

THE LONDON LINK



427 (LONDON) WING — ROYAL CANADIAN AIR FORCE ASSOCIATION
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VIMY FLIGHT JULY 2017 (page 7)



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 2015 – JUNE 30TH 2016

President	Reg Lownie, CD	519-667-1989	rlownie@yahoo.com
Past President	Jack Clark, CD	519-686-1303	jackjoanc@gmail.com
1 st Vice President	Howard Johnston	519-657-2499	hjohnston@rogers.com
2 nd Vice President			
Secretary	Chuck Hardy, CD	519-452-1379	chuck.hardy@sympatico.ca
Treasurer	Liyuan Shi	226-977-6128	UPCSLY@gmail.com

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Vacant Positions – Food Services, Bar Officer, Entertainment, Sports and Sgt-at-Arms – call Wing for info

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Tours	Armin Grunwald, COM, MSM	519-474-2194	wing427tours@rogers.com

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Bar Steward/Rentals	Flo Douglas	519-455-0430	
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London Link Editor	Cathy Wood		cathyrwood@gmail.com
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Message from the President

The weather may be sunny but for your Wing the summer has been a blizzard of activity, indoors and out. **Newest residents** under our roof are the Secrets of Radar Museum and the London Amateur Radio Club joining us and the Woodturners Guild, while up on the roof serious repairs are underway with tarring, and shingles being nailed down tight.

On the ground, our members and friends have enjoyed a “meet and greet” with the members of the **Canadian Aviation Historical Society** during their June Annual General Meeting; the International Field Day of the **Amateur Radio Club** which was held right on our front lawn; the five-day **SesquiFest 150th Celebration** by the City of London, who invited us to show artifacts from our Spirit of Flight Museum; **Canada Day** in Harris Park where we gave out more information about the Wing and sold some regalia; and the four days of the **Vimy Flight** where replicas of World War One French Nieuport 11 aircraft were on static display at the Wing, as part of their cross-country tour. Over 100 members and friends came to see the aircraft and hear noted author **Ted Barris** give an absolutely awesome presentation about Canadian accomplishments in the Vimy war.

After all that, there may be a **Battle of Britain** Lunch or Dinner, followed by the biggest “**Doors Open London**” the Wing has ever seen, on September 16th & 17th, when we’ll be open both days from 10am-4pm with ourselves the Secrets of Radar Museum, the Woodturners Guild, the Amateur Radio Club, the Spirit of Flight Museum and the Wing itself welcoming the public to come and see what we’ve accomplished. Last, but not final, is the September 23rd & 24th **London International Air Show** when we’ll be open from to all, selling food and drink and handing out more information about who we are and what we do. And all of this is only possible because we have a membership that isn’t afraid to volunteer and help. The only other important thing we need is – you. Come lend a hand and take a part in your Wing.

Meantime, our Wing President Rene McKinnon has accepted new responsibilities as the Regional Vice-President for the Western Ontario Region, Ontario Group. As his term of office lasts for one year, from July 1st forward, Rene will be focusing on Western Region but still participating in 427 (London) Wing day-to-day happenings. As a result, there has been a shuffle in our Wing executive: 1st VP Reg Lownie will move to President and 2nd VP Howard Johnston will become 1st VP. The position of 2nd VP is now vacant and if any Wing members are interested in taking a role on the executive, you now have the rare opportunity to apply.

-Reg Lownie

Notes from the Secretary

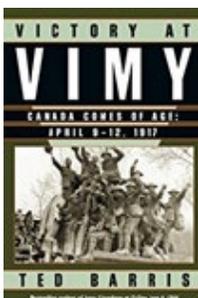
We are pleased with the number of new members joining 427 (London) Wing lately. A number of them are from The London Amateur Radio Club (LARC) who will occupy the West Wing of our building. LARC members have spent many hours preparing their space. By the time you read your copy of this edition, both LARC and The Secrets of Radar Museum will have moved in. Please welcome them. It will mean the building will be open more days of the week for the benefit of all users, members and guests.

You will also see special events in this edition. Please send your comments to the editor, Cathy Wood. She welcomes articles from all readers. If you have any questions about the Wing and its activities, call a member of the Executive (names pg 2)

On board and taking over the Air Cadet duties is Brad Keeler. Brad is helping with fundraising and researching grant opportunities.

See you in next issue.

*-Chuck Hardy
Secretary*



National Bestseller At the height of the First World War, on Easter Monday April 9, 1917, in early morning sleet, sixteen battalions of the Canadian Corps rose along a six-kilometre line of trenches in northern France against the occupying Germans. By nightfall, the Germans had suffered a major setback.

The achievement of the Canadians on those April days in 1917 has become one of our lasting myths. Based on first-hand accounts, including archival photographs and maps, it is the voices of the soldiers who experienced the battle that comprise the thrust of the book. Like JUNO: Canadians at D-Day, Ted Barris paints a compelling and surprising human picture of what it was like to have stormed and taken Vimy Ridge.

Visit <http://tedbarris.com/tag/vimy-ridge/> (The book is available for order on Amazon.)

Per Ardua

It began a long time ago, about 77 years in fact, shortly after the end of WWII. Ex-airmen who returned home to London decided to continue their interest in aviation both as flyers and friends. Soon they cemented their common interests and friendships by forming a club. The club was incorporated on April 2, 1947, under the name of the London Airforce Association, or more casually, the London Airforce Club. Shortly thereafter a club-house was rented at 330B Dundas Street and a Constitution and By-Laws were drawn up.

Concurrently across the country, other ex-airmen had also been forming clubs, so that on September 16, 1948, the RCAF Association was formed in Ottawa, with Charter and By-Laws heavily based on those of the London Airforce Association.. To end any confusion about Canada having two Airforce Associations, the London group joined the National Association and was re-named as 427 (London) Wing, RCAFA, on March 15, 1950. That same year Fred Roy was elected as the new 427 Wing President and remained president for eleven years. Gradually, 427 (London) Wing raised its profile in the community. For example, in September 1954, the Commanding Officer of RCAF Station London invited our members to attend a military parade at the Cenotaph, followed by Battle of Britain ceremonies held at both St. Paul's (Anglican) and St. Peter's (Catholic) Cathedrals.

By the late 1950's the RCAF began winding down its operations and removing buildings and hangars that had served for a decade. In London, one of these, Building Number 49, a familiar "H" hut, had served as an airmen's and airwoman's canteen but now was facing demolition. 427 Wing managed to rescue half of it and by a lease dated February 3, 1960, the Wing had a new home at 2155 Crumlin Road. A license "for the sale and consumption of liquor" was granted in 1963, and dancing, euchre and other social events soon were underway. Later, in 1979, the Wing purchased an empty church on Brydges Street, moved it to the Wing and fastened it to the west side of the original "H" hut building. The plan was to create an RCAF museum, but the costs of moving and refurbishing were far too high. The decision was made to rent out the "west wing" until financing for a museum would be available, But over the years as inflation increased and membership decreased, that dream seemed further and further off..... until today.

Today we have opportunities that the Wing has not enjoyed in many years. The empty space of the "west wing" has been filled by the Secrets of Radar Museum, the London Amateur Radio Club and the Woodturners Guild. Together with 427 (London) Wing, the Spirit of Aviation Museum, the Secrets of Radar Museum, the Amateur Radio Club and the Woodturners Guild, all under one roof, we can again make 427 Wing known to Londoners - if our members participate and help both in the events that we hold at the Wing and in many community events. Along with the Jet Aircraft Museum, we can turn Crumlin Road North into a major attraction for London Tourism.

The possibilities are limited only by the spirited help of our members. So to paraphrase a well-known political figure: "Ask not what your Wing can do for you; ask what you can do for your Wing."

-Reg Lownie



Harvard aircraft at London Crumlin Airport 1966 (far left) and 1964. Photos compliments of Trish McNorgan



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**VIMY Dinner
Hotel London, April 14, 1967**



George Ault, president 427 (London) Wing, 1967. Write us if you can identify any of the gentlemen in the photo.

VISIT
www.allspitfirepilots.org

to see a database of all Spitfires ever made (by serial number) and the photos and biographies of Spitfire pilots. All are welcome enter a pilot biographies and photos, so check back often.



A precursor to the Snowbirds, the Centennaires toured Canada in 1967. Here they land at London Airport.



Needlework by Sgt. A. Bakker RCA done after being gassed in a gas attack in 1916. The silk thread on fine linen work was exhibited in the Royal Albert Hall and presented to 427 (London) Wing by Mrs. E. Campbell, London Ontario in 1982.

MINI GARAGE SALES

We need some more good donations, and we also need buyers. Spread the word! Thanks to donors.

...Royal Canadian Air Cadet Squadron 862 - Lambeth Lightning *Submitted by Paige Wakelin - Age 15*

Greetings from 862 Lambeth Lightning Squadron.

My name is Paige Wakelin and I was asked to carry on with this series, started by Warrant Officer 1st Class Charno. He has reached the mandatory retirement age as a Cadet and everyone at 862 wishes him well in his endeavours. I joined 862 "Lambeth Lightning" Squadron in 2012 when I was 12 years old. I wanted to be in Air Cadets for as long as I can remember. My first year was just what I expected! There were so many amazing opportunities and activities. I was a part of the Marksmanship and Drill team as well as the modelling club. I also had the honour of joining the flag party. I got to go

gliding and compete at the regional marksmanship competition and drill competition. That summer I was selected to go to Trenton for two weeks for the General Training course; one of the best experiences I have had in Cadets. In my second year, I had some experience as a cadet and felt more confident. I continued to be part of the Drill and Marksmanship teams. I even became second in command of the flag party. I had many more amazing opportunities including getting to go back to Trenton; this time for three weeks for the Basic Aviation course. I am now in level three and it has been fantastic so far. I look forward to writ-



ing more articles in the future. Now that you know a little about me, I will let you know about all the great things Lambeth Lightning Squadron has to offer in the upcoming articles. Thank you

KNOWING NO DEFEAT

The 57 men of London South Collegiate
who gave their lives in World War II



The Latin motto on South Collegiate's crest, Virtus repulsae nescia sordidae, roughly translates "True virtue knows no defeat". It seemed appropriate to draw upon that motto for the title of the book about the 57 South alumni who lost their lives in military service during World War II. It also seemed appropriate to use the stained glass artwork of South alumnus, Ted Goodden, for the cover. It is part of his "November" window, one of the 12 "Calendar" stained glass artworks that hang in the north windows of the Landon Library in Wortley Village. The scene depicted, the Boer War Memorial in Victoria Park, is probably familiar to most Londoners.

In the foyer inside the main entrance doors at South, just past the office, is a section of wall dedicated to the memory of the 834 alumni who enlisted for military service during World War II. The names of these 834 men and women – the "Active Service Roll" – are written on three large parchment scrolls in a carved wooden cabinet mounted on the wall.

Beside it is a large framed composite with individual photos of the 57 who never made it home, and standing on the floor beneath it is a glass-topped display case containing a silver ceremonial sword engraved with 57 names. These 57 names and 57 faces were 57 brave men, each with their own story... the inspiration for this book. Their sacrifice is a legacy of courage all Canadians can be proud of.

Knowing No Defeat is the creation of two retired South history teachers, Pete Telford and Jerry Selk, and a retired English teacher and South alumnus, Connie Weir, current editor of the alumni newsletter, Lions' Pride. Building upon research projects done by South history students in the late 1990's and early 2000's, this 150 page book seeks not only to tell the stories of these 57 men, but also to preserve them in a published format that can be shared with a wider audience. Military records usually contain only the most basic of personal information, without the small human touches that make a person's story come alive.

We hope our book will be of interest to many. It should certainly be meaningful to anyone with a connection, familial or otherwise, to any one of the lost men. We think it may also be of interest to the current residents of the homes once occupied by these fifty-seven men, if for no other reason than to discover a little more about the history of their homes. Beyond that, anyone with an interest in local or military history will hopefully find our publication a worthwhile resource. And finally there are the students... where the seeds of this project were first planted. By putting a more human and immediate face on the casualties of war, this book has the potential to be a valuable resource for high school students studying Canadian history, not just at South but at other schools in the area.

Knowing No Defeat will be published later this summer by the South Collegiate Alumni Association, a non-profit organization created in 1999 and involved in a variety of school oriented projects and activities. Copies will be available locally or through the SCAA (contact@southalumni.ca). Watch for further announcements.

(Contributed by Connie Weir)



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BIRTHDAY BRATS



JULY HAPPY BIRTHDAY WISHES

Kevin Acs, Pablo Calcaterra, Nicholas Corrie, Loree Johnston, Roland Joselyn, Arthur Lee, Reginald Lownie (CD), Jean McGinnes, Catherine Newman, John Schenck, William Schussler, Helen E. Simpson, Janice Sydorko Jacques Viau, David Wallace, William West, Josep Wyatt

AUGUST HAPPY BIRTHDAY WISHES

John Brotzel, Lawrence Calver, Gwendolyn Clarke, Donald Clarke, John DeWit, Robert Fenn, Charles Hardy (CD), Irene Mathysen, Rosetta McGlinchey

“The older the fiddler, the sweeter the tune.”

-English Proverb

LONDON LINK SUBMISSION DEADLINES:

January/February: December 18th • March/April: February 15th. May/June: April 17th • July/August: June 17th. September/October: August 18th • November/December: October 18th.

Please forward any articles that you consider of value to the Wing members and we will do our best to get it to print. Sometimes submissions are of such a size that we then make them a two, or three part series.

Looking forward to hearing from you and sharing your photos, stories etc with our members.

(For good reproduction at reasonable size, photos should be fairly high resolution)

Front cover photos: VIMY FLIGHT is a team of dedicated volunteer pilots and ground support that had the honour of performing a commemorative bi-plane fly-past over the Vimy Ridge Memorial in Vimy France April 9, 2017 and are now conducting a nation-wide Birth of A Nation Tour. 427 (London) Wing was pleased to welcome the crew over the weekend of July 15.



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PO Kay and 264 Sqn. PO Kay is 3rd from left along with other 264 Sqn members after the combat on May 28th 1943. He was probably thinking about his lost partner Kay who is the only one in the picture that is not smiling. Credit: No. 264 Sqn Association

A Defiant Canadian - Evan John Jones

by Dave Wallace, David Smith and Pablo Calcaterra - 427 Wing (London) RCAFA

Congratulations and thanks to 427 (London) Wing members Dave Wallace, David Smith and Pablo Calcaterra for their article on Evan John Jones - front page of Airforce Review Vol 41/No 1



Mosquitos over Port Stanley, an Avro Arrow rusting away at The Coves (above), Lancaster Flight...an aviation interest is evident in the art work of Londoner Tom Straub. Visit <https://fineartamerica.com/profiles/tom-straub.html> to see these and other "haunting" art.



From: Dean Black
Director, Airforce.ca

Date: June 28, 2017 at 11:46 AM
Subject: RE: Airforce Revue Vol 41/No.1

To Rene McKinnon

If we had more Wing members, active like yours have been, we would be so much better off. The RCAF Association I believe would want to thank you for your leadership and thank your members for their caring approach to this aspect of air force history. After all, this is our purpose - to inform new generations of Canadians about the importance of their country's air force, and of the incredible work done, by the men and women in uniform, yesterday, today and tomorrow.

Dean

"This is a wonderful moment for your 427 (London) Wing to be recognized through the submission of this well-researched, documented and pictorial article in the most significant RCAFA national publication."

Rene McKinnon to Dave Wallace,
David Smith and Pablo Calcaterra.



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RLMI Tour of Armatec Survivability Corporation, Quai du Vin Winery and Tony Roma's, 9 June 2017



LCol (ret) Armin Grunwald, President RLMI, presenting a BO-105 badge to Karl G. Pfister, Dipl.Ing (FH), President & CEO, Armatec Survivability Corporation (Karl has three helicopters as his hobby from MBB / Eurocopter / now Airbus).



Presentation of a Certificate of Appreciation for giving the tour of Armatec Survivability which "keeps soldiers safe".



Royal London Military Institute and 427 (London) Wing members and guests in front of a LAV



RLMI and 427 Wing members and guests at Tony Roma's Restaurant

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Célébrez avec nous le plus récent chapitre de l'histoire remarquable de l'ARC le vendredi 1^{er} septembre, à la place Nathan Phillips, à Toronto, en Ontario.

Watch for announcements on Doors Open London and a Battle of Britain lunch or dinner. Follow 427 (London) Wing on Facebook.

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Sea King Retirement
After 50+ years of service the Sea King will be retired
December 2018 at 443MH Victoria.



The retirement ceremony or parade shall mimic in degree of the solemnity the paying off ceremony that a ship shall undergo upon decommissioning. There will be a fly-past associated with the final parade. The parade will be an official event and is not the responsibility of this committee to organize. There will be a meet and greet and a formal dinner to celebrate 55 years of Sea King Service to the RCN, RCAF and CF. The Meet and Greet will probably occur at one or more of the Messes in Esquimalt, and the dinner within Arundel Castle, the new 443 Squadron Hangar.

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THE SPECKLING OF SARDINIA - by James H. Pocklington

taken from *Legion Magazine*, September/October 1998

In 1962, a horde of tiny Canadians arrived to take up permanent residence on the Mediterranean island of Sardinia. The Canadians were all goodwill ambassadors; beautiful speckled trout provided by Canada in appreciation for the local hospitality extended to Royal Canadian Air Force personnel who were stationed on the island.

The story of how the fish made it to Sardinia was covered extensively by the Italian media, but missed somehow by the media back in Canada.

Now, after 36 years of cultivation, the descendants of the Canadian speckled trout reign supreme in the islands freshwater streams and also grace the tables of many fancy Italian restaurants. This is, indeed, a little-known Canadian success story, but before I go any further, I should provide an overview on Sardinia - the second largest island in the Mediterranean - and my involvement there.

Located a mere 7 1/2 miles south of Corsica, the island is separated from the west coast of Italy by the Tyrrhenian Sea. The island's population still has some native people whose culture dates back to the Nuragi civilization prior to the Roman conquest. The island is semi-autonomous from Italy and its geography includes a large plain that stretches from the southwest coast to the central west coast at the Golfo di Oristano. In the east there are mountains that rise up to 6,000 feet.

In 1956, the RCAF shifted F-86 Sabre aerial gunnery practice to Sardinia from Rabat, Morocco, and later expanded weapons practice to include CF-100 fighter rocketry. Our Canadian base was based at Decimomannu, 10 miles northwest of Cagliari, and the weapons range extended approximately 100 miles adjacent to the island's west coast.

My posting to Sardinia came in February 1959 when I was a flight lieutenant in the RCAF air weapons unit. We reported to the Canadian Air Division in Metz, France, and my first job was co-ordinating the weapons firing. A year later I became responsible for RCAF administration on the island, a job that proved to be a tremendous challenge because of the considerable differences between Canadian and Sardinian lifestyles and customs. It wasn't long before I discovered that when it came to getting things done by the local population you had to recognize their unique work ethic and that meant you often had to take the time to appreciate their sense of values.

Sardinia has plenty of beautiful beaches, but the spare time of a serviceman and his family

was not limited to swimming and sunbathing. Some servicemen tried to follow their hobby of sport fishing in the freshwater streams and lakes but had had only limited success. Apparently, after WWII, the freshwater resources had been temporarily contaminated to rid the island of malaria carried by the mosquitoes that bred in such locales. An unfortunate side effect was the poisoning and demise of the fish. We were lucky enough, however, to discover a lake in the eastern mountains that contained some hybrid trout. Another bonus came when we discovered that the fishing rights to this lake were controlled by a wealthy, but benevolent landowner named Peppino Catte.

And so during the early 1960s, this gentleman provided many pleasant angling opportunities for Canadian air force sport fishermen and their families. Even when our luck was poor, the kind landowner would supplement our catch from his fish nets in the lake and provide a succulent feast to raise our spirits. It was after one such feast that I felt my verbal thanks to Catte was somewhat hollow. Surely, I thought, we could find a better way to repay this man's generosity.

Straight monetary gifts could be diplomatically unacceptable, and besides we wanted to give Catte something useful - something that would last a long time. We discussed several ideas, but in the end it was a chance remark by Catte led our group to commence an operation that would satisfy both our desire to thank our gracious host and revitalize the fauna of Sardinia.

Catte told us he was constructing a modern fish hatchery that would capture the pure waters that cascaded down the mountain from Lake Flumendosa into the Tyrrhenian Sea. He believed that a fish hatchery would greatly improve the commercial aspect of his fresh fish business on the island. However, he also shared the fisherman's chagrin over the loss of trout in the wild streams of his beloved island.

And so it was determined that if Catte could acquire a pure breed of trout, he would raise them in his hatchery and restock the waters of his native land! Finally, we had discovered a way to repay the gentleman's hospitality and at the same time leave a Canadian legacy for sportsmen of the future.

As luck would have it, the then Canadian minister of fisheries was Angus MacLean, a former RCAF wing commander who years later would go on to become premier of Prince Edward Island. I wrote to MacLean and related our story and a request for his assistance to obtain speckled trout eggs from Canada's fishing resources. A positive

reply was received; however, a hitch developed. I had indicated that the cost for air transport of the eggs would be borne out of our non-public station fund, but the minister felt he could avoid this cost and help us by sending the eggs via RCAF transport. Indeed, the cat was now out of the bag!

Sure enough I had to respond to a number of messages and letters criticizing my direct contact with other government agencies. I then had to forward a detailed study for Operation Fish Egg to the air force headquarters in Ottawa. Apparently my apologies were accepted because the chief recreation specialist was dispatched from Ottawa to evaluate my proposal and report on the feasibility of the operation in location. The specialist arrived and he was favourably impressed and so my hopes were high.

A couple of weeks later, Douglas Harkness - the then minister of National Defence - conducted a formal inspection of our base and, while visiting the island, was given a taste of the Sardinian hospitality which we hoped to repay. I explained the project to him and politely asked if he could check with his colleague at the federal department of fisheries to see if the bureaucracy could speed things up and send the eggs before the heat of summer. The minister said he would be pleased to do so.

The essence of the letter sent to me by Ottawa staff was that our chief recreation officer made a good pitch to the chief of the air staff, Air Marshal C.R. Slemon, but the operation was turned down because it was felt that we could not take a chance on delivering rotten eggs!

Two days later, the minister of National Defence returned to Canada and used a little political clout to reverse the decision. At last, Operation Fish Egg was approved. What luck!

Obviously, the safe transport of the delicate fish eggs was critical to the operation. To ensure its success, a fisheries expert from New Brunswick accompanied the three large insulated crates of eggs.

These live embryos could be transported only during a few days of their evolution, specifically during the 'eye'd' stage. That is when two little dots appear and move around within the egg indicating life and a prediction of their date of hatch. It was, indeed a difficult situation because the 300,000 eggs had to be maintained in a simulated environment while flying thousands of miles from Canada to Europe.

To be factual, the operation entailed five separate movements by five different vehicles with co-ordination required to ensure no excessive delay and an adequate supply of dry ice. From the Canadian hatchery in Saint



John, N.B., the three crates of eggs were rushed to the airport and then by air to Trenton, Ont. From there the eggs were loaded on a Yukon aircraft and then flown to Marville, France. In Marville they were loaded onto a Bristol Freighter and then flown to Decimomannu. At the air base the live embryos were loaded onto a truck and then transported - alive and kicking within their tiny world, over a mountain range to their new freshwater home.

The success of the venture was good reason for celebration. A spontaneous feast took place, complete with short speeches from all concerned. Our language differences resulted in a happy atmosphere because everyone interpreted as he desired and the result was bouquets to all. And throughout it all, the Italian media ensured that positive public relations would never falter for RCAF personnel. A rather typical example of this was a local newspaper article that stated: "Some just come and plant a tree whereas the Canadians provided a permanent legacy to their Sardinian friends."

Of the 300,000 eggs transplanted in 1962 from Canadian to Sardinian waters, approximately 250,000 reached maturity - more than can ever be expected in a standard fish hatchery. This confirmed our expectations because our fisheries expert pronounced that Catte's hatchery and the fresh water flowing down from the mountain was the finest he had ever seen.

Since that time the trout have reproduced many times and the ancestors of those Canadian speckled trout now swim in the streams of Sardinia. What's more, Catte's hatchery rapidly expanded and live trout were sent by barge to many Italian ports.

The story of how a few Canadian servicemen helped to repopulate Sardinia's freshwater streams may be a small matter in the affairs of men and women, but it's a big switch if you happen to be a trout or a fly fisherman trying his luck on the island. Indeed, all Canadians should be proud of the success of Operation Fish Egg.



Maya Hirschman, Director and Curator (SORM)

The Secrets of Radar Museum has moved to the 427 (London) Wing facility. It took a team of about a dozen volunteers to catalogue, photograph, and pack exhibits detailing the achievements and lives of thousands of men and women working behind the scenes, during the Second World War.

Founded in 2001 by former RCAF and RAF veterans, the Secrets of Radar Museum opened to the public on May 24, 2003 and this is their first move. "We have a really great working relationship with the 427 (London) Wing and the Jet Aircraft Museum — we share a lot of history. It's very exciting for us to be so close," said Maya. Come visit!



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July 2017						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13 VIMY FLIGHT	14 Lunch VIMY FLIGHT	15 VIMY FLIGHT
16 VIMY FLIGHT	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	Notes:				

August 2017						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4 Lunch	5
6	7	8	9	10	11 WEC Lunch	12
13	14	15	16	17 Retired Comm	18 Lunch	19
20	21	22	23	24	25 Lunch	26
27	28	29	30	31	Notes: Lunch	

- AGM** Annual General Meeting, 1pm
- BBQ** Bar-b-que lunch, last lunch until August
- BCC** British Car Club, meeting at 7:30pm
- COM** Retired Commissionaires, 9am - 12pm
- FO** Fanshawe Optimist's Club, meeting at 7:30pm
- GM** General Meeting at 1pm
- GS** Guest Speaker
- LFC** London Flying Club Reunion

- LVRC** London Vintage Radio Club meeting at 11:00am
- MAC** Model Aircraft Club meeting
- OAGM** Ontario Group Annual General Meeting
- RAA** Recreational Aircraft Association, meeting at 7:30pm
- WD** The Women's Division join us the 4th Friday of each month for lunch
- WDP** Wind Down Party for OAGM, at the Wing
- WEC** Wing Executive Council, 9:30am
- WT** Wood Turners, meeting at 7:30pm

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Aviation, radar, and radio all in one place
By Chris Montanini, Londoner
Tuesday, July 18, 2017 4:35:15 EDT PM

Rene McKinnon, past president of the Royal Canadian Air Force Association's 427 (London) Wing, is joining forces with a trio of community groups to establish a unique presence on Crumlin Sideroad. Photo taken in London Ont. July 13, 2017. (CHRIS MONTANINI\LONDONER\POSTMEDIA NETWORK)



Four long-standing London organizations planning to share space on Crumlin Sideroad are hoping a unique combination of military history and local artisanship will attract visitors to what was once a sprawling Royal Canadian Air Force base.

427 (London) Wing was the first of its kind when it was established in April 1947. Originally named the London Air Force Association, 427 Wing was created to support local airmen and airwomen returning from the Second World War and, according to a brochure, inspired the creation of a national organization based in Ottawa now known as the Royal Canadian Air Force Association (RCAFA).

In September 1959, 427 Wing (one of 70 RCAFA wings across the country) purchased an airman's canteen left standing at the end of Crumlin Sideroad near the London International Airport. The roughly 80-year-old building is the final remnant of RCAF Station Crumlin, which was used for both military and civilian aviation during the Second World War.

"We're still here and we're trying to preserve it," said Rene McKinnon, president of 427 Wing.

McKinnon and 427 Wing may be familiar from an event at the airport this past weekend. The group welcomed a couple Nieuport 11 replica bi-planes to London as a team of volunteer pilots fly them across the country to commemorate the 100th anniversary of The Battle of Vimy Ridge. But that's not the only project 427 Wing has been working on over the past few years.

They're also responsible for the Spirit of Aviation Museum, which is currently collating and indexing more than 5,000 books, magazines, models, and a variety of other sources of information about all aspects of aviation. Their efforts to preserve the history of their modest footprint at 2155 Crumlin also include a couple of memorial gardens — The Spooner Memorial Garden and more recently, a Vimy Ridge Commemorative Tree Planting Project. Next, 427 Wing is welcoming the Secrets of Radar Museum, the London Amateur Radio Club, and the Thames Valley Woodturners to Crumlin Sideroad through a partnership they believe will create a unique tourism site in east London.

"We want to make this a destination for tours in London," McKinnon said. "It's taken us a few years (but) we're getting there." The Secrets of Radar Museum is moving from Westminster Ponds where their rented space on the Western Counties property owned by London Health Sciences Centre (LHSC) has been on the verge of demolition for years.

After hitting pause on plans to tear down the Western Counties buildings in 2015, LHSC recently announced that they are planning to transfer the property to the Thames Talbot Land Trust and ReForest London.

Maya Hirschman, the museum's curator and manager, said rising rent has made a move to Crumlin Sideroad necessary.

"A number of us have been talking about this for quite a long time," she said. "We go to each other's events; we put up displays regularly at (the nearby Jet Aircraft Museum). This makes a ton of sense for us."

Secrets of Radar tells the story of Canada's involvement in the Second World War radar program from the perspective of the radar mechanics, operators, teachers, trainers, physicians, and researchers that kept it top secret for 50 years.

The London Amateur Radio club, founded in 1920 and recently recognized as the oldest amateur radio club in Canada, joined the museum about two years ago.

The Thames Valley Woodturners includes about 100 members in and around London who offer demonstrations and interactive instruction to the public at their monthly meetings.

427 Wing plans to take part in this September's Doors Open London, which will also serve as the official re-opening of the Secrets of Radar Museum.

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