in the kitchen on Fridays. Thank you Fred!
- We all need to watch our expenses and manage our budget wisely. Some members donate food to the kitchen and others make cash donations to the Wing. Please consider donating when you can to help your Wing.
- Please donate your ideas for the betterment of the Wing. This is where you out of towners can really shine whether you live in Oakville, Owen Sound area, Goderich, St. Thomas, Tillsonburg, Woodstock or elsewhere in Ontario. Alas, we need your ideas too Londoners.
- Renew your membership early and encourage a relative, friend or neighbor to join you at the Wing. She or he may wish to apply for membership at some point. Now is a good time for a discount before the end of June.

Finally, an updated copy of the Wing Bylaws has been posted on the Wing notice board for information of all members and guests.

*-Chuck Hardy
Secretary*

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Membership Reminder

I WOULD LIKE TO TAKE THIS OPPORTUNITY to welcome our newer members and at the same time say how good it is to have you participate in our General Meetings and offer fresh ideas for consideration. Concerning membership dues for the upcoming year: I have been asked by some members about membership dues, (i.e. how much & when), so just to let you all know, I will be sending out invoices any time after mid April. To the Regular Members who receive the Airforce Magazine and have taken advantage of paying dues directly to National, kindly let me know that you have made this payment. When you pay directly to National you by-pass payment of the Wing portion of dues; therefore, I require this information in order to correctly invoice you for the Wing portion only of membership. My contact info is as follows: cathy.newman@rogers.com or by telephone at 519-452-1886.

*-Cathy Newman
Membership*

The Happy Gang

THINGS HAVE BEEN GOING WELL in the kitchen with lunch visitor numbers keeping on par with recent years. To those who make regular donations of food and beverages, we send out a big Thank You! These donations help us to create the ever delicious and varied lunch options for our members/guests. As always, we're happy to accept new donations or your suggestions for lunch ideas.

Also note, you might see a new face or two in the kitchen who are here to help out while Tanya is away for a couple of months. Please be sure to welcome them!

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Andy Gilpin, A Retrospective

AS A MEMBER OF THE ROYAL CANADIAN AIR FORCE, Sgt. Andy Gilpin had signed up to serve and protect his country. He couldn't have known that in 1948 that would mean defending Canada's hockey honour at the Olympic Winter Games in St. Moritz, Switzerland.

Initially, Canada wasn't going to send a team to the Games. However, Sandy Watson, then a squadron leader at RCAF Headquarters in Ottawa, volunteered to build a team with players from bases across the country. They would be the RCAF Flyers.

In 1947, Gilpin, now 93, was stationed in Whitehorse, Yukon. He had played hockey growing up in Montreal and in 1940 was a member of the Westmount Junior A team. Andy had brought his skates and stick with him to Whitehorse, and when the pond froze over he played shinny. Then one day a message came from the Ottawa base: they were looking for hockey players. "Before I got [to Whitehorse], there was another player that was their top player" says Gilpin. "The commanding officer called him and said we're going to put your name in, and he said you better put Andy Gilpin's name in. He had the puck all the time."

Gilpin and two other players went to Edmonton for a tryout. From there, they were sent to Ottawa: they had made the team. After the Flyers split a pair of exhibition games, some players were dropped and new recruits, including two civilians, were brought in. The press said Canada would be lucky to finish fourth at the Games.

Canada set sail for Europe from New York aboard the Queen Elizabeth. The team was joined by its American counterparts, who started trash-talking somewhere in the middle of the Atlantic. "They were going around bragging, saying [we] haven't got a chance against [them]," says Gilpin. "We only beat them 12-3. So they had to pull their horns in a little bit."

Olympic rules at the time dictated that only 12 players – two of them goalies – could dress. This meant Gilpin and four others wouldn't be playing.

Canada won its first five games of the eight-team round-robin tournament. In its sixth game, it played Czechoslovakia – which had also yet to lose a game – to a 0-0 draw, still the only scoreless game in Canada's Olympic history. Canada wrapped up the preliminary round against the host Swiss, and on the outdoor rink the home crowd showered the Canadians with a barrage of snowballs.

"You look up and all you can see are these white balls coming down," laughs Gilpin. "We got hit with a couple of them." Canada won the game 3-0. The Flyers finished with a 7-0-1 record, the same as the Czechs. But thanks to a greater goal differential, the Canadians would get the gold.

Gilpin continued to play hockey into his 60s. He and his wife, Ellen, had moved to London in 1984 and one day he came across an ad from the Huff 'n' Puffs, an organization for retired people looking to stay active. After getting equipment from one of his sons-in-law, Gilpin headed to the rink. "I opened the door and said, 'Are you looking for hockey players?'" It only took a few scrimmages for organizers to notice his skills. "The chap that was running the place said, 'Come over, you're on my team.'" Andy played with the league until just after he turned 70.

The Gilpins moved to Grand Bend, ON, for 10 years, and with no rink in the town, Gilpin put his skates away. In 2000, they moved back to the London area. The following year, Ellen passed away. "I didn't know what to do," he says. "Three years after, I looked at my skates and said, 'There – that's what I'm going to do.'"

Like kids from three to, well, 93, it's the social community that keeps bringing Gilpin back to the rink. Every Monday he spends part of his afternoon skating

at Nichols Recreation Centre.

"I think he's as passionate about skating, hockey and sports at this age as he was at eight, nine years old," says Dave Smith, one of the dozens of friends Gilpin has made at his weekly skate. "He's an icon in the dressing room. This is a seniors group and most of us are in our 60s or 70s, and here's Andy, 93. We look at him as someone to admire."

Chris Payne met Gilpin three years ago, and the Canadiens fan became fast friends with the Montreal native. Chris now helps the Olympic gold medallist around the ice. "It's easy to skate with Andy because he's got a great stride and excellent rhythm. He told me he was a very fast skater, and I believe him because he's got good technique."

"Nobody ever realized his age because he just walks in [and starts skating]," says Carroll Grenier, who says Gilpin is the first person newcomers are introduced to. "I think he was probably just a phenomenal player in terms of tenacity. He just loves the game – any kind of hockey. You can just feel it any time you talk to him."

LAST POST

GILLEN, Kathleen (Kathy)
Sunday, January 19th, 2014



Kathy passed away peacefully at her residence in Dorchester. Now gone to live in eternal peace with her late husband, Ray Gilleno. Our thoughts and prayers go out to Kathy and Ray's family.

Rick's Ramblings

HELLO AGAIN FELLOW MEMBERS of 427 Wing. I hope everyone is enjoying the winter weather. Only a few more months and it should warm up. I hope this article will be of more interest than my last. My topic for this issue is "THE COLDWAR" and Canada's involvement. A person can spend hours researching this topic on the internet and some might disagree with some facts but hopefully (and remember I'm not a historian) my information is correct. All 3 Lines came under the control of NORAD and were manned by both American and Canadian Air Force personnel.

Radar Lines

As a bit of a background, early in the 50's, the USA was very concerned that Soviet bombers could attack their country by flying over the Northern Route. That meant that they would fly right over Canada. The Americans devised a plan (with the coordination of the Cdn Government) of constructing some 58 DEWLINE (Distant Early Warning) radar sites in the far North from 1955-57. They all became operational in mid 1957.

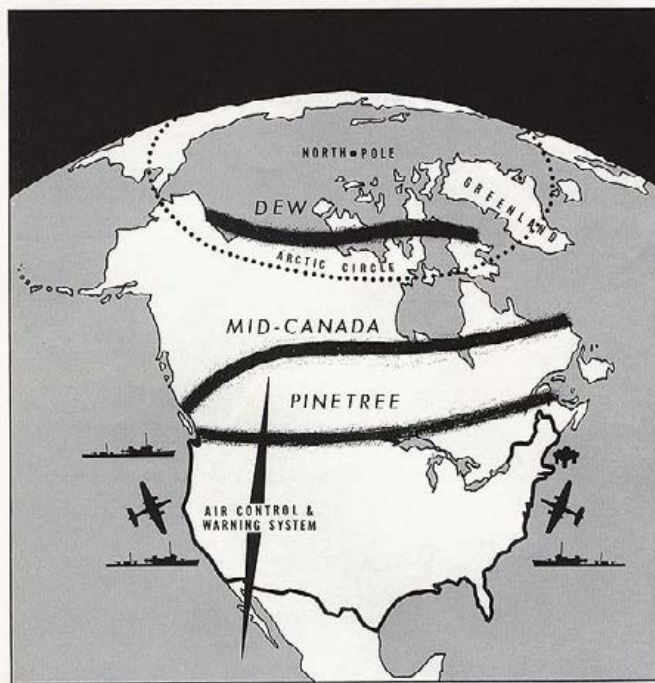
The Mid Canada Line

Also known as the McGill Fence was constructed across Canada and was operational in the late 50's until the mid 60's when they were disbanded. This line was an intermediate radar system to supplement the less advanced Pine Tree Line further to the South. It was designed as an early warning against

bomber attack but then changed as the threat became the use of Missiles (ICBM'S) as opposed to bombers.

The Pine Tree Line

As part of the plan in the early 50's, 33 main stations with a few unmanned sites were built in Lower Canada and Upper USA with joint consultation between US and Canada. Construction began in the 60's to build 6 more radar sites. A total of 48 sites stretched right across the country. Most, if not all, were



deactivated in the 80's or early 90's. I would like to draw your attention to one site in particular. In 1961, Radar Sqn 45, RCAF Station Dana Sask started the build. It was located about 35 miles east of Saskatoon. The Radar Sqn (renamed CFS Dana in 1968 after unification) was manned by the RCAF, and became operational in 1962. Its

main system was 3 Pulse Radar Towers watching the skies 24/7, 365 days a year. At its peak, there were approximately 125 personnel of all trades stationed, including local civilians, on the Site. Support facilities consisted of several barrack blocks, PMQ'S (double wide transportable homes and some 60ft mobile homes), a junior school, a chapel and recreation facilities consisting of a gym, bowling alley, pool, tennis court, and a curling rink. In addition there was a full service combined mess, fire hall, engineering bldg, tpt and supply bldg, heating plant and a HQ bldg. A total stand alone community.

I mention this as I (along with my young family) was fortunate enough to spend a 3 year tour of duty there. It was like one big extended family. For those military members of 427 Wing that had the opportunity to serve on any of the Radar Sites, you will remember how closely knit life became. CFS Dana was closed in 1987 and became obsolete in 1988. After that period it had several owners that had big plans for the property but those plans didn't work out. The

buildings fell into a state of disrepair and the property was finally purchased and converted to a Buffalo Ranch as it is today.

Memories last a long time. I will never forget my time at CFS Dana. Until next time.

-Rick Holland, CD



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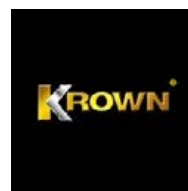
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Digitization of Canadian Expeditionary Force Service Files

LAC, WITH THE SUPPORT OF PUBLIC WORKS and Government Services Canada, will undertake the digitization of about 640,000 service files of members of the CEF (some members having two or more files in their name due to changes in their status) to complement the more than 620,000 attestation papers and the approximately 13,500 service files already available on LAC's [Soldiers of the First World War](#) Web page.

As of March, 2014, LAC will be required to temporarily close portions of this collection. To allow us to perform a number of complex and delicate tasks to ensure the digitization of the collection, the files will be digitized alphabetically by CEF members' last names. The first quarter, beginning with the letter A through D, will be closed as of March 2014 and will be available on-line as of Summer 2014.

While 75% of the collections will always be open, LAC will not be able to accept requests to consult documents in person, nor take orders for copies for a period of up to 4 months on the portion of the collection being digitized.

The first of the key steps to digitization involves a review of each file for its content, as some include objects such as badges or mementos. Service files may contain documents as varied as casualty or medal forms, pay books, passports, and, in some cases, personal photos and correspondence. Items that cannot be scanned will be retrieved, photographed, and placed aside so they can be reintegrated with the proper file before final storage. Staples and bindings, such as glue, must be carefully removed from each sheet of paper before being boxed alphabetically and transported for scanning at a minimum of 300 dots per inch (dpi), depending on the amount of details in the document, at a one-to-one ratio.

Once digitized, images will be associated to metadata (the keywords that allow users to search through an electronic databank, such as the member's given name, last name or regimental number). The images will be compressed to a lower resolution so that searches on the Web can be performed faster, and uploaded to the CEF databank. Batches of electronic files will be made available as they are ready, with the first set expected to be added to the [Soldiers of the First World War](#) section in 2014.

After digitization, the paper files will be re-boxed according to new standards designed to ensure their long-term conservation, and stored in LAC's state-of-the-art preservation facilities in Gatineau. Thereafter, there will be limited access to the original documents.

The Benefits of Digitizing Service Files

At the end of the project, expected in 2015, Canadians will have unprecedented access to this rich resource and will be able to research high-quality digital copies of the more than 650,000 service files for free anytime and anywhere. Each file contains, on average, 49 images, for a total of over 32,000,000 images or almost 617 terabytes of scanned information. Canadians will have easy access online and will no longer be required to pay the reprography fee currently in place, which averages \$20.00 per order. Once digitized the collection will be permanently stored, thus ensuring its preservation for future generations.

*-David Smith
War Graves, Poppy Fund, Heritage/History & Veterans' Memorial*

Chili Cook-off

DIANA CUTHBERT HEADED UP A SMALL ARMY of volunteers to make this event a success. Members made desserts, placed road signs, and helped set up the Wing for our annual Chili Cook-Off. Stepping up to the plate were 8 brave chefs each bringing their own "secret recipe" batch of chili to the challenge. Only one though, would claim the highly sought out dollar store golden trophy, their name on a plaque, and more importantly - bragging rights. Ensuring the event was a success included having a good turnout of Wing members, their family and friends, and some members of the general public.

Each person was given the opportunity to try a sample of each chili before deciding which one to vote for. Often you could see people milling about - not sure which one to choose. Often you could hear people commenting how each one was unique. Some even sought to guess which special ingredient(s) were in which one...one thought there was maple syrup in one, one thought they could taste cilantro in one, another thought they detected cinnamon in another. You couldn't argue though that each pot was a delicious mix of ingredients that were put together with a lot of love.

Voting was very close. When the winners were announced there was a large gasp from the crowd when it was said that Reg Lownie had not defended his title...so close but as they say "no cigar". Our winner was our very own Gwen Clarke! A submission from Margaret Johnson from Diamond Flight Centre and one from myself tied for second place. People cracked open a few bottles of beer and a few games of pool erupted to finish off a fun afternoon.

*-Mary Watson
Public Relations*



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THERE'S A BOX at the Wing to deposit all empty cartridges. For each one, the Project will receive a donation of up to \$2.50 to sponsor the Air Cadets. For more info, contact LCol (ret'd) Armin or Judy Grunwald.

- In 2008, we began the rebuilding of vintage aircraft, which was donated to the Air Cadet Program;
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- This exciting opportunity, where cadets can earn a high school credit, has been organized to help train Air Cadets, which, undoubtedly, will benefit the Community.

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Good God, Olympic Gold!

Author: Les MacLaughlin, published in *Airforce*, Spring 1998

(part 1)

THE LONG FACES AT AIR FORCE

HEADQUARTERS in Ottawa told the story. Air Marshal Wilf Curtis, chief of the air staff, was not pleased. The dream of bringing glory to Canada was crumbling. And the reputation of the RCAF was sure to suffer a humiliating blow. The editorial in the *Ottawa Journal* on 17 Dec 1947 said it all: "The folly of sending



a hurriedly organized RCAF hockey team to the Olympic Games should have been obvious from the beginning. Unscrambling this muddle is of national interest far beyond the limits of organized sports circles."

In their first exhibition games the night before, Canada's designated Olympic hockey team, the RCAF Flyers, were trounced 7-9 by the McGill Redmen, a hodgepodge collection of Montreal University students. More than 6,500 fans, officials from the Canadian Amateur Hockey Association (CAHA) and air force brass witnessed the debacle at the Ottawa Auditorium with shock and dismay.

It had been 16 years since Canada won gold in hockey at the Winter Olympics. Now, in the fall of 1947, the International Olympic Committee (IOC) implemented strict new rules on what constituted amateur status for Olympians. Canada was the only nation which opposed the decision. The CAHA complained that even players in senior leagues across the land probably did not qualify under the tough new rules imposed by the IOC.

"To get a team that was strictly amateur," wrote the *Ottawa Evening Citizen*, "you would probably have to dig into the juvenile or midget ranks. Strict amateurism went out away back." The CAHA decided not to send a Canadian hockey team to the 1948 Olympics, partly because it disagreed with the "amateur" rule, and partly because it couldn't find a team good enough to qualify under the new rules.

S/L Sandy Watson was the senior medical officer at Air Force Headquarters (AFHQ). Apart from his medical duties, his single passion was hockey. "When I read the headline saying we - this great hockey nation - would not be sending a team, I was offended," says Dr. Watson, "and thought maybe I could do something about it."

Though not a great player, Watson was a fine organizer. He was obviously a crafty promoter too. Using his promotional skills, he convinced the CAHA that the RCAF - some 16,000 members at the time - was not only skilled in the air, but also on the ice. After all, argued Dr. Watson, the Ottawa RCAF Flyers had won the Allen Cup, emblematic, of the Dominion Hockey Championship in 1942. And under Watson's guidance, the RCAF had defeated some of the best teams in Europe during an exhibition series in 1946. The CAHA agreed but gave Watson just 48 hours to get RCAF approval.

"I met with A/M Curtis one day in early October. Then we went to see Brooke Claxton, the minister of national defence, recalls Watson. Within 36 hours I called the CAHA telling them the news."

The RCAF Flyers would represent Canada in St. Moritz, Switzerland, in 1948. Watson, now the team's manager, insisted this would be an "all air force show." The players would be drawn from bases across the country. They would be amateur and they would be good.

A/M Curtis, a hockey fan, said, "It would be a crime not to send a Canadian hockey team and we're proud to be the ones to carry the colours." The army, which had its fair share of hockey talent, was not invited.

Defence Minister Claxton, also a hockey fan, was a constant advocate of "try-service activities". However, on 20 Oct, after receiving many pointed requests to make the team an "all military show," Claxton said, "the original invitation was to the RCAF and that's the way it will stand." The decision delighted the air force. But it infuriated the army.

Meanwhile, the trouble was brewing south of the border. The American Amateur Hockey Association (AAHA) was sending a team which the US Olympic Committee, headed by Avery Brundage, said was not truly amateur. Nor was the AAHA a member of the US Olympic body. The International Ice Hockey Federation, however, said it would accept the AAHA entry. This outraged Brundage, who predicted a big fight when the Olympic Games got underway. He was right.

(to be cont'd next edition)

Edward V. Rickenbacker

(pt. 7 - cont'd from previous issue)



“Prop and Wings” badge worn by cadets at the US Air Force Academy, Air Force ROTC and the Air Force Officer Training School (OTS.) It was originally used as the symbol of the US Army Air Service prior to the creation of an independent Air Force.



Military Aviator Wings



Congressional Medal of Honour – awarded by the President of the U.S.A.



WWI Victory Medal – awarded by the US Department of Defence



Distinguished Service Cross – awarded for risk of life and extreme gallantry in actual combat with an armed enemy force.



Legion of Honour – Chevalier rank

Right, the **“Croix de Guerre”** (France’s Cross of War) was used to reward good deeds while in the field. Mr Rickenbacker’s Cross of War had two palms on it, which meant that he was mentioned personally in two separate dispatches.



This Cross of War is a military decoration of France. It was awarded from 1914-1918. Two separate awards are noted with the Palm on the Ribbon bar.

Honours and Awards Military Awards

IN OUR FINAL INSTALMENT OF THE LIFE AND TIMES of Edward V. Rickenbacker, we’ve put together a list of his awards & honours. We hope you’ve enjoyed reading about his achievements, trials & tribulations as much as we have!

Medal of Honour Citation, awarded November 6, 1930 – Edward V. Rickenbacker, Colonel, Specialist Reserve, then First Lieutenant, 94th Aero Squadron, Air Service, American Expeditionary Forces. Awarded for conspicuous gallantry and intrepidity above and beyond the call of duty in action against the enemy near Billy, France, September 25, 1918. While on a voluntary patrol over the lines, Lieutenant Rickenbacker attacked seven enemy planes (five type Fokker protecting two type Halberstadt photographic planes.) Disregarding the odds against him, he dived on them and shot one of the Fokkers out of control. He then attacked one of the Halberstadts and sent it down also.

First Distinguished Service Cross Citation – The Distinguished Service Cross is presented to Edward Vernon Rickenbacker, Captain (Air Service), US Army, for extraordinary heroism in action near Montsec, France, April 29, 1918. Capt Rickenbacker attacked an enemy Albatross monoplane and, after a vigorous fight in which he followed his foe into German territory, he succeeded in shooting it down near Vigneulles-les-Hatton Chatel.

Second Distinguished Service Cross Citation – The Distinguished Service Cross is presented to Edward Vernon Rickenbacker, Captain (Air Service), U.S for extraordinary heroism in action over Richecourt, France, on May 17, 1918. Captain Rickenbacker attacked three Albatross enemy planes, shooting one down in the vicinity of Richecourt, France and forcing the others to retreat over their own lines.

Third Distinguished Service Cross Citation – The Distinguished Service Cross is presented to Edward Vernon Rickenbacker, Captain (Air Service), US Army, for extraordinary heroism in action over St. Mihiel, France, on May 22, 1918. Captain Rickenbacker attacked three Albatross monoplanes 4,000 meters over St. Mihiel, France. He drove them back into German territory, separated one from the group and shot it down near Flirey.

Fourth Distinguished Service Cross Citation – The Distinguished Service Cross is presented to Edward Vernon Rickenbacker, Captain (Air Service), US Army, for extraordinary heroism in action over Boise Rate, France, on May 28, 1918. Captain Rickenbacker sighted a group of two battle planes and four monoplanes, all German planes, which he at once attacked vigorously, shooting down one and dispersing the others.

Fifth Distinguished Service Cross Citation – The Distinguished Service Cross is presented to Edward Vernon Rickenbacker, Captain (Air Service), US Army, for extraordinary heroism in action on May 30, 1918, 4,000 meters over Jaulny, France. Captain Rickenbacker attacked a group of five enemy planes. After a violent battle, he shot down one plane and drove the others away.

Sixth Distinguished Service Cross Citation – The Distinguished Service Cross is presented to Edward Vernon Rickenbacker, Captain (Air Service), US Army, for extraordinary heroism in action in the region of Villecy, France, September 14, 1918. Captain Rickenbacker attacked four Fokker enemy planes at an altitude of 3,000 meters. After a sharp and hot action, he succeeded in shooting one down in flames and dispersing the other three.

Seventh Distinguished Service Cross Citation – The Distinguished Service Cross is presented to Edward Vernon Rickenbacker, Captain (Air Service,) US Army, for extraordinary heroism in action in the region of Bois-de-Wavrille, France, September 15, 1918. Captain Rickenbacker encountered six enemy planes that were in the act of attacking four Spads, which were below them. Undeterred by their superior numbers, he unhesitatingly attacked them and succeeded in shooting one down in flames and completely breaking the formation of the others.

Other – Rickenbacker was inducted into various halls of fame including the National Aviation Hall of Fame in 1965, the International Motorsports Hall of Fame in 1992, the National Sprint Car Hall of Fame in 1992 and the Motorsports Hall of Fame of America in 1994. He also received the Tony Jannus Award in 1967 for his contributions to scheduled commercial aviation.

What is now Dobbins Air Reserve Base was originally called Rickenbacker Field in his honour when it opened in 1941. In 1945, 20th Century Fox made a movie called Captain Eddie. It starred Fred MacMurray as Rickenbacker. In November 1947, a 6 km causeway was completed, linking Miami on the mainland of Florida with Crandon Park on the island of Key Biscayne. The road was named Rickenbacker Causeway in his honour. In 1974, Lockbourne Air Force Base in his home town of Columbus was renamed Rickenbacker Air Force Base. On April 1, 1980 it was turned over to the Air National Guard and renamed Rickenbacker Air National Guard Base. It shares an airfield with Rickenbacker International Airport.

The Rickenbacker Award is the Civil Air Patrol cadet achievement equivalent to an Active Duty Air Force Technical Sergeant. Cadets awarded the Rickenbacker achievement award are promoted to C/TSgt. The United States Postal Service issued a postage stamp in honour of Rickenbacker's accomplishments as an aviation pioneer in 1995.

end.

“We Were There, Where Were You?”

AS ONE OF THE WING'S NEWER MEMBERS, I was greatly surprised and disappointed by the lack of support this dance and other dances in the past, have received from regular members of the Wing.

I joined the Wing, partially based on the dances attended in the past, and the good times my friends and I had at those dances with all those who attended.

To show up for this Valentine's dance and learn that at one point the only tickets sold were the six for my friends and I, greatly disappointed me, and my invited guests.

I was embarrassed by the lack of interest shown by regular members.

This lack of attendance put the dance in jeopardy of being cancelled, just like the New Year's Dance was.

This lack of interest by members needs to stop. Fortunately, a few more people showed up, who were not even members of the Wing, and the dance went on.

Nippy Watson the DJ, was his entertaining self as always, and provided an excellent evening of playing all types of music including a line dancing lesson for those of us who don't line dance.

You, the long time members must realize that the Wing is in the position of not being able to provide you any entertainment, if you don't support it.

The Wing cannot keep losing money by lack of support of their various endeavours, whatever they may be. It costs money to provide you, the member, with entertainment. If transportation is an issue, call the Wing and see if some sort of accommodation can be worked out with members of the executive.

Let's all get together and bring the Wing back to the way it was or even better.

“A fun place to gather and have a good time.”

*-Loree Johnston
Associate Member 427 (London) Wing*

BIRTHDAY BRATS



MARCH

Lynn BATES • Kathy BROWN • Robert CROSS
Justa GILLILAND • George JOHNSTON
Chris REDFEARN • Edward SLIVINSKI
Hilda SMELTZER • John TEVLIN
Dick THOMAS • Joy THORNE • Bill WEBSTER

APRIL

Barry DAUGHARTY • Don GILKS
Judy GRUNWALD • Catherine HERDMAN • Bill HINES
Melville HYMERS • Sonia KAIPAINEN
Brian MCCARTHY • Fred PETTIT • Glen ROGERS
Fred RYDER • Mike SYDORKO

“Each year it grows harder to make ends meet – the ends I refer to are hands and feet.”

-Richard Armour, Poet

Diana's Details, *on the Lighter Side*

I was thinking about how a status symbol of today is those cell phones that everyone has clipped onto their belt or purse. I can't afford one. So, I'm wearing my garage door opener.

I also made a cover for my hearing aid and now I have what they call blue teeth...I think.

You know, I spent a fortune on deodorant before I realized that people didn't like me anyway.

I was thinking that women should put pictures of missing husbands on beer cans!

I was thinking about old age and decided that old age is 'when you still have something on the ball, but you are just too tired to bounce it.'

I thought about making a fitness movie for folks my age, and call it 'Pumping Rust'.

I've gotten that dreaded furniture disease. That's when your chest is falling into your drawers!

When people see a cat's litter box, they always say, 'Oh, have you got a cat?' Just once I want to say, 'No, it's for company!'

Employment application blanks always ask who is to be notified in case of an emergency. I think you should write, 'A Good Doctor'!

I was thinking about how people seem to read the Bible a whole lot more as they get older. Then, it dawned on me. They were cramming for their finals. As for me, I'm just hoping God grades on the curve.

Enjoy Your Days & Love Your Life, Because Life is a journey to be savoured.

-Diana Cuthbert



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UPCOMING EVENTS



St Patrick's Dance

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January 24, 2014

2014 marks the 75th anniversary of the Harvard in Canada. The Harvard Mark II saw service with the British Commonwealth Air Training Plan from 1939 to 1945. The Harvard Mark IV saw service as an advanced trainer during the 1950s and 60s.

The Canadian Harvard Aircraft Association invites anyone who flew, trained with or serviced this magnificent aircraft to join us on the weekend of 20-22 June, 2014 as we celebrate 75 years of the Harvard with "The Gathering of Harvards and Heroes".

We have invited all currently flying Harvard aircraft to join us at the Tillsonburg airport, and we will have presentations, aircraft flying, contests and a banquet on the Saturday night. On Sunday we will attempt to put into the air the largest formation of Harvards since they were in service.

More information for accommodations, program of events and participating aircraft can be found at our website and on Facebook.

Sincerely,
 Pat Hanna
 President
 Canadian Harvard Aircraft Association



Join us on Friday,
 April 4th to celebrate the

**90th Anniversary
 of the RCAF**

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427 WING CALENDAR OF EVENTS

MARCH 2014

MARCH 2014							
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
						1 LVRC	
2	3	4 RAA	5 Cards	6 WT	7 Lunch	8	
9	10	11 MAC	12 Cards BCC	13	14 Lunch WEC	15 DAN	
16	17	18	19 Cards	20	21 Lunch	22	
23 MAC	24	25 FO	26 Cards	27	28 Lunch WD	29	
30	31						

APRIL 2014

APRIL 2014						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 RAA	2 Cards	3 WT	4 SPLunch	5 WT
6	7	8 MAC	9 Cards BCC	10	11 Lunch WEC	12
13	14	15	16 Cards	17	18 CLOSED GOOD FRIDAY	19 VAL
20	21	22 FO	23 Cards	24	25 Lunch GM/WD	26
27	28	29	30 Cards			

LEGEND

BCC British Car Club meeting at 7:30 pm
COM Retired Commissionaires, 9am – 12pm
DAN St. Patty's Dance, see advert. on pg. 15
FO Fanshawe Optimist's Club meeting at 7:30 pm
GM General Meeting at 1pm
LVRC London Vintage Radio Club meeting at 7:30 p.m
MAC Model Aircraft Club meeting at 7:30 pm

RAA Recreational Aircraft Association meeting at 7:30 pm
SPLU RCAF 90th Anniversary Lunch, \$10. See advert pg. 15
WD The Women's Division join us every last Friday of the month for lunch
WEC Executive Council Meeting at 9:30am
WT Wood Turners meeting at 7:30pm



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