

427



SQN





## **CF-104 ERA 1962-1970**



## INTRODUCTION

With the departure of No. 427 Fighter Squadron from 3 Wing, No. 427 ST/A Squadron came into being. The Squadron's CF-104's were flown to Europe in Hercules aircraft shortly after the arrival of the pilots and their dependants at Marville, France. Operations on the Starfighter began in mid-January 1963. Weather, teething problems, wing orientation to the new aircraft, prevented an all-out assault on the Strike/Attack role; however, as these hurdles were overcome the Squadron took to the air with ever-increasing frequency. No. 427 was the first Squadron to be equipped with the CF-104, thus with every mission a first was chalked up for Air Division.

Thus follows a brief history of the Lion Squadron during the CF-104 Era, relating the main points of interest.

### DECEMBER 1962

On the 16th of December 1962, W/C P.B. St. Louis formally handed over No. 427 Squadron to W/C R.G. Middlemiss. The personnel taken on strength at that

time to compose the first ST/A Squadron were: W/C R.G. Middlemiss, S/L R.H. Annis, F/L J.G. Joy, F/L D.O. Schneider, F/L I.F. Firth, F/L W.H. McKay, F/L R.H. Dahl, F/L R.J. Prescott, F/L J.E. Hutt, F/L J.O. Westphal, F/L J.H.C. Tousignant and F/O D.J. Nicholson.

### MAY 1963

On the 10th of May 1963, F/L Westphal was credited with the first Squadron flying incident: shortly after take-off, F/L Westphal experienced the loss of his canopy, however he landed the plane safely without further problems.

It was also during this month that F/L Hutt and F/L Dahl became the first Squadron members to partake in Operations "Sardinia Salvo" to Decimomannu, Sardinia, bombing practice at Cape Frasca range.

Finally, on the 14th of May, low level missions and bomb drops at Vliehors range, Netherlands began.

REAR: F/L Firth, F/L Prescott, F/L Schneider, F/L Hutt, F/L Westphal FRONT: F/L Dahl, F/L Joy, S/L Annis, W/C Middlemiss, F/O Nicholson, F/L Tousignant, F/L McKay.







REAR: F/L Wilson, F/L Firth, F/O Miller, F/L Floyd, F/L Westphal, F/L Hutt, S/L Annis, F/L England. FRONT: F/L Hyndman, W/C Middlemiss, S/L Joy, F/L McKay, F/L Tousignant.



GROUP HERO SHOT.

### JULY 1963

The month of July brought the first fatal accident to the Squadron. On the 23rd of this month, F/L R.J. Prescott was killed while on a bombing run at Decimomannu in aircraft 12802. Hazy weather, and an LN-3 slow are believed to have caused his death.

On July 24, Squadron members helped control a fire which broke out around aircraft 12816, while on a run-up in a hanger near 427 Squadron. Over 50% of the 434 CF-104 was destroyed.

### SEPTEMBER 1963

On September 11, The Squadron experienced its second fatal accident. While flying in the Zweibrucken area, F/L D.O. Schneider crashed and died in the wreckage of his aircraft 12794, after bailing out too late. A nozzle failure with subsequent ENCS failure and a seat malfunction were believed the causes of his death.

### OCTOBER 1963

Again the Squadron had a fatal accident during this month. On 24th of October, F/L B.G. Sheasby was killed when he flew his aircraft 12793 into the ground while on a Tacan let-down at night. Sheasby had only



been with the Squadron a short time prior to his death. A misread altimeter was believed the cause of the crash.

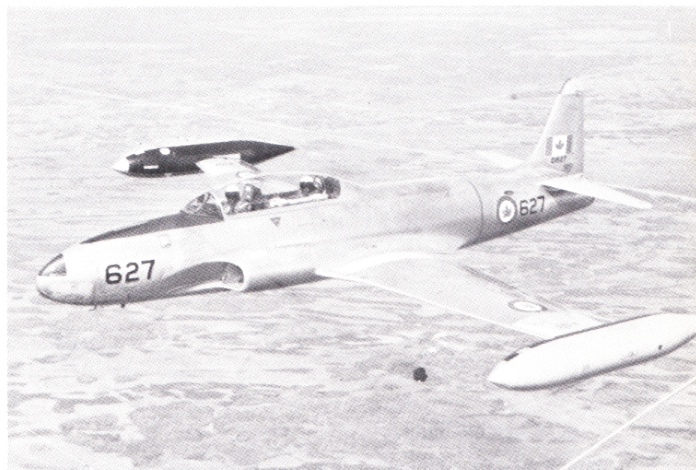
## NOVEMBER 1963

A memorable month for 427 Squadron which started by the visit of Miss Germany 1963, Miss Helga-Carla Zeisemer on the 4th November.

Another highlight of this month was the participation of Squadron personnel in an Escape and Evasion Exercise.

## DECEMBER 1963

December brought another tragedy to the Squadron. On the 30th of December, W/C Middlemiss and family were returning from a holiday when the Bristol freighter on which they were traveling crashed on GCA at 1 Wing. Mrs. Hazel Middlemiss was killed instantly and W/C Middlemiss and daughter Dale received major injuries. Three passengers survived of 11 aboard including crew.



The T-33 Silver Star; used for instrument training.



Top Lt. F/L Hutt arrives with the first CF-104 at Decimomannu, May 63. Top Rt. S/L Lawlor, F/L Dahl, and F/L Carruthers at Deci. Left. The three Nations using Deci; a German 104, an Italian G-91, and a Canadian CF-104.





Miss Germany 1963 visits the Lions.



427 Squadron reunion 1963

## FEBRUARY 1964

W/C H.R. Knight became officially the new Officer Commanding of 427 Squadron. W/C Middlemiss still remained hospitalized from his accident at 1 Wing.

On the 4th of February, while on a low level route, F/O R.H. Hyndman had just accelerated to 510 kts when the undercarriage came down. He landed at 3 Wing safely and minimum damage to the aircraft was observed.

## MARCH 1964

The Squadron participated in "Exercise Shape-Up" on the 20 March in preparation for the Wing's Tactical Evaluation. Unfortunately the results proved disappointing.

## MAY 1964

F/L Dave Wilson stole all the thunder for this month.

On the 1st of May, F/L Wilson was flying downwind on GCA at 3 Wing when his oil low level light came on momentarily. He broke off the GCA and headed for base, however, after selection of Land Flap, the light reappeared and the nozzles opened fully. He achieved an afterburner light, overshot and climbed only to have the A/B blow out and fail to relight. The ENCS was fired but it failed to close the nozzles. Airspeed and altitude were low when Wilson ejected from aircraft 12809, and he landed safely in trees one half mile from the impact point on his aircraft. No injuries were sustained.

427 Squadron Barbeque Jul 65



Squadron hand-over from W/C Knight to W/C Dunlop.







EAT, YOU PEOPLE, EAT.

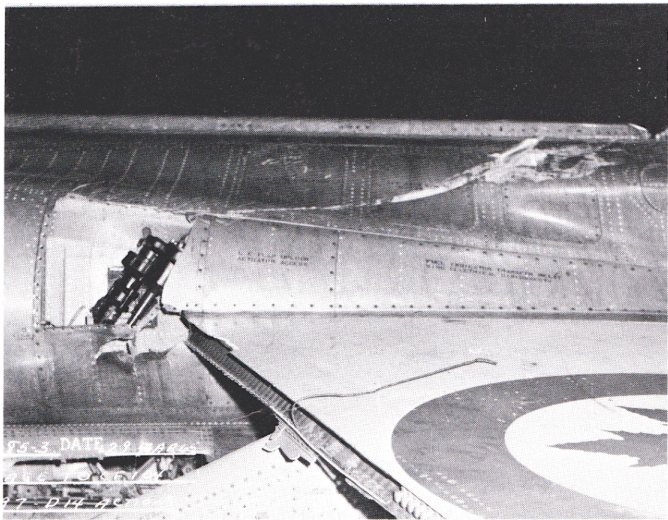
#### JUNE 1964

On the 8th of this month, 3 Wing performed on its first Tactical Evaluation receiving the lowest pass mark of 3 for her trouble. One week later, the airbase was declared operationally ready and the first Squadron pilots to hold QRA on the 15th of June were F/L Hamel and F/L Westphal.

#### NOVEMBER 1964

3 Wing experienced its second Tactical Evaluation in less than half a year. This time a 2 rating was received.

#### MARCH 1965



F/L Floyd's a/c after incident in March 1965.



The Lions of 427 Squadron in November 1965.



Weapons Meet 1965 held in Chaumont.

A normal routine month with the exception of F/L Floyd.

On the 29th of March, F/L W.T. Floyd was flying aircraft 12797 on a low level route when on acceleration to 540 kts the undercarriage fell down. Extensive damage to the main gear doors, left wing leading edge and fuselage skin caused Floyd to land without further incident at Spangdahlem Air Base.





TOP LT. Sqn hand-over from S/L Tousignant to W/C Higgs. TOP RT. 427 airborne. CENTRE LT. 427 returns to 3 Wing after summer deployment to 4 Wing, '66. CENTRE RT. A memorable Mess Dinner for Gen. J.V. Allard. BOT LT. 427 Flypast. BOT RT. A/V/M Bradshaw presents his Trophy to W/C Higgs.





## **MAY 1965**

On the 8th of May, the Squadron provided entertainment for the Officers Mess with a skit entitled "The Chop Suey Review". It was described as an immense success.

Then the evening of the 19th came. 3 Wing was subjected to another Tactical Evaluation and finally a well-deserved One rating was achieved.

## **JUNE 1965**

From the 21st to the 27th of June, F/L R.H. Hyndman represented the Squadron at the ATAF Weapons Meet held at Chaumont, France. 4 ATAF won the meet, the RCAF won the Best Nation award, and F/L Hyndman stood fourth on the Canadian Weapons team with 61 out of 99 points.

## **SEPTEMBER 1965**

From the 28th of September until the 3rd of October the Wing's runways were closed for painting and the Squadron sent 3 pilots to Decc, 8 to Denmark in T-33's and the remainder flew the Wing's deployed aircraft out of 4 Wing.

## **NOVEMBER 1965**

On the 29th of November, while flying above cloud, F/L E.U. Mold experienced an MAI slow topple and the loss of his pilot static systems. Fortunately, F/L H.C. MacGregor was approaching 3 Wing from Prestwick, Scotland, and he solved the tense situation by bringing F/L Mold down information.

## **DECEMBER 1965**

The Squadron shut down and all her members visited the Mercedes Benz plant in Stuttgart on the 10th of December.

## **MARCH 1966**

All events in March were overshadowed by the Squadron's fourth fatality in the CF-104 program.

On the 4th of March, F/L D.C. Lawson was killed in the crash of his aircraft 12789 while attempting to remain visual on route no. 307. F/L Lawson was on his third trip of the day, when on leaving the target area, he flew his aircraft into the ground not far from the city of Freiburg.

F/O Best who preceded Lawson on the same route reported the weather in the Schwarzwald hills to be suitable for radar work only.

## **MAY 1966**

The Squadron was involved in 3 Wing's annual Tactical Evaluation of the 10th of May. The exercise began at noon and the Wing's well-oiled operation went like clock-work to retain a One rating.

## **JUNE 1966**

From the 11th to the 27th of June, F/L R.S. Potter represented the Squadron at the annual ATAF Meet, held at Chaumont. 4 ATAF won the meet and unfortunately the RCAF missed the team Award with a second place finish. An RCAF pilot (421 Sqn) won top individual honours; F/L Potter placed third on the RCAF's team of six.

At the end of this month, operations at 3 Wing ceased and the Squadron's personnel deployed to 4 Wing, Baden Solingen, while 3 Wing's runways were resurfaced.

## **SEPTEMBER 1966**

On the 11th of September, W/C P.J.S. Higgs took receipt of the Bradshaw Trophy at a parade held at 3 Wing. The trophy which was won by the Squadron for the best bombing in Air Division for 1965 was presented by A/V/M DAR Bradshaw himself. This was the first presentation of the honour.

On the 16th of this month, the Squadron returned to 3 Wing and took up their operational commitments the next day. 427 was conspicuous by her presence upon arrival with eight aircraft, as the other Squadrons failed to find the aerodrome for a flypast. The Squadron lost its groundcrew and aircraft on return to 3 Wing to a central servicing system run by 3 Wing operations.



## NOVEMBER 1966

On the 30th of November, F/L V. Peppard was flying aircraft 12826 on a low level route when the oil low level light came on. He called a "Mayday", and was quickly answered by Lechfeld Air Base Tower. F/L Peppard took the star to Lechfeld, and landed his aircraft without incident of GCA. On shut down one pint of oil remained in the engine. For his quick reaction and good airmanship, Peppard received a "Good Show Award" from Flight Comment Magazine.

## DECEMBER 1966

Atrocious weather caused flying hours to plummet. Nevertheless, on the 15th of this month, F/L R.S. Potter managed to fly his 1000th CF-104 in aircraft 12654.



A/M F.R. Sharpe visits 427 Squadron (Nov 66).

landing roll the aircraft was smoking heavily from burning hydraulic fluid.

This month saw the disbandment of 434 Squadron and the following pilots were transferred to 427 Sqn: S/L J.G. Aiken, F/L J.R.G. Gagne, F/L W.H. McMurray, F/L R.M. Wood, F/L W.C. Stewart, F/O B.W. Ailey, F/O D.H. Allison, F/L M.E. Fairley, F/O J.P. Desbiens and F/O B.L. Carr.

## MARCH 1967

The highlight of this month happened on the 27th when an extraordinary and unprecedented mess dinner was held in honour of General J.V. Allard, Chief of the Canadian Armed Forces. 427 Squadron provided a small skit to climax this memorable function.

## APRIL 1967

On the 21st of April, while F/O T.G. Gernack was on a bombing run at Decimomannu, he noticed the loss of his No. 1 hydraulic system in aircraft 12786. He returned to base and on approach off an emergency pattern experienced the loss of his other hydraulic system, one mile short of the runway. The landing was carried out with stiffening controls and on completion of the



A dinner for the old folks in Zweibrücken.

## JUNE 1967

From the 17th to the 30th of June, F/L A.E. McKay and F/L E.J. Rozdeba represented 427 Sqn at the ATAF Weapons Meet held this year at Wildenrath Air Base. 4 ATAF lost by a few points; however, the RCAF team led by F/L McKay took team and top individual awards. F/L Rozdeba won top honours in the Laydown Delivery category.



The Squadron also visited the 55th TFS at Weathersfield, England, on the first half of a Squadron exchange from the 13th to the 22nd of this month. Twelve Squadron members managed to fly from Weathersfield on low level routes and take in several parties and an expensive weekend in London.

## JULY 1967

On the 6th of July, F/O D.W. Annis took the barrier at 150 kts shortly after a QRA scramble. A main tire failure at rotation caused the incident and little damage to the aircraft ensued.

The next day, S/L D.W. McGowan flew his 1000th hour in the CF-104.



Start of 427 Car Rally in April 1967.

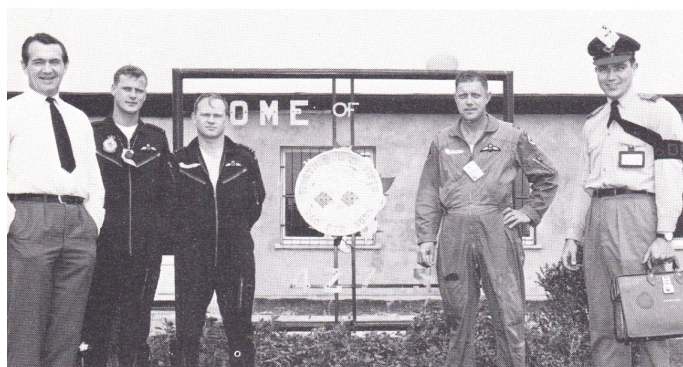


A different arrival in Weathersfield.

Arrival at Weathersfield for Squadron deployment with the 55th TFS (13-22 Jun 67).







View of 5 thieves.

### AUGUST 1967

W/C P.J.S. Higgs dropped a practice bomb by error several thousands of feet from the target at Vlieland, Holland. Dry grass caught fire, resulting in a civil emergency to a nearby town. The fire was controlled a few hours later.

### SEPTEMBER 1967

On the 11th of September, the Squadron participated in an exercise "Top Gun". However, the exercise was cancelled halfway through due to the crash and death of F/L R.D. Dunn of 421 Sqn 4 Wing, at Vliehors Rangs in Holland. At the time of closure, the Squadron was standing third.

From the 14th to the 20th of this month, the 55th TFS based at Weathersfield visited 427 Sqn to complete the second half of the Squadron's exchange. Several dinners and parties prevented the American aircrew from flying many missions. A deep comradeship with this Squadron continued.

### OCTOBER 967

On the 5th of October, S/L D.J. Misslebrook was killed in the crash of aircraft 12852, while attempting to remain visual on low level route no. 354 over the Vosges Mountains in France. The mishap occurred at 0900Z shortly after a mass launch from 3 Wing on an exercise "Snowball". Several pilots preceeded Misslebrook on his route and all climbed because of weather. S/L Misslebrook's death marked the fifth fatality in the Squadron since the conception of the CF-104 program.

On the 13th of October, F/O G.D. Walker and F/L S.A. Schnepf had just set out on a low level route when the fire light in aircraft 12662 came on. With over 7000 lbs of fuel aboard, F/O Walker carried out a



Some of the boys in April 67.

safe landing at Lahr Air Base.

On the 6th of October, the Squadron participated in a 36-plane flypast over Lahr to celebrate the opening of this base.

On the 19th of this month, S/L G.L. Fitzsimmons flew his 1000th CF-104 hour riding Tactical Evaluation trip on another 1000 hours 427 pilot, S/L D.W. McGowan. Of interest is the fact that S/L McGowan checked S/L Fitzsimmons out on his first CF-104 trip at Cold Lake on the 15th of March 1962.

Finally to crown the month of October, the Squadron overwhelmed all other Strike Squadrons in Air Division by winning the exercise "Top Gun" held on the 26th of this month. 427 Squadron amassed 7895 points to lead the nearest competitor, 430 Sqn, by over 1300 points. F/O T.G. Gernack stood second and F/L A.E. McKay third as the Squadron placed three pilots in the top five.



W/C Higgs shows the way.



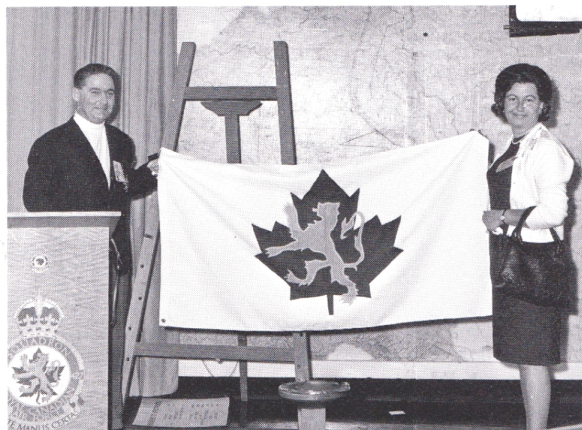
## FEBRUARY 1968

Improved weather and extraordinary servicing allowed the Squadron to achieve its highest monthly total of flying hours since the conception of the CF-104 program: 758 sorties for a total of 809.2 hours.

## MARCH 1968

On the 14th of March, Capt. C.F. Carington-Smith returning from a low level route became involved in tight turning manoeuvres with an American Phantom aircraft from the 8th TFS based at Spangdahlem. The F-4 was seen to pitch up and spin into the ground. The crew ejected safely. This rests as the first Squadron "kill" since February 1945.

## APRIL 1968



ABOVE: The Squadron received a new flag in Jun 68. BELOW: "A potential 104 driver".



Every kid loves a train. Here is one with one.



The Squadron participated in an exercise "Top Gun" on the 17th of April. 427 placed a dismal fourth in this contest, 804.6 points—80 points off the leader, and the Squadron's best efforts came from Capt. D.W. Annis and Capt. J.P. Desbiens with 7th and 8th place finishes respectively.





427 Squadron visits Mercedes Benz.

## MAY 1968

On the 16th of this month, Capt E.V. Mold in aircraft 12845 and Capt. R.R. Reid in aircraft 12864 had just completed a formation landing when shortly after chute deployment the two aircraft collided. Extensive damage occurred to the complementary tip tanks of each aircraft, and the resultant impact caused the aircraft to veer 30 degrees off runway heading. Control of both aircraft was maintained and no further incident occurred.

On the 21st of May, 3 Wing experienced its annual Tactical Evaluation and she retained a One rating in all categories for the fourth consecutive year.

On the 27th of May, upon leaving Nord Horn Range, Capt. W.J.B. Partington experienced the loss of his No. 1 Hydraulic system and severe nozzle fluctuations in aircraft 12821. He carried out a successful emergency approach and landing at Hopsten Air Base.



A presentation to the Indians of 421 Squadron from the Lions of 427 Squadron.



The usual stag dinners. Before dinner . . .



During dinner . . . .



After dinner . . . . .





After twenty-five years to the month, the Lion Squadron met with M.G.M. Film Corporation, London, for an official hand-over ceremony of a film depicting M.G.M.'s adoption of 427 Sqn in 1943.



It is also on the 27th of this month that 427 began her annual Squadron Exchange with a deployment of six aircraft and additional personnel to Weathersfield, England, for a two week stay with the 55th TFS Squadron. This was the second exchange with the 55th for 427. Several parties and dinners made the stay extremely pleasant. Operationally, The Squadron managed to get sections into Vhehors range in Holland, and Jerby and Holbeach ranges in England.



On May 30th, after twenty-five years to the month, the Lion Squadron met with M.G.M. Film Corporation in London, for an official hand-over ceremony of a film depicting M.G.M.'s adoption of 427 Squadron in 1943. The Squadron utilized her deployment to England to produce fifteen aircrew members at the ceremony. Several speeches, cocktails and two reviews of the film crowned an historical occasion.

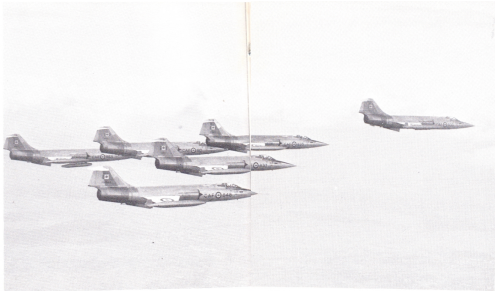
#### JUNE 1968

From the 10th to the 21st of June, Capt. W.J.B. Partington representing 427 Squadron in the annual ATAF Weapons Meet, led the Canadian Forces team of four to a second place finish in a very close competition. 4 ATAF won the meet by 13 points, and the RAF of 2ATAF, took both Top Team and Top Pilot Awards. Capt Partington lost out to a first place finish for the meet by only 0.5%

On the 27th of this month, Lt Col R.E. Carruthers flew the Squadron's 25,000th CF-104 pilot hour in aircraft 12895.









It was a day prior to this last event that Lt. N.A. MacSween decided to make his presence known on the Squadron by a series of flying incidents. That day, Lt MacSween landed aircraft 12823 at a near full fuel load after detecting smoke in the cockpit. MacSween took the barrier, and subsequent investigation proved the radar electronics to have caught fire. The next day, Lt. MacSween called out the alarm vehicles again, after experiencing the loss of his no. 2 hydraulic system in aircraft 12776. The landing was made on undercarriage dropped by the manual system and MacSween was towed from the runway on completion of his landing roll. On the 28th of June, Lt MacSween for the third consecutive day caused alarm when landing with one speed brake open and the other closed, in aircraft 12863, he experienced a blown right main tire. He was subsequently towed from the runway for the second straight day.

On the last day of this month, word was received on the Wing's effective closure date: 1 July 1969. Units on the Wing would either be re-located or disbanded.

## JULY 1968

On the 15th of July, Capt. V.F. Gerden bailed out of aircraft 12897 shortly after turning onto GCA final approach at 3 Wing. Having returned from a Round Robin trip to Lakenheath, Capt. Gerden was leading Lt G.B. MacLaurin on the approach when the engine oil low level light came on. With undercarriage and flaps hanging and 5000lbs of fuel aboard, the aircraft was sinking rapidly. MacLaurin, unable to maintain the reducing airspeed was forced to pull away. Gerden, fortunately was able to achieve a sector afterburner light which checked his rate of descent and he used this opportunity to eject. He landed in a field a short distance from his burning aircraft. It is believed that a 30 knot head wind saved his life, as his aircraft seat landed in the fireball; and he himself was only in the parachute for a few seconds. The wind dragged Capt. Gerden for a short distance causing minor injuries.

427 is the only Squadron that won it twice; the first time and the last time.



A very fond friend of the Squadron.





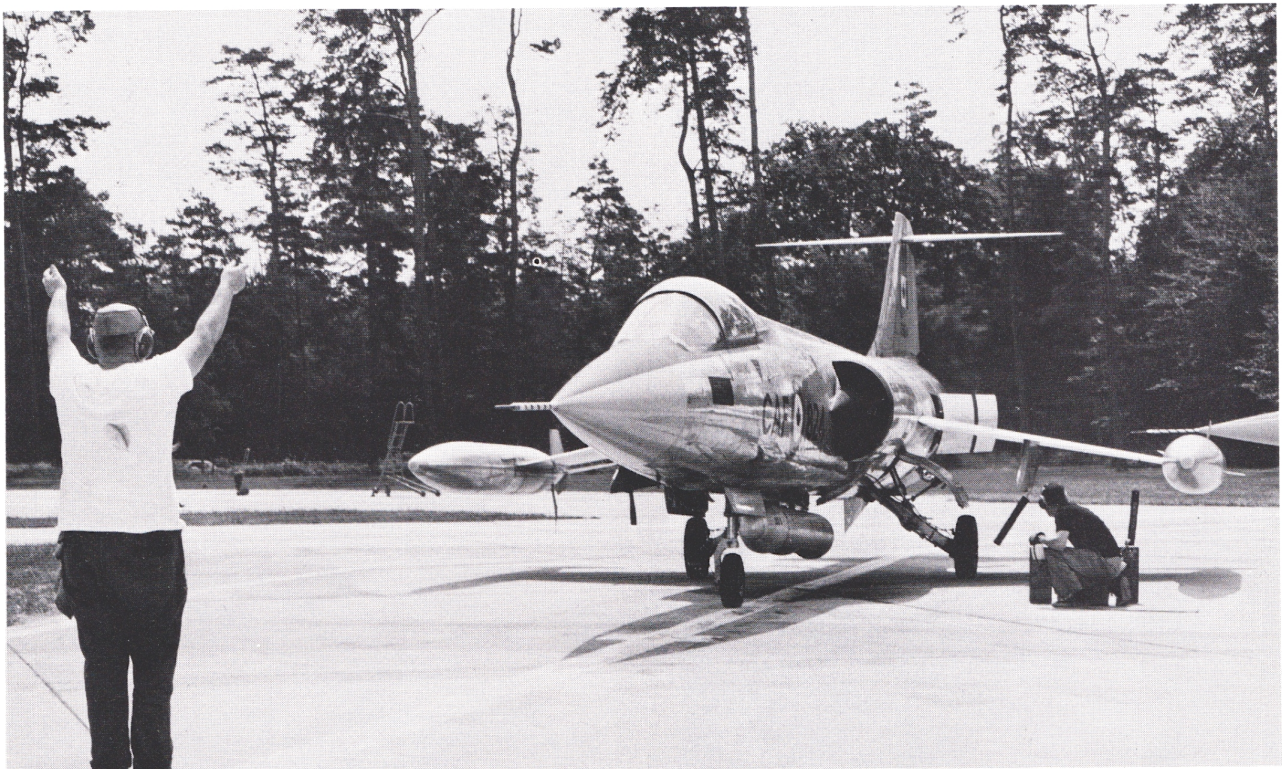


## AUGUST 1968

On the 19th of August, Colonel W.J. March officially became 3 Wing Base Commander at an impressive handing-over parade. Excellent weather set the stage for both the parade and the flypast of eight 104's in a double diamond formation at the moment of handing-over. Participating in the flypast from 427 were Maj. McGowan, Capt. Hallett, Capt. Annis and Lt. MacSween. The parade was followed by a final farewell to Colonel Lewis at the Mess and a party for the New Base Commander.

The 27th of this month brought the arrival of the 55th TFS from Weathersfield on deployment. During their 8 day stay, a round of exceptional parties plus a Rhine river cruise and a night in Wiesbaden kept Squadron members and their visitors in perpetual motion after working hours. Despite the rigorous entertainment program the "Fighting 55th" completed their operational requirements. 55th members on the deployment were: Ex-OC Col Davis, Maj's Whitford, Lynch, Root and McCoy and Captain's Loy, MacCauley, Bremer, Russel, Dickens and Lewis.

LEFT: 427 Squadron bids farewell to 3 Wing Zweibrücken. BELOW: The first Lion aircraft arriving at its new home, 4 Wing Baden Solingen.







427 Squadron arrives at 4 Wing in its usual unusual way.



#### SEPTEMBER 1968

On the 11th of September, while on a low level trip in the Soest area, Capt. J. P. Desbiens suffered a bird strike in aircraft 12796. The bird damaged the left windscreen causing Capt. Desbiens to lose his helmet and mask and sustain facial cuts and bruises. Despite his injuries and loss of communications, Capt. Desbiens returned to 3 Wing and landed safely. He was quickly rushed to hospital and undoubtedly upset his wife who was a nurse on duty at the time. Fortunately much of the "blood and gores" proved to be that of the deceased bird and after a few hours he was released to share his adventures with other members of 427. For saving a valuable aircraft under difficult conditions, Capt. Desbiens was awarded a well deserved "Good Show" award.

The 4 Wing Base Commander, Col F. Kaufman, welcomes L/Col Carruthers, CO 427.





The 427 Squadron flag is unveiled on arrival at 4 Wing.

## FEBRUARY 1969

The first sign that 3 Wing was going to close came on the 24th of this month, with the departure of "Four Three Nothing (430 Sqn)" to their new home at 1 Wing Lahr, Germany.



The 4 Wing COpsO, LCOL Stacey, along with the CO of 421 Squadron, LCOL Oxholm, greets LCOL Carruthers.





Squadron handover from LCOL R.E. Carruthers to LCOL T. Reid in July 69.

### MARCH 1969

March was a month where each hour flown was carefully added to the total hours flown by the Squadron in the year so as not to overfly the hours allotted to 427. Even so there was enough available for Capt. Desbiens to reach the 1000 Hour mark in CF-104's. This was accomplished on the 19th of March in a CF-104D, 12653, with Mr. Jim Fitzpatrick, the 3 Wing Canadair Tech Rep, in the back seat.

### APRIL 1969

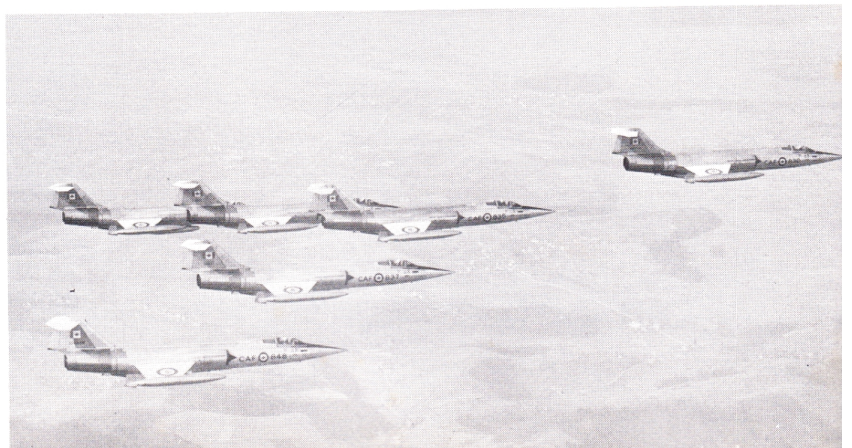


Two more lions achieve 1000 flying hours on the CF-104.

April was truly the month of April showers, as it rained for twenty-three consecutive days. The Squadron was pleased to learn that Capt. Terry Hallett was selected for the Canadian Team at the ATAF Weapons Meet to be held the first two weeks in June.

On the 1st of April, while on a low level navigation trip in aircraft 12882, Lt J.S. Cornell's radar set exploded when the aircraft was struck by lightning. Other than the traumatic experience of having sparks and flashes in the cockpit, Lt Cornell suffered no injuries and the aircraft was landed safely.

427 Sqn was the first to achieve 6000 flying hours for the Fiscal Year 69-70.







General Doyle presents the Bradshaw Trophy to LCOL Reid.

Capt W.J.B. Partington flew what could be termed a "Mercy Mission" by rushing Dr. McPherson to 1 Wing on the evening of the 25th where he was required to perform an emergency operation.

#### MAY 1969

Although flying continued at a normal pace, May was a hectic month socially. The mess was losing many of its members due to the closing of 3 Wing and Mug parties were a very regular event. The 3 Wing Mess said goodbye to 427 at one such party and it was perhaps the best Beer Call as it was attended by all Squadron members.

The Base honoured 427 with a Mixed Dining-In that was enjoyed by all. May closed with our move to 4

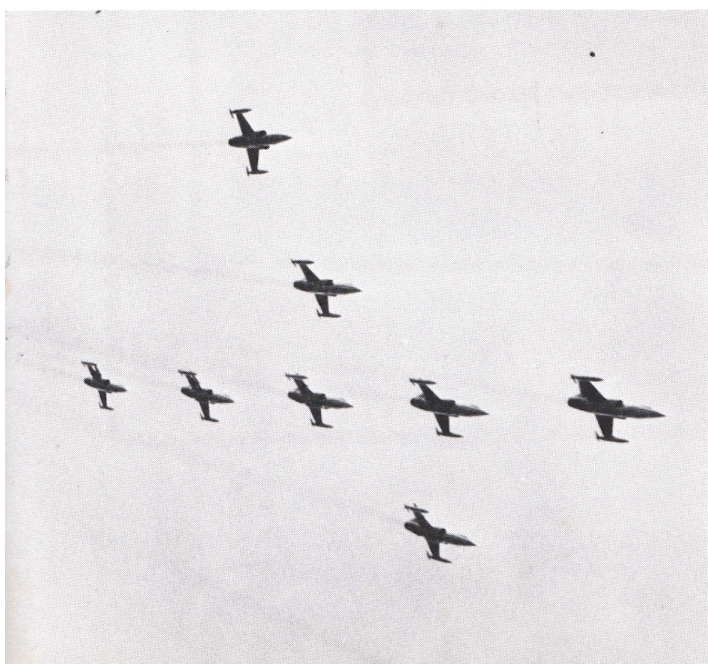


The last 427 Flypast, 25 June, 1970.

Wing only two weeks away.

#### JUNE 1969

The highlight of this month was the move of 427 from 3 Wing to 4 Wing. The Squadron flew down to Soellingen in a Sixteen plane formation led by LCOL R.E. Carruthers. The Lions arrived in 4 Wing complete with Manes and Tails and were welcomed by COL F. Kaufman, the Base Commander, and the two residing Squadrons, 421 and 422. A few difficulties were encountered settling in but in a short time, the 427 building was in order. While there was a slight slow down in flying due to the move, it continued at a steady pace. On the social scene, it was sufficient to say that 4 Wing was well aware that the Lions had arrived.





## **JULY 1969**

On the 21st of July, LCOL R.E. Carruthers handed over Command of 427 to LCOL T. Reid who came from 421 Squadron.

It was in this month that 427 proceeded to Cameri, Italy, on exchange with the Italian 21st Gruppo. It was also the first time that Squadron members were 500 to 1000 feet above ground at an indicated altitude of 8000 to 14000 feet. But all agreed that flying in the alps was most enjoyable.

After serving 427 Squadron for five years in the capacity of clerk, CPL Bill Owens was transferred to CFHQ Ottawa. CPL Jim Cassidy took his place at this administrative post.

## **OCTOBER 1969**

The most noteworthy event this month was the 4 ATAF Tac Eval. It was very successful and 427 helped contribute to 4 Wing high standard. On the sober side, it was officially learned that 427 Squadron would be disbanding in July 70 when 1 Air Division reduces its Squadron strength from six to three. This entails a large number of "repats" before the expiration of their tour and the Lions are waiting for news as to who will go and who will stay.

## **DECEMBER 1969**

On the incident side LT Orr landed safely in aircraft 12825 after he had his rear canopy disintegrate at 25,000 feet.

It was also during this month that the long awaited list of pilots remaining in Europe arrived, resulting in "cheers" or "boos" depending on your status.

## **JANUARY 1970**

January brought the sixth fatality to 427 Squadron since the beginning of the CF-104 program. CAPT Bill Wright was killed when his aircraft 12721 crashed on final approach after a visual circuit. There was no attempt to eject and the cause of the accident was not determined.

## **MARCH 1970**

427 Squadron once again led the Wing by being the first Squadron to obtain the allotted 6000 hours flying time for the fiscal year 69-70. This event was celebrated by having 427's six pilots with 1000 hours on the CF-104 performing a flypast that was well-received by all 4 Wing personnel. 421 Squadron was quite embarrassed as they had announced the winning of the race the previous week in the base paper. Hopefully this lesson will teach them never to underestimate the Lions.

## **APRIL 1970**

On the 14th of this month, while in an instrument penetration in formation, CAPT J.M. Hivon lost sight of his lead, MAJ M.D. Thom, when in thick cloud. Seconds later the two aircraft collided together, shearing off the tail of MAJ Thom's aircraft. Having lost control of the aircraft, MAJ Thom successfully ejected, receiving minor injuries. CAPT Hivon transmitted a "Mayday" and shortly after his engine flamed out. CAPT Hivon promptly followed MAJ Thom to the ground via the "Nylon Letdown", receiving minor head cuts.

April also saw the Lions prove once again their superiority by winning the Top Gun competition for 1970. The race was close between 430 and 427 with 421 and 422 well behind. CAPT Eric Thurston of 427 was the Top Pilot for 4 Wing and placed third in all the Strike pilots in Air Division.





A parade was held in the arena for the official close-out of 427 and 422 Squadrons, 30 June, 1970.

### MAY 1970

Squadron members are busy organizing for the Squadron's closure and for the exchange with 43 "Fighting Cocks" Squadron at Leuchars, Scotland. The entertainment schedule looks challenging, but the Lions will undoubtedly be up to the rigours proposed for next month. 439 Tiger Squadron will be taking over our building and should be moving in about the twentieth of June. There is no further word with regard to postings and it appears that they may not arrive until midJuly.

### JUNE 1970

17 Jun:—An exchange F-4 pilot, F/L Roger Colebrook, with Captain D. Gillanders as passenger, suffered a bird strike while on a low level route. The route was aborted and the aircraft landed without further incident.

This month was perhaps the most hectic and enjoyable that 427 has seen in some time. Everyone tried

to finish up loose ends, fly and entertain the Brits of 43 Squadron, headed by W/C H. Martin. With most pilots up at Leuchars enjoying the nearby St. Andrews Golf Course, it left six Lions to host the nightly parties in the Mess and surrounding Gasthausen. The final party with the Brits was attended by all the Lions as 427 returned from Leuchars before "43" left. This was the party where farewells were said to all members and Lions received their plaque and chromed spur.

The official handover of Squadron records to the Base Commander took place in the 4 Wing Arena on 30 Jun 70. Along with the closing of 427, 4 Wing itself was closed and became "Detachment Baden-Soellingen" with headquarters at Lahr. Many Lions from the Sabre Era and early 104 years were in attendance. LCol "Doc" Payne, ex-Sabre OC, and LCol Pat Higgs were two of the many people who arrived to take part at the closing ceremonies and festivities.

As of the last day of June, not all the Lions had received postings. The situation was as follows, with those awaiting postings being sent to a "manpower" pool:

LCol T. Reid—OC 2FTS Moose Jaw  
Major M. Sloan—D/OC 441 Sqn 1 CAG  
Major M. Thom—421 Sqn 1 CAG  
Major T. Bosman—Staff College  
Capt E. Rozdeba—417 Sqn Cold Lak  
Capt W. Stewart—417 Sqn Cold Lak

A presentation was made to the two German civilians who helped MAJ M.D. Thom after his bailing out.







LEFT—The 427 Flag is presented to COL F.J. Kaufman. RIGHT—General salute.

Capt C. Randall—421 Sqn 1 CAG  
 Capt V. Peppard—Personnel CFGQ  
 Capt B. Ailey—Manpower Pool  
 Capt V. Gerden—Manpower Pool  
 Capt D. Gillanders—Ops 1 CAG  
 Capt R. Houghton—Manpower Pool  
 Capt J.M. Hivon—Manpower Pool  
 Capt E. Thurston—441 Sqn 1 CAG  
 Lt J. David—421 Sqn 1 CAG  
 Lt B. MacLaurin—Ops, Ottawa  
 Lt J. Cornell—2FTS Moose Jaw  
 Lt J. Orr—Manpower Pool  
 Lt R. Parent—441 Sqn 1 CAG  
 Lt M. Davis—421 Sqn 1 CAG  
 Lt M. Pearson—421 Sqn 1 CAG

Weights:—Empty 14,082 lbs. Max 28,800 lbs.

First Flight:—Canadair Ltd, Montreal. CF-104 on 28 Mar 61. CF-104D on 14 June 61.

In conclusion, we should take a closer look at the CF-104 Starfighter, which is as much a part of 427 as the pilots who have served since 1963. The technical details are as follows:—

Type:—CF-104—Single seat, all-weather Strike and Reconnaissance Fighter. CF-104D—Two seat Operational Trainer.

Engine:—One General Electric J79-GE-7 of 10,000 lb.s.t., and 15,800 lb.s.t. with after-burning

Performance:—Max Speed-1,320 mph at 40,000 ft (Mach 2.0), 915 mph at 1,000 ft. Initial Climb—50,000 ft/min. Combat Ceiling-55,000 ft.

The Squadrons are now officially disbanded.





