

THE LONDON LINK

427 (LONDON) WING — ROYAL CANADIAN AIR FORCE ASSOCIATION
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The London Link is Presented with Prestigious National Award!

AT THE NATIONAL ANNUAL GENERAL MEETING in Kanata, ON, 427 (London) Wing President, Rene McKinnon, graciously accepted the "National Wing Bulletin Award" on behalf of editor, Tanya Deaville (below), and all the regular contributors to our bi-monthly newsletter. It's an amazing honour to know that the London Link is found to be entertaining and a worthy read to all those who peruse our pages from across the country!

As editor of the London Link, I'd like to express my gratitude and pass along accolades to all of those who take the time to regularly contribute articles, ideas and photographs to include in our newsletter. The Link certainly wouldn't be nearly as interesting as it is without these continued submissions!

At times, it can be a challenge to fully know what content our readers are looking for, so I encourage all of our members to consider submission of interesting articles, story ideas or share your photographs from our events or even from your past. I always look forward to reviewing everything I receive, so don't be shy! If you'd like to touch base, I can be found at our weekly Friday lunches and/or can be contacted at tanya427ed@gmail.com.



On behalf of all of the contributors to the Link, we Thank You for your continued readership!



Certificate of Honour Awarded at Annual Battle of Britain Supper

ON SATURDAY, SEPTEMBER 13TH, the 427 (London) Wing hosted a 74th Commemorative Supper of the Battle of Britain. Below Bill Cumming, Chair of the OPC presents Sam Newman the Certificate of Honour, awarded by the Air Cadet League of Canada. The award was presented in recognition of Sam's almost quarter-century of dedicated service in support of the Royal Canadian Air Cadets, and in particular, of his tireless efforts to those Squadrons in the area of London, Ontario. Congratulations Sam! Below, the Honourable Irene Mathysen - MP London Fanshawe with member Cathy Newman. Additional photos on pg. 3!



ROYAL CANADIAN AIR FORCE ASSOCIATION (RCAFA) MISSION STATEMENT

The RCAFA 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 2014 – JUNE 30TH 2015

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Bar Steward/Rentals	Flo Douglas	519-455-0430	
Padre	Frank Mantz	for more info, ask a member of the Executive	
London Link Editor	Tanya Deaville		tanya427ed@gmail.com
CF Liaison Officer			

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.



A Message from the President

IT IS A RARE OCCURRENCE when a Wing's members bring National and Provincial recognition to our Wing, almost at the same time. You will have noted that our London Link received the Wing Bulletin Award at the RCAF Association National AGM this October in Kanata.

A few years ago, many of you may remember, one issue was a black and white two page item. This progression to a National Award was started with the efforts of two previous editors. Judy Grunwald and Tammy Newman built stepping stones that have allowed our current editor, Tanya Deaville, to expand and create her own excellent publication.

At our Battle of Britain Dinner this past September we had the honour of having Bill Cumming the Chair of the Ontario Provincial Committee (OPC), Air Cadet League of Canada as our Guest Speaker. Aside from being the guest speaker, Bill had the opportunity to make a special presentation to one of the Wing's esteemed members, Sam Newman. This award is the Certificate of Honor presented by the Air Cadet League of Canada. It acknowledges Sam's long and dedicated service to the Air Cadets.

Our heartfelt appreciation and congratulations to two of our outstanding members.

*-Rene McKinnon
President*

Presentation on October 17th



"REMEMBERING THE CREW OF THE HALIFAX JN888"

above: Dave van Kesteren, MP Chatham-Kent-Essex, was presented with a 427 Wing gift pen along with a copy of a new release - "A Glimpse of London's Early Aviation Years". The Presentation was made by the Wing's esteemed Historian, David Smith. See David's article on Leslie Arthur Peers on pg.7 of this edition of the Link!

Photos from the Annual Battle of Britain Supper, September 13th, 2014



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Notes From The Secretary

LONGTIME MEMBER, DON CLARKE, continues to do fine work for the Wing with keeping the grass cut weekly and doing other maintenance work including eliminating weeds around the front of the building. Don has dealt with leaks in the roof and doing a fine job in repairing the floor in the office. Don saves the Wing a lot of money with his many talents. Many thanks, Don!

Second Vice President, Mary Watson is developing new health and safety policies. She recently acquired the Smart Serve qualification in order to help operate the bar. Mary has plans for the Wing to be open for more events in the future. She would love to hear about your ideas too.

Jack and Diana are looking for volunteers for the annual poppy campaign to work shifts in the Argyle Mall area. A sign up sheet is posted at the Wing. Any help is most appreciated.

Please support the many advertisers who place ads in the London Link. Many have been with us for many years.

All the best for the holiday season!

*-Chuck Hardy
Secretary*

Tidbits from the Treasurer

WE MADE IT THROUGH THE JULY shut-down and ended September with a small profit. Most of the profit was due to Regalia sales at different events. Appreciation goes out to those volunteers who attended the events and promoted our Regalia.

In moving forward with the times, we now offer PayPal on our website. Members and the general public can now make donations, pay for events and pay for memberships through PayPal. Still to come, Regalia sales online – once we get a catalogue of our inventory completed and uploaded to our website.

In working with the fundraising committee, I am excited with the ideas that are being discussed and look forward to seeing an increase in revenue stream into the Wing. Planning, working and attending special events is a way that each member can contribute to the 427!!

*-Peggy Clark
Treasurer*

Poppy Fund Campaign Underway

Past president and organizer of the 427 (London) Wing's Poppy Fund Campaign, Jack Clark, kicked off the yearly campaign at Canadian Tire this past weekend with the help of Sarah Davison, daughter of 427 (London) Wing member, Natalie Davison. Collection boxes will be stationed on pertinent weekends at Argyle Mall in No Frills, Walmart and Canadian Tire.



Quick Facts...On the Poppy

- i) The poppy became widespread in Europe after soils in France and Belgium became rich in lime from debris and rubble from the fighting during the First World War. These little red flowers also flourished around the gravesites of the war dead.
- ii) The Lapel Poppy can be worn every day of the Poppy Campaign and is removed at the end of the Remembrance Day ceremony. Many people place their poppy on a wreath or at the base of the cenotaph or memorial as a sign of respect at the end of the ceremony.
- iii) In 1921, Madame Guérin visited Canada and convinced the Great War Veterans Association of Canada (predecessor to the Royal Canadian Legion) to adopt the poppy as a symbol of remembrance in aid of fundraising; which it did on July 5th of that year.



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Per Ardua

JUST WHEN YOU MAY THINK THE WORLD is going to hell in a hand basket – ISIS, Ebola, social unrest everywhere, prices rising, markets falling - some small thing pops up and gives you new hope. One example: last October, Emma Redfearn, a young Perth County woman, earned her pilot's licence at the ripe old age of 17. Very remarkable.

Remarkable, yes, but many other women in past years, who yearned to be pilots, have made that goal of a pilot's licence much easier to reach. The distinction for being Canada's first woman licenced pilot belongs to Eileen Vollick, born in Wiarton, Ontario in 1908, who got her licence on March 31, 1928. An Edmonton native, Margaret (Fane) Rutledge, born in 1914, gained her pilot's licence in 1933 and her commercial pilot's licence in 1935. The next year Rutledge moved to Vancouver and organized a small group of women pilots into the "Flying Seven" - Canada's first women's flying club. Later, Rutledge met Amelia Earhart in California and proposed that the Flying Sevens join with a much larger American women aviators group called the "99s." The idea was rejected because at that time there were so few women pilots spread across Canada. A Prince Rupert woman, Elianne Roberge, took her flying training in Montreal, gained her pilot's licence in 1936 and that year also became a member of the Flying Sevens in Vancouver.

Then came WWII. The achievements of women during the previous twenty years or more were ignored or dismissed due to male-biased service regulations. Women who tried to join the Canadian Air Force were rejected as pilots or instructors but were offered jobs as cooks. Women such as Helen Harrison, born in Vancouver in 1909, who had 2,600 flying hours as an instructor and experience flying both civil and military aircraft, was turned away in favour of men who had little more than 150 flying hours to their credit. But at least five Canadian women, determined to fly, went to Britain and joined the civilian Air Transport Auxiliary to ferry aircraft to different air bases around England. One of these, Marion Orr, born in Toronto in 1918, paid for her own flying lessons in 1941 and went to England to fly with the Air Transport Auxiliary. By October 1944 she had logged over 700 flying hours on 67 different types of planes. Later in life she became Canada's first woman helicopter pilot.

Post-war, things improved - by persistence. Helen Harrison was told by three major Canadian airlines that she was too weak to handle the controls. For the next 33 years she worked as a chief flying instructor. Lorna De Blicquy, a flying instructor with 6,000 flying hours, sued Air Canada after two of her male students were hired and she was denied an interview. In 1977, she became Canada's first civil aviation inspector. And Rosella Marie Bjornson, born in Lethbridge in 1947, who learned to fly at 17, became the first female member of the 2,800 member Canadian Airline Pilots Association, flew for five different airlines, accumulated more than 18,000 hours on the flight deck, was the first Canadian woman promoted to the rank of Captain in 1990 and was inducted into Canada's Aviation Hall of Fame in 1997.

So many dedicated young women have overcome obstacles and discrimination and achieved their goal to fly. What more inspiration do the rest of us need for our goals in life?



The 'Flying Seven' circa 1936 (from left to right) Jean Pike, Tosca Trasolini, Betsy Flaherty, Alma Gilbert, Elianne Roberge, Margaret (Fane) Rutledge, and Rolie Moore

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Model Aircraft Swap Meet



above: 427 (London) Wing at the Swap Meet, manned by Howard Johnston. Thanks for lending a hand Howard!

at right: Tom Knight, Model Aircraft Club member and manager of the Swap Meet presenting Rene McKinnon of 427 (London) Wing with the Door Prize for the event. Congratulations Rene!



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- Tour of Elgin Military Museum, St. Thomas
- Buffet Dinner at Wayside Dining Lounge, Talbotville, featuring Yellow Lake Perch & Prime Rib

Sign up at the Wing - Closing date March 17, 2015

P.O. Leslie Aurthur Peers, M.I.A. July 14, 1944

IN JULY 1944, THE FRENCH RESISTANCE requested a supply drop in the High Pyrenees through a Canadian operative, Charles Joseph Duchalard. The crew of Leslie Arthur Peers RCAF flying with 624 squadron RAF out of Blida Algiers was assigned the task as one of its three targets on the night of July 13/14. PO Peers was in charge of a mission to drop weapons and ammunition to the 175 men of the 3201 Sniper Company and French Partisans group. That night there was low cloud cover and mist, making it even more difficult to identify the drop zone in the range of treed mountains. On a low pass, one of the plane's wings hit a tree, sending the aircraft crashing into the mountainside known locally as the Pic de Douly. Halifax JN8884 was seven km from its target. Two youths tending cattle found the wreckage on July 15 at an altitude of 1,400 metres. Resistance fighters went quickly to the isolated site and found ammunition was still popping sporadically in the smoldering wreckage. They spirited away what supplies they could salvage.

All seven crew members were dead and their bodies were not individually distinguishable. The resistance members dug graves, buried the airmen in beds of fern, erected a cross and put a fence around the graves. The airmen were listed as M.I.A. the burial site considered inaccessible and their names recorded on the Runnymede Memorial:

PILOT OFFICER LESLIE ARTHUR PEERS RCAF, AGE 27

FLYING OFFICER ALBERT JOHN BAYTHORPE, RAF AGE 20

FLYING OFFICER CHARLES SPENCER GOBLE, RAF AGE 21

SGT JAMES EDWARD WALSH, RAF AGE UNKNOWN

SGT JACK BROOKE RAF, AGE UNKNOWN

SGT HARRY CLARKE RAF, AGE 22

SGT WILLIAM RONALD WHARMBY, RAF AGE 23

The burial site was upgraded in 1994 and was more accessible. A few years after the upgrade a retired Canadian paratrooper Alain Gaudet searched out the burial site and then contacted the son of Leslie Arthur Peers living in Kanata, Ontario and other relatives living in the Chatham/Wallaceburg area to let them know about the burial site. The family made the pilgrimage to the cemetery at Pic De Douly in 1999 to honour Leslie Arthur Peers RCAF and his RAF crew. Les Peers Jr. upon visiting the final resting place of his father commented, "It's been the most emotional two days of my life...particularly when I went up and saw it.... It hits you. I couldn't do anything for half an hour. I've always felt my father was looking after me as a guardian angel. I've been extremely lucky in my life and I think that's why. Now I feel he's content that I've come over here."

This past July marked the 70th anniversary of the crash of Halifax JN8884. Representatives from England, France and Canada visited the burial site. Dave VanKesteren MP for Chatham Kent Essex who recently spoke at the 427 Wing was part of the Canadian delegation. He was deeply moved by the memorial ceremony and he came away with a deeper appreciation and insight into the sacrifices of war and particularly the sacrifice of Leslie Arthur Peers from Chatham, Ontario and his RAF crew.

-David Smith

War Graves, Poppy Fund, Heritage/History & Veterans' Memorial



Service No.: J-85070

Rank: Pilot Officer

Branch: Royal Canadian Air Force

Born: 4 May 1917; Chatham, ON

Enlisted: 12 May 1941; Windsor, ON

Served In: Canada and Europe

Medals and Decorations: 1939-45 Star, Italy Star, Defence Medal, CVS Medal with Clasp, War Medal 1939-45
Awarded Pilot's Flying Badge and RCAF Operational Wings

Circumstances of Death: Reported missing and for official purposes presumed to have died on 14 July 1944 while serving with 624 Squadron
Age: 27
Buried: Grave in Nistos, France; name on Runnymede Memorial, England

Northrop A-17 Nomad Recovery from Lake Muskoka

ON DECEMBER 13, 1940, two Northrop A-17 Nomad aircraft departed from Royal Canadian Air Force (RCAF) Station Borden, Ontario, a Second World War training site (now Canadian Forces Base Borden, home of the RCAF's 16 Wing). Both aircraft were searching for a fellow airmen who had gone missing during training the day before.

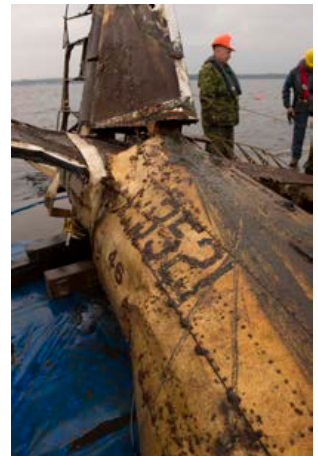
During their search for the downed aircraft and fellow pupil, who were part of the British Commonwealth Air Training Plan, the two Nomads conducting the search were involved in a mid-air collision. Nomad 3512 and its pilot and co-pilot were located shortly after the crash. The other aircraft, Nomad 3521, and its crew remained missing in the Lake Muskoka region of Ontario.

The missing crew consisted of Flight Lieutenant (F/L) Peter Campbell, the 24-year-old pilot who was a member of the Royal Air Force (RAF), and the 27-year-old observer, Leading Aircraftsman (LAC) Theodore (Ted) Bates, a member of the Royal Canadian Air Force (RCAF) who was from Guelph, Ontario.

In November 2007, a group comprising members of the Royal Canadian Legion and the Lost Airmen of Muskoka Project (LAMP) sought the assistance of the Ontario Provincial Police (OPP) in the search for Nomad 3521. Using side scan sonar, a modern technology that creates an image of large areas of the sea floor, and the expertise of the underwater search and recovery team, Lake Muskoka was searched extensively.

On July 27, 2010, a remotely operated vessel and OPP divers were sent down to investigate a previously identified location in the middle of Lake Muskoka. The investigation led to the discovery of aircraft wreckage from which the OPP recovered personal effects belonging to F/L Campbell and LAC Bates. The discovery of these personal effects confirmed that the wreckage was that of the missing Nomad 3521.

The Royal Canadian Air Force (RCAF) has been leading operations partnered with the Royal Canadian Navy, the Directorate of History and Heritage at the Department of National Defence, the Ontario Provincial Police Bracebridge Detachment, the National Air Force Museum of Canada, located in Trenton, Ontario, and the Canadian Coast guard. Notable support also came from the towns of Gravenhurst and Bracebridge and the Lost Airmen of Muskoka Project.



The tail section of Northrop Nomad #3521 sits on the barge after members of the Royal Canadian Navy and the Royal Canadian Air Force raise it on October 28, 2014 from the bottom of Lake Muskoka, Ontario.
Photo: MCpl Roy MacLellan, 8 Wing Imaging.



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New Years Levee

HOPEFULLY, THE TOPIC OF "LEVEE" will come up within the next month or so around our Wing, and since we continue to be blessed with new members coming through the door, bringing neophytes with them, it was thought that perhaps a little bit of education concerning these meaningful get-togethers on New Year's Day might be useful to our readers. The occasions used to call for pomp and ceremony years ago, but sadly, not so much any more.

The origin of "Levee"? The word itself meant simply the action of early rising specifically from one's bed, coming from the French verb LEVER (to rise). As early as the 17th century, a levee was a reception of visitors on rising from one's bed, attending a morning reception held by a King or person of distinction. During the 18th century in Britain, it was seen as an assembly in the early afternoon by the Sovereign, to which men only were received. In our modern day military, camaraderie and goodwill between all ranks is reflected in all the Messes where we dress in the 'Walk-Out' uniform, with medals, and the Receiving Line consists of the Commanding Officer and/or the PMC (President of the Mess Committee) and their principal members.

So how does this relate to our Wings within the RCAF (Association)? Well, over the years we have opened the occasion to all of our members, their wives, sweethearts and guests who have been duly invited. A receiving line is still expected, as is a uniform (of sorts), i.e. Blues and Greys (blazer and grey trousers with a tie), or a Business Suit or a Sports Jacket with a tie, of course. It may sound pompous on our part, but the "Classy Affair" is cheapened when people arrive with their every-day apparel. So, hope to see you there, with your best 'bib and tucker'!

-Sam Newman

Calling up all WWII Veterans!

TO MARK THE 75TH ANNIVERSARY of Canada's engagement in the Second World War, the Government of Canada announced a national tribute to honour living Veterans of the Second World War.

Canadians who served at least one day with Canadian Armed Forces, or with any other Allied force including the Canadian or British Merchant Navy, either at home or abroad, during the Second World War, are eligible to receive a special commemorative lapel pin and certificate.

From 1939 to 1945, more than one million Canadians and Newfoundlanders served, with more than 55,000 wounded and over 45,000 giving their lives.

It is estimated that there are approximately 80,000 Canadian Second World War Veterans alive today.

Through this tribute, we are remembering and honouring those who courageously defended our shared values of peace and freedom in the Second World War.

For more information on how Second World War veterans can receive their certificate and lapel pin, please, visit:

<http://www.veterans.gc.ca/eng/remembrance/medals-decorations/commemorative-medals/second-world-war-tribute>, or;

Contact Veterans Affairs Canada (VAC) at 1-866-522-2122 to have a form sent by mail, or;

Talk to any member of the Wing Executive to print out the appropriate paperwork.

LAST POST

Byrne Daniel, Marjorie

Tuesday, October 21, 2014



Marjorie Anne, the widowed wife of former 427 (London) Wing Member, Bas Daniel, passed suddenly on Tuesday, October 21st. Marjorie had many friends here at the Wing and will be greatly missed. Our heartfelt prayers go out to Bas and Marjorie's family and friends.

Update on Gerry Cuffe

To All,

The following is an update on Gerry Cuffe's health condition.

After his earlier extensive surgery on his scalp this past spring another area on his scalp has developed a spot that requires further assessment.

Gerry will be missing this year's National AGM much to his dismay, as on Friday Oct 24, Gerry will undergo some more surgery to hopefully correct this latest problem

Gerry's wife Ann will keep me posted of Gerry's progress and I'll keep you all informed.

I would like to ask all our Ontario members to say a prayer requesting a speedy recovery to our stalwart Central Region RVP.

Per Ardua Ad Astra

-R. L. (Les) Ball



William E. Corfield's Book - A Glimpse of London's Early Aviation Years, From Lambeth to Crumlin & The London Flying Club

AT RIGHT, IS THE COVER OF THE NEW EDITION of William E. Corfield's book, A Glimpse of London's Early Aviation Years, available online at www.spiritofflight.com or in-person at the 427 (London) Wing/Spirit of Flight Museum. This well researched and eloquently written chronicle of our local aviation history shouldn't be missed and is reasonably priced at \$15 (plus shipping & handling, if applicable).

A little history about the author:

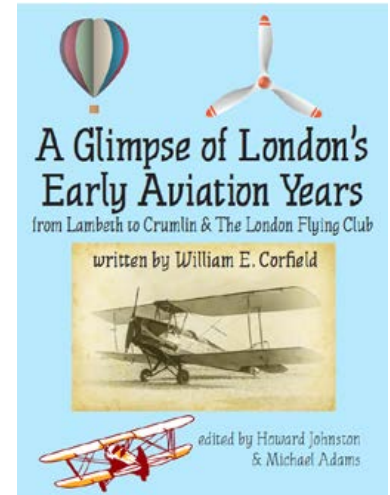
F/O William E. (Bill) Corfield was born in Redditch, UK, in 1923 and was reported to have held a flying license before a driving license.

He became a pilot instructor in the RCAF between 1942 - 45.

From 1945 - 1952, Mr. Corfield worked as a flying reporter for the London Free Press, piloting the newspaper's five passenger Cessna "Crane", referred to as the "News Hawk."

As such, Corfield became the first pilot-reporter in Canada.

In 1947, when the "London Aero Club" received its Charter, Mr. Corfield was noted as serving the position of the clubs "Charter Secretary."



Pick your copy up today!

Actual Exchanges Between Pilots and Air Traffic Controllers

Radar: "Delta 351, you have traffic at 10 o'clock, 6 miles!"

Delta 351: "Give us another hint! We have *digital* watches!"

O'Hare Approach Control to a 747: "United 329 heavy, your traffic is a Fokker, one o'clock, three miles, Eastbound."

United 329: "Approach, I've always wanted to say this...I've got the little Fokker in sight."

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

Student: "When I was number one for takeoff."

A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down. San Jose Tower Noted: "American 751, make a hard right turn at the end of the runway, if you are able.. If you are not able, take the Guadalupe exit off Highway 101, make a right at the lights and return to the airport."

Tower: "Eastern 702, cleared for takeoff, contact Departure on frequency 124.7"

Eastern 702: "Tower, Eastern 702 switching to Departure. By the way, after we lifted off we saw some kind of dead animal on the far end of the runway."

Tower: "Continental 635, cleared for takeoff behind Eastern 702, contact Departure on frequency 124.7. Did you copy that report from Eastern 702?"

Continental 635: "Continental 635, cleared for takeoff, roger; and yes, we copied Eastern. We've already notified our caterers."



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From the Ruhr Valley in 1944 - 18,000' Without a Parachute

AT 21,000 FT, THE REAR GUNNER OF A LANCASTER BOMBER is a cold and lonely place, separated from the rest of the crew by two sets of doors and 12 yards of fuselage. It's a cramped space, little more than a shell for the body of a gunner clad in bulky flying clothes. There's no room for him to wear his parachute - only the harness; his chute pack is stowed in the main fuselage, a few feet inside the 2nd door, and separate from the packs of the rest of the crew. In an emergency, the gunner had to leave his turret, get his chute pack, hook it onto the harness, then bale out, hoping that the trailing radio aerial will not cut him in two! Being a "tail end Charlie" was rated by the allies as a "hazardous occupation".

As the Lancaster aircraft in which WO Nicholas Stephen Alkemande flew as gunner approached Berlin on the night of 24/25 March, 1944, many long fingers of search lights probed the sky. After the 4,000 lb high explosive bomb and three tons of incendiaries were hurtled toward earth, they turned for home. They were somewhere over the Ruhr when a series of shuddering crashes raked the aircraft from nose to tail. Two cannon blasts exploded on Nicholas' turret ring mounting. The plexi-glass blister shattered and vanished, one large fragment slicing into his leg. The tail end was on fire, as he heard the pilot yell out "bale out, bale out". He flicked open the turret doors to grab his chute, but too late as the case had been burnt off and the lightly packed chute was springing out, fold after fold, and vanishing in puffs of flame. Quickly he hand rotated his turret abeam, flipped the doors open and in an agony of despair, somersaulted backward into the night! He must have blacked out!

In slow stages, his senses returned. An awareness of light, which gradually became a patch of starlit sky. The light was framed in an irregular opening that finally materialized as a hole in thickly interlaced boughs of fir trees. The rear gunner was lying in a deep mound of under brush, heavily blanketed with snow. Flying boots had disappeared and his clothes were scorched and tattered. Attached to his collar was the whistle for use in case of ditching at sea to keep crew members in contact with one another. He kept repeating to himself, after discovering he had survived the jump, "Here is one man who is happy to become a POW". He kept whistling and shots grew closer - and the story could end there, but really deserves to be told as well----

Eventually he was rescued by the Germans and brought to a hospital. The sum of his injuries? Burnt legs; twisted right knee; deep splinter wound in his thigh; sprained back; slight concussion and a deep scalp wound; and first, second and third degree burns on the face and hands. Through an interpreter he was asked the usual probing questions. Among others they wanted to know where he had hid his parachute. After bursts of frustrating rage on the Germans' part (For you see that SPIES dropping into enemy territory commonly concealed their chutes, whereas airmen falling out of sky battles did not) and Alkemande's assertion that he had NOT used a parachute, they left him alone to heal some wounds. He was finally led into the office of the Kommandant of Dulag Luft, where he was congratulated on jumping from a blazing bomber some 6,000' in the air without a parachute - a very tall story!

The airman stated he could prove it. The wreck of the Lancaster, the burnt remnants of the parachute pack could be found just forward of the rear fuselage door. And they could examine his parachute harness - it had never been used! Hours later they returned with his parachute harness. The snap hooks were still in their clips, and the lift-webs still fastened down on the chest straps. The Kommandant soberly took in these facts and in perfect English said "Gentlemen! A miracle - no less!" He was assailed with handshakes and vociferous good wishes as the Kommandant offered his hand and said "Congratulations my boy, on being alive! What a story to tell your grandchildren."

The next day, the Warrant Officer could see that the Luftwaffe authorities had been busy. On the 'K's desk lay some pieces of scorched metal, including the D-handle of a parachute ripcord and a piece of wire that would be the ripcord itself. "We found it where you said it would be. To us, it is the final proof."

The authorities marched the WO into a POW compound where some 200 Allied flyers were assembled, and a Luftwaffe Officer recounted his story. Following liberation in May, 1945, RAF Intelligence confirmed the records, found the reports of the strange adventure to be true and included them in the official records of the RAF.

-Sam Newman



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“Wisdom comes with winters.”

-Oscar Wilde

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‘Oh, this isn't my first husband,’ the woman replied. ‘I'm used to this by now.’

‘Really? How many times have you been married?’

‘This is my fourth husband. When I was 22 I married a banker. He died, and then when I was 43 I married a circus performer. He ran off with a dancer. Then when I was 62 I married a minister, and he lived a long time.’

‘What does your new husband do?’

‘He's a funeral director,’ she said proudly.

The reporter laughed. “That's quite a variety of husbands.”

‘Oh, it always made perfect sense to me,’ the woman said, ‘I married one for the money, two for the show, three to get ready and four to go.’

-Submitted by Diana Cuthbert

Did You Know?

Early aircraft throttles had a ball on the end of it, in order to go full throttle the pilot had to push the throttle all the way forward into the wall of the instrument panel. Hence “balls to the wall” for going very fast. And now you know the rest of the story.

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UPCOMING EVENTS



CHRISTMAS LUNCH

A TURKEY LUNCH WITH ALL THE TRIMMINGS
AT 427 WING
FRIDAY, NOVEMBER 28, 11:30 AM

Cost \$13
Tickets available at the Wing on Fridays
or call Jack Clark at 519-686-1303

*Cut-off date for ticket purchases
is Friday, November 21st*

Remembrance Day Ceremony, Southwold Keystone Complex

Sunday, November 9th, 2014 at 9:30am. Keynote Speaker will be the Honourable Steve Peters. The event is themed "The War of 1812 in Elgin. Arrive early, as this is a well attended event. 35921 Talbot Line, Shedden, ON

City of London Remembrance Day Service

Tuesday, November 11th, 2014
Held outdoors at the Victoria Park Cenotaph. The parade begins at 10:30am on the corner of Dundas and Waterloo streets and moves west through to the Cenotaph. Our members are welcome to join in the walk, meet up time is approximately 9:45am at the Delta Armouries Hotel

Lester B. Pearson School for the Performing Arts

Tuesday, November 11th, 2014, 3pm
The annual Remembrance Day Presentation by the Students in the gym. You will not be disappointed by the wonderful presentation by the students. Please see Sam Newman ASAP if you would like to attend.
795 Trafalgar St, London, ON

New Years Eve Dance

Wednesday, December 31st
DJ Nippy Watson aka Dr. Energy will be providing entertainment. Stay tuned for further information in coming weeks

New Year's Levees

January 1st, 2015
(dress code in effect)

10am - 12pm HMCS PREVOST
19 Becher St., London

12pm - 2pm Wolseley Barracks
Officers' Mess
701 Oxford St. East

2pm - 4pm 427 (London) Wing
2155 Crumlin Side Road



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427 WING CALENDAR OF EVENTS

NOVEMBER 2014

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 LVRC
2	3	4 RAA	5 CARDS	6 WT	7 Lunch NIPPY, PN	8 RENTAL
9	10	11  REM MAC	12 CARDS BCC	13	14 Lunch	15
16	17	18	19 CARDS	20 COM WT	21 Lunch	22
23 RENTAL	24	25 FO	26 CARDS	27	28 XMAS WD, GM	29

DECEMBER 2014

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30	1	2 RAA	3 CARDS 201 XMAS	4 WT	5 Lunch	6
7	8	9 COM MAC	10 CARDS BCC	11	12 Lunch	13 RENTAL
14 RENTAL	CLOSED					
					31 NYE	1 LEV

LEGEND

BCC British Car Club, meeting at 7:30 pm	NIPPY Nippy Watson aka. Dr. Energy joins us for lunch
COM Retired Commissionaires, 9am – 12pm	NYE New Years Eve Dance, see advert. on pg. 13
FO Fanshawe Optimist's Club, meeting at 7:30pm	PN Pub & Trivia Night, in support of 201 Air Cadets
GM General Meeting at 1pm	RAA Recreational Aircraft Association, meeting at 7:30pm
LEV New Years Levee, see advert. on pg. 13	WD The Women's Division join us the 4th Friday of each month for lunch
LVRC London Vintage Radio Club, meetings at 7:30pm	WT Wood Turners, meeting at 7:30pm
MAC Model Aircraft Club, meeting at 7:30pm	XMAS Christmas Lunch, see advert. on pg. 13

**** Weekly Lunches will resume on January 9th, 2015****



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