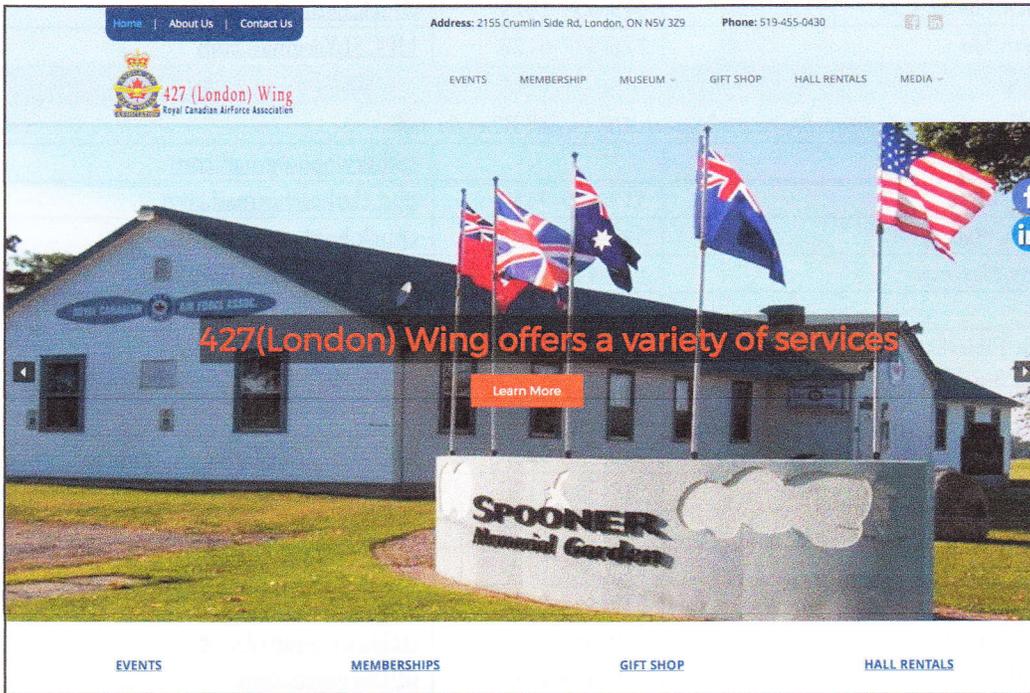


THE LONDON LINK



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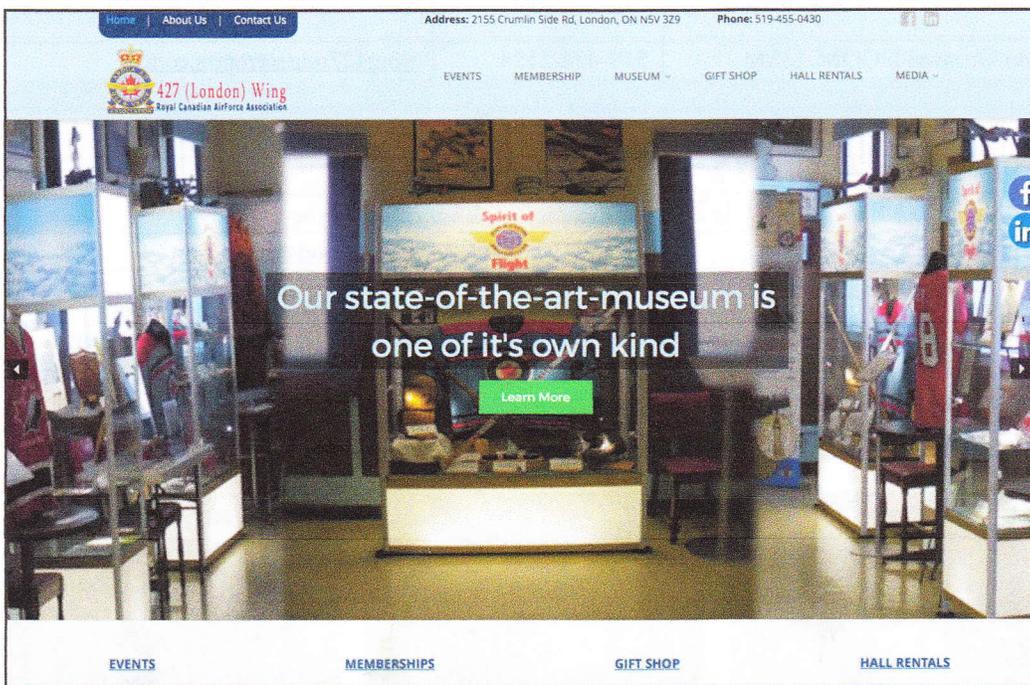


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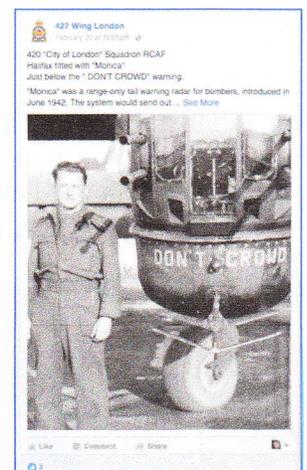
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ROYAL CANADIAN AIR FORCE ASSOCIATION (RCAFA) MISSION STATEMENT

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	Rene McKinnon	519-471-8003	renemck@sympatico.ca
Past President	Jack Clark, CD	519-686-1303	jackjoanc@gmail.com
1 st Vice President	Reg Lownie, CD 226 926-7818	519-667-1989	rlownie@yahoo.com JULY 13
2 nd Vice President	Howard Johnston 226 973-6173	519-657-2499	hjohnston@rogers.com
Secretary	Chuck Hardy, CD	519-452-1379	chuck.hardy@sympatico.ca
Treasurer	Liyuan Shi	226-977-6128	UPCSLY@gmail.com

COMMITTEE CHAIRPERSONS

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

Web-Site Liaison	Cathy Wood		cathyrwood@gmail.com
Housing	Don Clarke	519-455-9350	don.clarke@hotmail.com
Housing Back-Up	Chuck Hardy, CD	519-452-1379	chuck.hardy@sympatico.ca
Membership	Cathy Newman	519-452-1886	cathy.newman@rogers.com
Public Relations			
Wellness/Parkwood Liaison	Brent Elgie/Sam Newman Hilda Smeltzer	519-539-5956	lgair@execulink.com
Fundraising			
Kit Shop	Terry Rushton	519-472-0268	trushton71@bell.net
Euchre Club	Diana Cuthert, CD	519-455-1126	tdcuthbert@rogers.com
Museum	Howard Johnston	519-657-2499	hjohnston@rogers.com
Air Cadet Liaison	Jack Clark, CD	519-686-1303	jackjoanc@gmail.com
Lottery	Mike Ryan	519-455-1668	
Nominations	Jack Clark, CD	519-686-1303	jackjoanc@gmail.com
War Graves, Poppy Fund, Heritage/ History & Veterans' Memorial	David Smith Pablo Calcaterra	519-673-1515 519-318-9614	691s@rogers.com pablo.calcaterra@outlook.com
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CLUB SERVICES

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Bar Steward/Rentals	Flo Douglas 519 455-2132	519-455-0430	
Padre	Frank Mantz 519 473-3962	for more info, ask a member of the Executive	
London Link Editor	Cathy Wood	519 777-5452	cathyrwood@gmail.com
CF Liaison Officer	TANYA 519 615-6373		

Over 1,000sq ft 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.

- Call for rental rates • Catering IS an option! Call Flo at 519-455-0430 for more information.



Message from the President

It is always a challenging opportunity when it comes time to prepare a message your London Link. I had a quick look at the last message and noticed the “wishing you a great day” comment. We hope that is true for all of you. It seems that this is true for the Wing when we look ahead at the coming months.

Some time ago the Wing submitted a grant request for the cost of converting the two old Navy washrooms to wheelchair accessible. We are pleased to advise that this grant is approved and when the paper work process is completed work is planned for June or July. We also have an application in process with the Rick Hansen Foundation for the installation of a wheelchair lift from the old Navy side, down to the common area. This will put us in compliance with the AODA requirement for wheelchair accessibility. Another benefit is that we will, when the work is completed, be able to rent to any organization and have access for all their members.

We have a long term Wing rental with the Wood Turners. You will have noticed they store their machines and equipment in the common area. They asked if it was possible to build a storage area in the common room. We have agreed that this is an excellent idea for secure storage and also to open this area for other Wing uses. While on the topic of changes and improvements we have just recently been approached by the London Amateur Radio Club (LARC) wishing to rent space for their club. We are in the process of firming up this agreement and will have more information in next Link.

The Vimy Ridge 100 Anniversary is significant event for all Canadians. We are pleased to inform you that a Wing member, Paul Gagnon is leading a group from London to France for the April 09th. event. Some information is attached to page 16. We are asking wing members to support this trip by coming to the Send Off of this approx. 50 member group. The event will be at the Wing on **March 29th. at 1100am** and the coach will depart at 1300hrs heading to Toronto airport and the evening flight to France. The Mayor, City Councilors and other Dignitaries will be in attendance. There will be TV, newspaper and video documentary coverage of this event.

Lets make a strong showing for this event. Continuing with Vimy, there is a website “vimyflight” . A quick recap: four WW1 vintage aircraft from the west coast will be flying at Vimy on April 09. On their return to Canada they will commence with a Canadian Tour. We were just advised that London - 427 (London) Wing - is included in this tour. Our scheduled dates are July 14 - 15. We will need the support of Wing members to make this a most significant promotion event for the Wing and London.

-Rene McKinnon

Notes from the Secretary – Secretary

Please see the survey attached to this edition of the London Link. (page 15)

The 93rd birthday of The RCAF is being celebrated at lunch March 31st. A great roast beef lunch and all the trimmings is on the menu and Rene has printed 80 tickets which are on sale now for only \$20.00 per person. Please get your tickets really soon by calling Flo at 519-455-0430 or contacting any member of the executive who will reserve your tickets.

Payment can be made in advance with cash, credit card and soon by PayPal and possibly Eventbrite. Please see elsewhere in this edition of the Link and the Wing Website. Buying tickets early will help the Wing as money is deposited every Friday by our Treasurer Liyuan.

You will see elsewhere complete details of the tour organized by Armin and Judy Grunwald. It is on Friday June 9th. The deadline to sign up is May 12th. Let's achieve the goal of having more Wing members attend this year. After expenses are paid, all revenue left over is paid by Armin to RLMI and 427 Wing based on the numbers attending from each group. Another way to help the Wing financially.

Do you know someone who plays a musical instrument? Someone in a trio, band, etc? Entertainment during or after a Friday lunch would bring more folks in. Please contact anyone on the executive committee.

Your thoughts are always welcome and thanks.

*- Chuck Hardy
Secretary*



Per Ardua

During the Second World War it was not unusual for bombing missions to be aborted and aircraft recalled to base because of bad weather or a change of target. Before armed aircraft could land back at base however, it was necessary for them to jettison their bombs because these could explode on landing, destroying aircraft and crew. So special areas of the ocean, called Jettison Zones, were established to serve this purpose, and one, called the South Jettison Zone, was set up south of Beachy Head, a headland jutting out from the famous chalk cliffs of Dover.

On the morning of December 15, 1944, 138 British Lancaster bombers were ordered to abort their mission due to extreme weather and low visibility over their target, the city of Siegen in Germany. On the same day and despite drizzling rain, fog, overcast conditions and near-freezing temperatures, an aircraft departed RAF Twinwood Farm at 13:53 hours for a two-hour flight to France. The aircraft, designated UC-64A, was a Canadian-designed Noorduyn Norseman, a single-engine, high-winged monoplane built to withstand the rugged terrain of the Canadian north and suitable for moving passengers or freight. Several were purchased by the USAF and some were specially modified with extra fuel tanks.

RAF Twinwood was a USAAF field in Bedfordshire, about 62 miles north of London. The Norseman was to follow a specific route called the SHAEF corridor, which stretched southward over the city of Maidenhead to Beachy Head, then turn east-south-east to fly across the English Channel to Villacoubly, an airport just south of Paris. Airborne with the pilot, Flying Officer John Morgan, were about a half-dozen passengers, including USAAF Major Glenn Miller. Prior to and during the war, Miller was one of the most famous bandleaders in the world. At the age of 40 his musical style had made him a celebrity with hundreds of performances of his band and record sales in the hundreds of thousands, with such hits as "Moonlight Serenade," "Tuxedo Junction" and "In the Mood." He formed a 50-piece Army Air Force Band that made 800 appearances in England in the summer of 1944. Allied troops had recently liberated Paris and Miller was traveling to Paris to organize a celebratory musical morale-lifting show.

The Royal Observation Corps at Beachy Head noted that a Norseman had overflowed them at 14:37 hours, precisely on course and on schedule. Somewhere ahead of UC-64A, although several thousand feet higher, was the flight of 138 British Lancaster bombers preparing to jettison their bombs into the South Jettison Zone. In a later investigation, Fred Shaw, a navigator in one of the Lancasters, testified, "I put my head into a little observation blister where I could look vertically down... I could see the blast waves radiating outward. As I was watching, the bomb aimer said "there is a kite down there," and I looked and saw a small tiny high wing monoplane... I saw him flip over to port, he looked like he was going into a spin, he dived in and splash, then he disappeared under the wing." No other witnesses personally claimed to have seen the bombs hit the smaller aircraft. Years later, Victor Gregor, the captain of Shaw's plane, confirmed that Shaw and two others had reported over the intercom that they saw the plane go down. But no report of this incident was made on landing as the mission had been scrubbed and there was no debriefing.

Shaw's story was exhaustively researched and it was determined that the timing was right, and the Lancasters would have been in the South Jettison Zone at the same time as the Norseman. That possibility was challenged by a member of another Lancaster crew who wrote that, "weather conditions deteriorated very rapidly...and over 100 aircraft were involved...we were jettisoning from 3,000 feet in 9/10s cloud and almost nil visibility, in my opinion a ridiculous claim from any observer."

A second theory suggests that if UC-64A was flying low because of poor visibility and the cold temperature, the fuel intakes could have frozen (engine icing, carburetor icing, induction ice). Support for this idea came from a January, 1945 Official Army Board of Inquiry which noted that Flying Officer Morgan had a total of only 250 hours flying time, implying that he may not have activated the carburetor heat. The Norseman was equipped with a carburetor known to freeze in icing conditions. This flaw was in the process of being replaced, but combat aircraft had the first priority. However, Norseman aircraft have operated in 68 countries around the world and have been based and flown in the Arctic and Antarctic regions.

Speculation rages on over the fate of UC 64-A and Major Glenn Miller but one thing seems certain: whether the bombs struck or the engine stopped, there was little time to react before the plane hit the water and disintegrated, leaving no trace of plane or passengers.

*-Reg Lownie
1st Vice President*

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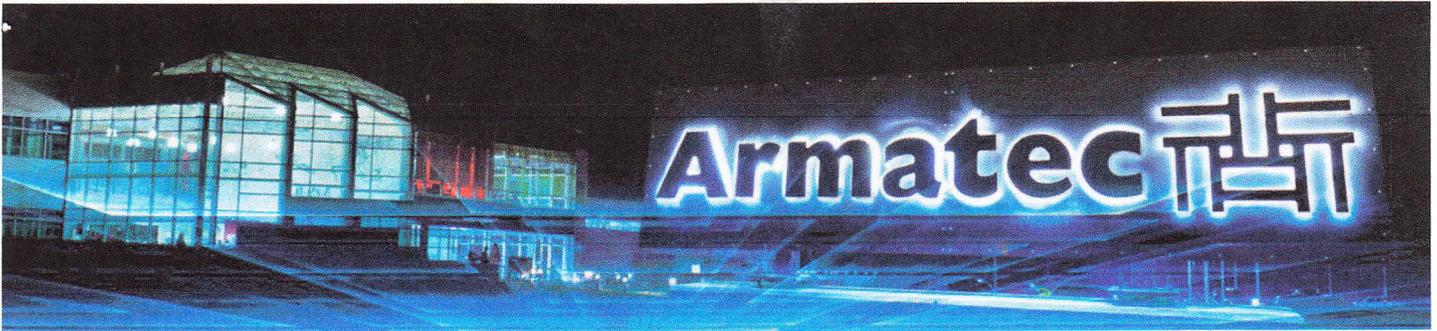
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Tony Romas

Choose your Entrée - Pasta, Ribs, Riblings, Chicken or Salmon when you sign up.

June 9, 2017 • \$55.00 including meal.

Sign up and payment deadline for this tour is MAY 12, 2017

Contact Armin and Judy at (519) 474-2194, or sign up on the sheet at the Wing or email wing427tours@rogers.com

Make cheques payable to "Royal London Military Institute" and mail to 333 Hartson Road, London, ON N6H 5B7 before the deadline 12 May 2017.

All Wing and RLMI members are invited to see what's going on behind the walls of ARMATEC SURVIVABILITY CORP. The tour will be followed with a Wine Testing trip to "Quai de Vin" near Sparta, and topped off with a scrumptious meal at Tony Roma's on Wellington!

COME CELEBRATE Royal Canadian Air Force 93rd Anniversary

March 31, 2017
11:30am – 1pm

427 Wing
Crumlin Road

Special Roast Beef Lunch

\$20



If you are receiving a pension as a result of your employment with the Federal government – military, RCMP or public service – the FSNA has something for you. Call 519-439-3762 or visit our website at www.fsnalondon.com It's that easy.



This plaque was recently discovered buried on a shelf behind the bar at 427 Wing. Please let us know if you have any information on when it was presented and who presented it.



HELP AIR CADETS!

TO: Friends of the Royal Canadian Air Cadet Squadrons

Empty Ink Cartridge Fundraiser

Recycle: Lexmark, Hewlett Packard, Dell, Canon, Brother and others



For every qualifying empty cartridge you return, the Air Cadet Squadrons which 427 (London) Wing supports will receive a donation of up to \$1.00 per cartridge to help sponsor the Air Cadets:

Bring your empty cartridges in to 427 Wing.

For information, contact LCol (Retd) Armin Grunwald and Judy Grunwald at 519-474-2194 or agrunwald@rogers.com



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Canadian Forces members serving overseas appreciate receiving correspondence from Canadians as well as groups, schools and organizations from across Canada.

Full instructions and addresses may be found at:

<http://www.forces.gc.ca/en/write-to-the-troops/mailling-instructions.page>

You can also submit an on-line message of support at:

<http://dgpaapp.forces.gc.ca/en/wrt/post-message.asp>

BIRTHDAY BRATS



MARCH HAPPY BIRTHDAY WISHES

to

Lynn Bates, Kathy Brown, Robert Cross, George Johnston, Hilda Smeltzer, Dick Thomas, Joy Thorne and Bill Webster

APRIL HAPPY BIRTHDAY WISHES

go on their way to

David Brown, Chester Counsell, Judy Grunwald, Catherine Herdman, Bill Hines, Mel Hymer, Sonia Kaipainen, Brian McCarthy, Fred Petit, Fred Rider, and SIR Mike Sydorko!

“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)



Our new volunteer London Link editor, Cathy Wood, invites you to submit any articles, story suggestions, etc. Cathy is a marketing & graphic arts specialist with a long background in aviation, owner of the Wood's Graphics and the editor / graphic artist for The Wortley Villager and the Hyde Park-Oakridge Villager.



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The next CAHS Convention and AGM will be held in London, Ontario, for the first time, on 8 - 11 June 2017. Most convention activities will take place at the Best Western Stoneridge Inn and Conference Centre. The hotel is located just off Highway 401 at Colonel Talbot Road, about a 20 minute drive from the London International Airport.

London is home to the Diamond Aircraft factory, the Secrets of Radar Museum, the Jet Aircraft Museum, and the International Test Pilot School. The Canadian Harvard Aircraft Association in Tillsonburg, the Canadian Historical Aircraft Association in Windsor, the Waterloo Warbirds in Kitchener, and the Canadian Warplane Heritage in Hamilton, are all within a couple of hours' drive. The amazing Henry Ford Museum and the Yankee Air Museum (Willow Run) are just across the US border. The area is rich in aviation heritage, with significant aeronautical activity by the RCAF, de Havilland Canada, and Air Ontario, amongst others.

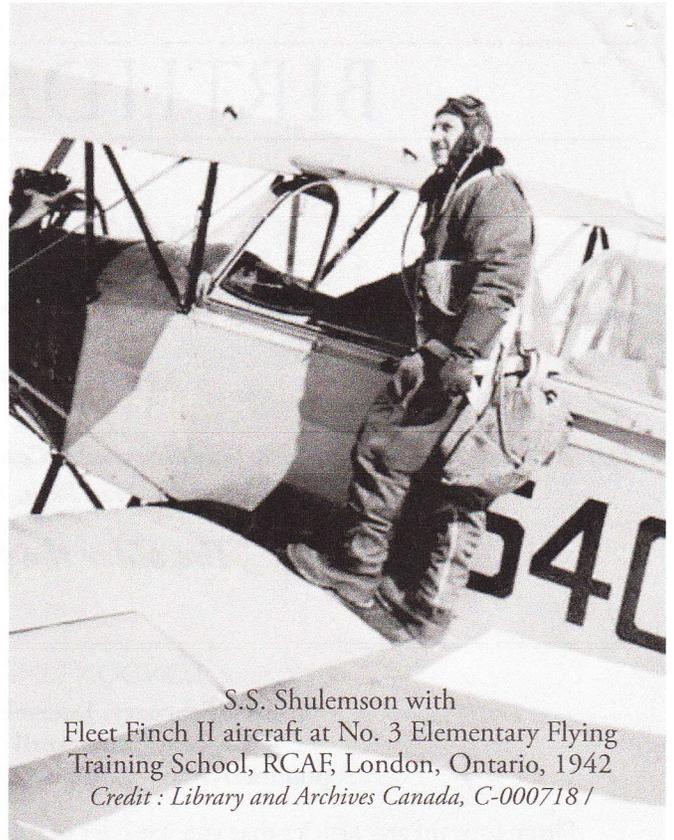
Convention Registration and Hotel

Convention registration will open soon. You can register at the hotel now, using this link. You can also call the hotel directly at 519 652-6022 or toll free at 1-888-471-2378, and quote reservation code 5B0VB6B3. Our special convention rate is \$110 plus taxes, which is held for us until 7 May 2017. A breakfast buffet is included with your hotel registration.

Win your stay, courtesy of Best Western Stoneridge. **Attendees who register for the convention before 1 April 2017** will be entered into a draw to win a three night stay, which can be applied to your convention stay.

More information

Questions about sponsorship opportunities and general enquiries may be sent to organising committee chairperson Jim Bell at jbelle320@gmail.com.



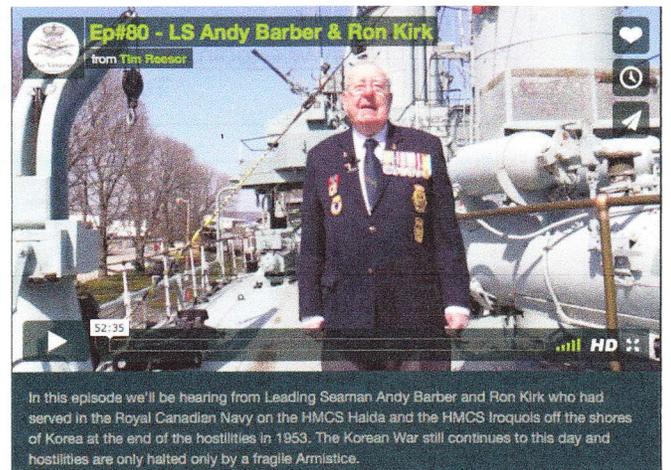
S.S. Shulemson with Fleet Finch II aircraft at No. 3 Elementary Flying Training School, RCAF, London, Ontario, 1942
Credit : Library and Archives Canada, C-000718 /

THE VETERANS

Sam Newman suggests we check out all the episodes of The Veterans at [vimeo.com/channels/theveterans](https://www.vimeo.com/channels/theveterans)

The series focuses on Canada's veterans, their experiences during their time of service and what impact it had on them. It covers Veterans from World War II to the present, all branches of the service. Discover how Canada's military evolved over the decades into the modern, well trained and highly capable military it is today. Hear from those who were directly involved in that transition process.

This project was funded by the Power Workers' Union and the Government of Canada.





GET YOUR GOLF SHIRT ORDER IN!

Now that we know spring will come, place your order for a navy blue golf shirt with the Association crest and 427 Wing on it no later than March 30.

The shirts are the Extreme brand, (Ash City's second line), 60% cotton/40% polyester, and all-in cost \$45.00. This is our cost, with no mark-up for the Wing, provided as a service to members.

Contact **Terry Rushton** at trushton71@bell.net or 519-472-0268 and let him know how many you would like and what size.

The 427 Wing carries RCAF, AFAC and Silver Dart items, and has developed a new inventory of aviation-related items including a wide choice of t-shirts, coffee mugs, stainless steel travel mugs with aircraft motifs, puzzles, book marks-both gold-plated and regular, RCAF wallets, Silver Dart model kit, and a big seller is a deck of cards with a different aircraft on each card and more. Sales support the Wing. Stop in.

COME CELEBRATE Royal Canadian Air Force 93rd Anniversary

March 31, 2017
11:30am – 1pm

427 Wing
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Special Roast Beef Lunch

\$20



Howard Johnston, Reg Lownie & Terry Rushton at The Heritage Fair, Museum London, February 25, 2017



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Hunters accidentally saved during Royal Canadian Air Force search-and-rescue training

Source: The Guardian Author: Ashifa Kassam Link: <http://bit.ly/2lk11R7> Date: 27 February, 2017

Executive Summary: Plane's crew spotted two men waving in middle of icy tundra north of Arctic circle and rescued them in 15-minute window before darkness set in.



A routine training session in Canada's Arctic transformed into a real-life search and rescue mission after a Royal Canadian Air Force crew accidentally happened on two hunters who had been stranded for days.

The training mission had set out from Hall Beach, a hamlet of some 750 people that sits north of the Arctic circle in Nunavut. They were heading to an old mine site on the first day of a two-week annual sovereignty exercise in Canada's north. After locating the mine, the crew was surveying the vast tundra from their Twin Otter when one member spotted what seemed to be a man waving at the plane. They passed over the area again. This time they could clearly make out two men standing on the sea ice, waving at the plane.

"You could probably go crazy trying to think of all the things that had to line up for us to see these guys out there," Thom Doelman, a captain with the Royal Canadian Air Force told the Canadian Broadcasting Corporation.

The men had set out from Hall Beach three days earlier on a hunting trip. About 40km (25 miles) south of the hamlet, their snowmobile broke down and their GPS locator device had failed to activate, leaving them stranded in the remote area, with temperatures of -45C (-49F) with windchill. From high above, the crew assessed the situation. In about 30 minutes it would be too dark to attempt a landing. Furthermore, the plane was not equipped with the skis normally used to land on sea ice, leaving Doelman – who had never landed a plane with wheels on ice – worried about whether the frozen water could bear the weight of the plane.

Still, the crew was not willing to simply fly by two men who could be in distress, he said. "We didn't know of any missing persons, but we felt that given that it's the Arctic, given that it was about to get dark, that we couldn't continue back to Hall Beach without checking on these guys."

He carefully landed the plane, keeping its nose elevated to allow for a quick take off if the ice showed any sign of cracking. Once landed, Doelman immediately readied to leave, estimating that the crew had a 15-minute window before it would be too dark to take off. The plane was back in the air when the two rescued hunters – Tyler Amarualik and 15-year-old Eugene Gibbons – asked whether their friend had been found: a third person, Lloyd Satuqsi, was still somewhere on the sea ice, having attempted to walk back to the hamlet.

"At this point my heart sank because to find out there was a third guy out there, it was unbelievable," said Doelman. Darkness had now set in and the plane was running low on fuel. The crew alerted the Royal Canadian Mounted Police, who paired with the hamlet to launch a ground search.

Satuqsi was found near the hamlet, some 12 hours later, and taken to hospital to be treated for frostbite and hypothermia. The two others are in good health, with just minor frostbite on their toes.

Doelman said he was astounded at the slim odds of stumbling across the pair as the crew looked down on the vast, open tundra: "They're the luckiest two guys in the Arctic that I know."

Photo: Tyler Amarualik (centre) of Hall Beach, Nunavut, poses with his rescuers, members of 440 Transport Squadron. From left, Maj. Anders Muckosky, Capt. Thom Doelman, Cpl. Jason MacKenzie and Capt. Dale Maedel. (Belinda Groves/Canadian Forces)

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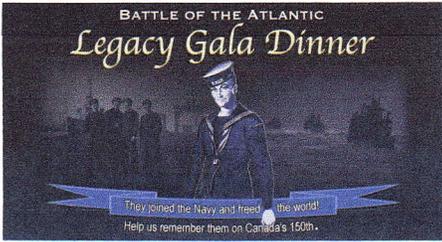


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Superintendent

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peter@crumlincreek.com

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UPCOMING EVENTS



BATTLE OF THE ATLANTIC – LEGACY GALA DINNER

Saturday April 29, 6:30pm

by the *Naval Association of Canada (London)* hmcsprevost.com/gala.html

VIMY GALA DINNER Saturday April 1, 2017 London Convention Centre.

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RCAF Anniversary Saturday April 1 2017

92nd Commemoration of the Creation of Canada's Air Force

Air Force Day on Parliament Hill 2017 Tuesday May 09 2017

MEMBERS WANTED

Many thanks to Tony Brooks of the Coffee News for agreeing to include our membership recruit ad below in his publication!



Join the Royal Canadian Air Force Association 427 (London) Wing!

For the camaraderie, the special events, the museum and to support our veterans and air cadets...all from our local community (members and non-members) are welcome.

www.427wing.com • (519) 455-0430



VOLUNTEERS WANTED

Work of various natures is continuing on the former NAVY side of the 427 Wing facility, trying to convert it into an active **Aviation Museum of Flight**.

Howard Johnston and his team of volunteers are working steadily on cataloguing the extensive donations of memorabilia, and carrying out minor renovations as well.

Please feel free to offer your services, if even for a couple of hours each week. Howard can be contacted at hjohnston@rogers.com or by phoning (519) 657 – 2499.



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420 (CS) Sqn Standard Goes to London City Hall

On 1 Mar 02, a contingent of five personnel of the last current incarnation of 420 (Combat Support) Squadron (Air Reserve), made their way to London Ontario to deposit the Squadron Standard at City Hall, along with the Squadron mascot – a Snowy Owl.

A brief history:

420 Squadron was originally formed at Waddington, Lincolnshire England, on 19 Dec 1941. In 1943 it was 'adopted' by the City of London RCAF Women's Auxiliary, and the ladies arranged to have a stuffed Snowy Owl sent to the members overseas to serve as a mascot – hence the name "Snowy Owl" Squadron.

In August 1944, 6 Group (RCAF) set a record for the total number of sorties and weight of bombs dropped – a record that stood until the end of the war. During that month, 420 flew 271 sorties on 18 Operations for 1280 flying hours. Only one aircraft was lost. During the war, on four-engine bombers alone, it dropped nearly 7700 tons of bombs and mines.

In addition to scores of decorations won by its individuals, the unit earned Bat-

tle Honours including English Channel and North Sea 1942-1944; Baltic 1942; Fortress Europe 1942-1945; France and Germany 1944-1945; Biscay Ports 1942-1944; Ruhr 1942-1945; Berlin 1944; German Ports 1942-1945; Normandy 1944; Rhine, Biscay 1942-1943; Sicily 1943; Italy 1943 and Salerno.

At the end of hostilities in June 1945, having just converted to Lancaster Xs, 420 Squadron returned to Canada and disbanded in Debert, Nova Scotia in September 1945. During WW II, 420 flew Hampden, Wellington X's (Tropical) and Halifax III aircraft.

In August 1949, 420 (F) Auxiliary Squadron was formed and based in London Ontario, flying Harvards, Mustangs and eventually T-33 Silver Stars until the Squadron was again disbanded in September 1956. Unfortunately, seven pilots were killed while on duty with 420 "City of London" Squadron.

420 Air Reserve Squadron was formed at CFB Shearwater, Nova Scotia, in May 1975. The Squadron flew the twin engine CP-121 Tracker aircraft, already flown

at Shearwater by 880 Maritime Reconnaissance Squadron of the Regular Force, and relocated to Prince Edward Island in September 1981, when 880 Squadron moved to

CFB Summerside. 420 (Air Reserve) Squadron received its Squadron Standard there on 24 September 1988.

As a result of the Department of National Defence's

announcement of the closure of CFB Summerside and the cessation of Tracker fleet operations, 420 returned to Shearwater to work alongside

Continued on Page 2



(L-R): WO Doug Nicholas, Sgt Peggy-Sue Lerette, Maj Dave Wilson, WO Eric Kanne and Cpl Debbie Murphy.

Continued Next Issue



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This came from a gentleman who runs a 2,000-acre corn farm up around Barron, WI, not far from Oshkosh. He used to fly F-4Es and F-16s for the Guard and participated in the first Gulf War. Submitted by Sam Newman.

KING OF THE SKY!

His story:

I went out to plant corn for a bit, to finish a field before tomorrow morning and witnessed 'The Great Battle'. A golden eagle – big, with about a six-foot wingspan – flew right in front of the tractor. It was being chased by three crows that were continually dive bombing it and pecking at it. The crows do this because the eagles rob their nests when they find them.

At any rate, the eagle banked hard right in one evasive maneuver, then landed in the field about 100 feet from the tractor. This eagle stood about 3 feet tall. The crows all landed too and took up positions around the eagle at 120 degrees apart, but kept their distance at about 20 feet from the big bird. The eagle would take a couple steps towards one of the crows and they'd hop backwards and forward to keep their distance. Then the reinforcement showed up. I happened to spot the eagle's mate hurtling down out of the sky at what appeared to be approximately Mach 1.5. Just before impact, the eagle on the ground took flight, (obviously a coordinated tactic; probably pre-briefed) and the three crows that were watching the grounded eagle also took flight – thinking they were going to get in some more pecking on the big bird.

The first crow being targeted by the diving eagle never stood a snowball's chance in hell. There was a mid-air explosion of black feathers, and that crow was done.

The diving eagle then banked hard left in what had to be a 9G climbing turn, using the energy it had accumulated in the dive, and hit crow #2 less than two seconds later. Another crow dead.

The grounded eagle, which was now airborne and had an altitude advantage on the remaining crow that was streaking eastward in full burner, made a short dive, then banked hard right when the escaping crow tried to evade the hit. It didn't work – crow #3 bit the dust at about 20 feet AGL. This aerial battle was better than any air show I've been to, including the War Birds show at Oshkosh. The two eagles ripped the crows apart, and ate them on the ground; and, as I got closer and closer working my way across the field, I passed within 20 feet of one of them as it ate its catch. It stopped and looked at me as I went by, and you could see in the look of that bird that it knew who's Boss of the Sky. What a beautiful bird!

I loved it. Not only did they kill their enemy, they ate them. One of the best Fighter Pilot stories I've seen in a long time.



March 2017						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1 Euchre	2	3 Lunch	4 LVRC
5	6	7 RAA	8 Euchre BBC	9 WT	10 WEC, Lunch	11
12	13	14 MAC	15 Euchre	16 COM	17 Lunch	18
19	20	21	22 Euchre	23	24 Lunch	25
26	27	28 FO	29 Maples for VIMY Euchre	30	31 RCAF 93rd Anniversary Lunch	Notes:

April 2017						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4 RAA	5 Euchre	6	7 WEC, Lunch	8
9	10	11 MAC	12 BCC Euchre	13 WT	14 CLOSED GOOD FRIDAY	15
16	17	18	19 Euchre	20	21 GM, Lunch	22 WT
23	24	25 FO	26 Euchre	27	28 Lunch	29
30	Notes:					

LEGEND

- | | |
|---|---|
| AGM Annual General Meeting, 1pm | LVRC London Vintage Radio Club meeting at 11:00am |
| BBQ Bar-b-que lunch, last lunch until August | MAC Model Aircraft Club meeting |
| BCC British Car Club, meeting at 7:30pm | OAGM Ontario Group Annual General Meeting |
| COM Retired Commissionaires, 9am - 12pm | RAA Recreational Aircraft Association, meeting at 7:30pm |
| FO Fanshawe Optimist's Club, meeting at 7:30pm | WD The Women's Division join us the 4th Friday of each month for lunch |
| GM General Meeting at 1pm | WDP Wind Down Party for OAGM, at the Wing |
| GS Guest Speaker | WEC Wing Executive Council, 9:30am |
| LFC London Flying Club Reunion | WT Wood Turners, meeting at 7:30pm |

A Short Survey

1. What types of articles attracts your attention the most in the London Link?

2. Would you attend a general meeting if:
 it was held before the Friday lunch? right after the Friday lunch? another day and time? If so when?

3. Would you be interested in committee work? It would not take much of your time and some work can be done at home. Yes No

4. Besides the Friday lunches, what other events would you attend at the Wing?

5. Would you donate money to the Wing? If yes, then would you:
 do so periodically throughout the year? just once?
 do you know we accept credit/card, payment by PayPal as well as cash or cheque?

6. Have you visited the Wing new website? Yes No It is much more inter-active and informative now.

7. There have been positive comments on the Andy Gilpin hockey memorabilia display and it is the first of many planned for the Wing Museum. Are there other displays that would interest you, your relatives, neighbours and other people you know who enjoy going to museums?

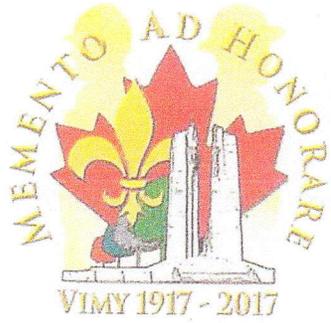
8. Space for your own comments. Name and contact are optional. Thank you for your feedback.

Name _____ Contact phone or email _____ optional

Please send your comments to me by APRIL 30: chuck.hardy@sympatico.ca or phone (519) 452 1379, or fill this page out and bring it in to the Wing. Thank you.

-Chuck Hardy

Maples for Vimy



427 (London) Wing Royal Canadian Air Force Association

All are invited to attend the send off of the Maples for Vimy Group on Wednesday March 29th. at the Wing. Cadets, Scouts, Guides & Veterans are meeting at the Wing in preparation for their flight to France to participate in the April 09th. 2017 Vimy Ridge Centennial events. The Mayor and other Dignitaries are attending wishing the group a safe trip to France and a memorable contribution to this most significant WW1 event. Ceremonies commence at 1100am and the coach departs at 100pm. for the Toronto airport.

427 (London) Wing 2155 Crumlin Road, London ON 519 455-0430

Maples for Vimy



Vimy Ridge Centennial "Living Memorials of Honour"

