

427



SQLN

SABRE ERA



1952-1962



"Zweibrücken 1953"

The history of No. 427 as a Fighter Squadron has been gleaned from a Squadron Diary, kept more or less up-to-date from August 1952 to March 1966. Unfortunately, many periods of the Squadron history were not entered, and others were sketchily covered due mainly to the emphasis on entertainment and sidelight activities in lieu of operational information. Discrepancies arose in TOS-SOS dates, personnel numbers and names, operational sorties and hours, etc., but air and ground incidents were well covered.

The format of presentation is point form and every effort has been made to present all events of historical interest in a brief, concise and informative manner.

August 1952. On August 1, 1952, No. 427 Sqn was reformed at St. Hubert as a Fighter Squadron of Air Defence Command. S/L C.L.V. Gervais was named as the first OC.

November 1952. The Squadron suffered its first fatality on November 3, 1952 in F/O JC Peterson, who died in the crash of his Sabre Mk III.

March 1953. A farewell parade was held on March 5th at St. Hubert for No's 427, 413 and 434 Sqns, who were departing for No. 3 Wing Zweibrücken, Germany. The Squadrons were inspected by The Minister of Defence, Brook Claxton and Lord Ismay, Secretary General of NATO. Films of the event were shown on Montreal television that evening.

From March 7 until March 31, the three Squadrons departed on Operation "Leapfrog II" for Germany. Their routine took them to Goose Bay, Labrador; Bluie, Greenland and Keflavik, Iceland. No. 427 Sqn lead the operation which saw them waiting for good weather in Scotland at month's end.

April 1953. "Leapfrog III" continued from April 1 until April 7 via Kinloss and Prestwick, Scotland to Zweibrücken.

The following personnel were No. 427's first aircrew to arrive in Zweibrücken on the 7th:

S/L CLV Gervais	F/O HP Livingstone
F/L Sinclair	F/O W Larson

"427 Sabre"





"427 Troops, 14 May '54"

F/L R Vincent	F/O D Adkins
F/O Mullins	F/O JL Frazer
F/O JW Hind	F/O WS Deacon
F/O HJ Rowe	F/O W Bain
F/O Fugh <i>Ret Gt</i>	F/O D Laviolette

On April 15th five aircraft got airborne on the first sorties out of Zweibrücken.

The official hand-over of 3 Wing by the French took place on April 26th.

May 1953. On May 4th, F/O Hahn lost a drop tank near a school in the town of Contwig. Fortunately, there were no injuries and damage to the area was minimal. May 7-four Squadron aircraft slid off the end of Runway 22 after a heavy rain shower, however, no damage occurred. F/O "Moon" Mullins was advised on May 12th of his transfer to Korea.

June 1953. F/O "Bud" ^{FOXTON} Foster was killed on June 18th in the crash of his aircraft, No. 422, near Pirmasens. He was 21 years of age and single. No knowledge was known of the reason for the mishap. The "SS Atlantic" brought the Squadron wives to Le Havre on June 22. During this month, only 42.3 hours of the total flown were recorded

July 1953. From July 16-20, 427 exchanged with a Sqn in Volkel, Holland, where they participated in a fly past for Queen Julianna at Soesterberg. The Squadron was given tours of Rotterdam, Volendam, Nijmegen and Arnhem. From July 23-30, the Squadron participated in "Exercise Coronet". Many intercepts and dog fights with F-84 and Vampire aircraft occurred.



"Loading Rockets, May '54"

From August 15-23 the Squadron participated in "Exercise Momentum". 427 bombed (in theory) No. 1 Wing at North Luffenham, England. On August 24 intensive air to ground firing at Baumholder, Germany began. TOS: F/O GR Ayres, F/O R Smith. (Only 141.7 of the total hours flown were recorded). Air to ground firing at Baumholder continued for the first two weeks of September. During the month, F/O T Livingston left the squadron for Ferry Flight duty.

On October 12th until the 23rd, the Squadron exchanged with an RAF Sabre Squadron from Wildenrath. Upon arrival at Wildenrath, the Squadron was met by G/C "Johnny" Johnson of World War II fame and then CO of Wildenrath. Poor weather hampered operations at the RAF base.

From November 14 until 27, the Squadron was involved in "Exercise Snowball," an inter-Wing intercept exercise under "Cornball" GCI radar.

In December of 1953, 427 participated (12 a/c) in a fly past at No. 2 Wing for the Minister of National Defence. December 13, the Squadron was called on for an unrehearsed fly past at Metz. Four aircraft were launched on receipt of an urgent phone call. December 15, the Lions participated in another fly past at 3 Wing in honour of General Lee of the USAF. December 25, three Squadron members were sent aloft in an Expeditor to drop 20,000 Christmas Cards on Zweibrucken-well-wishes from No. 3 Wing.



"F/L Bob Vincent who flew the 10,000th Sabre Hour in May '55".

January 1954. F/O Mullins returned on January 11th to the Squadron from the Korean War.

February 1954. On February 16 twelve Sabre Mk. III's and a North Star left Zweibrucken on the Squadron's first trip to Rabat, North Africa. F/O Bain "flamed-out," enroute and "dead-sticked" his aircraft into Geneva airport; he landed short because of a landing Constellation and damaged the nose gear. The rest of 427 continued to Marseilles and Oran. The Squadron arrived on February 17th for gunnery at Rabat. No further information on this camp was recorded

March 1954. The Squadron returned from Rabat on

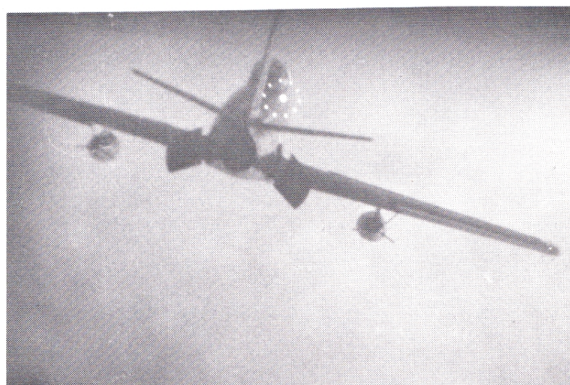


"Air Marshall CF Sleman, C.A.S., chats with F/O Bob Ayres, who later became one of the few men in the world to obtain over 2,000 hours in the F-104."

March 3rd without incident. On March 30th F/O D Walker's aircraft slid off the end of a wet runway with little damage. TOS: F/O "Bud" White. SOS: F/O D Laviolette.

April 1954. On April 19th, F/O Mullins completely disrupted a circus parade in the town of Zweibrucken by coaxing the lead elephant down a blind alley. April 26, Sabre No. 409 jumped its chocks while on an engine run-up and ran through a hangar wall. Extensive damage to both aircraft and hangar occurred. Total hours flown: 515.0.

"What every Lion wanted to see"



May 1954. 427 participated in a fly past and parade and demonstrated a fast turn around for the Chief of the Air Staff. On May 30th, the Squadron commenced rocket firing at the Baumholder range. TOS: F/O B Hunter.

June 1954. 427 Squadron flew to Tours, France to participate in a D-Day flypast. Poor weather forced cancellation of the event. The Squadron began conversion to Sabre Mk. V's on June 10th. The Lions also participated in a fly past for Mr. Winters, Minister of Public Works. TOS: S/L DK Burke as Officer Commanding. SOS: W/C CVL Gervais to 3 Wing Operations and F/O W Bain to Training Command. Total hours for the month-620.8.

July 1954. The Squadron partook in "Operation Dividend" over England on July 16th. Several intercepts and dog-fights ensued. F/O Smith made an emergency landing at Landstuhl on July 27th after a partial engine failure. He stalled on final approach



"427 on Deployment, Deci, Sardinia, April '58"

with a resultant write-off of the aircraft. Smith came away unhurt. TOS: F/O A Leiter. Total hours for the month-601.0.

August 1954. 427 participated in a fly past for Mr. George Drew, Minister of Transport. On August 15th 3 Wing closed down while the runway was reinforced. SOS: F/O JW Blumenshein and F/O Diamond to CF-100 Squadrons.

September 1954. The runways were completed at 3 Wing on September 20th and flying operations were resumed. On September 29th the Squadron departed via Marseilles for Rabat.

October 1954. Two aircraft were damaged at Rabat;

one with F/O Hunter aboard on an approach end stall and the other involving F/O D Turner on a wheels-up landing after an engine failure. On October 23rd, 427 returned from Rabat with a second place standing in Air Division. TOS: F/O JE Noga.

November 1954. From the 2nd to the 9th of November, 3 Wing Squadrons were grounded due to a lack of parts to replace failing bell-cranks for the Sabre's ailerons. On November 19th, 427 and 413 Squadrons presented a fly past and fast turn-around for visiting French Generals. SOS: F/L Sinclair to No. 434 Squadron and F/O IJ Bridges as P.A. to G/C Hull, Commanding Officer of 3 Wing.



"F/L Arnie Leiter explains tactics to a Sardinian local at Decimomannu. The Deci Range was used by Canadian pilots until its closure in 1970."

December 1954. On December 21st, F/O B Peters bailed out successfully from a Sabre Jet with a seized engine while on GCA. F/O GR Ayres took off to aid the then ailing Peters, only to experience the same problem. Ayres dead-sticked his aircraft to the runway, crash-landing on main gear only. He fortunately, also escaped injury. During this month, the Squadron dropped party invitations on Landstuhl and again dropped 20,000 Christmas Cards on Zweibrucken from an Expeditor. F/O HJ Rowe to F/L.

January 1955. Poor weather greatly effected flying operations this month. SOS: F/O JW Hind to Training Command.

February 1955. Reporters from the magazine, "Paris Match," visited the Squadron to do a cover story on Canadian pilots in Europe. TOS: F/O DG Hines. SOS: F/O D Turner.

March 1955. The Squadron participated in a 9-plane flypast for the Canadian Hockey Team at Mannheim.

The first flight Simulator arrived at 3 Wing. The Squadron flew over 500 hours this month.

April 1955. 427 participated in another fly past this time at Ramstein in observance of 4 ATAF's anniversary. 340 aircraft took part. SOS: F/O JL Frazer to 4 Wing.

May 1955. A fly past for the CAS was flown over Metz on May 6th, to be followed by the landing of F/L R Vincent upon completion of No. 427's 10,000th flying hour. A party at the Squadron dispersal was held to celebrate this event. A record of 63.7 daily flying hours was set on May 9th. On May 17th, the Squadron participated in a fly past for Lester B. Pearson while he visited 3 Wing. TOS: F/O GL Kilger. SOS: F/O JAC Tousignant. Total hours flown: 701.4.

June 1955. The Squadron took part in Exercise Carte-Blanche, flying over 200 sorties. F/O GR Ayres to F/L and F/O HB Moffatt to F/L.



"427 Ground crew (before the days of Centralized Maintenance)"

July 1955. Fourteen Squadron aircraft took off for Rabat.

August 1955. All of the Squadron's aircraft returned from Rabat without incident on August 4th. TOS: F/O KM Rattew and F/O JR Smart.

September 1955. A new Squadron OC was appointed, S/L DG Laidler. Throughout the month, 427's Sabre Jets were replaced by Sabre MK. VI's. On September 25th, the Squadron participated in "Exercise beware" in which several intercepts by English fighters over the Channel occurred. SOS: S/L DK Burke to Air Division HQ and F/L HJ Rowe to Ferry Flight. Hours flown-595.1. Sorties-510.

October 1955. The Squadron joined "Exercise Faux-Pas" on October 1st and several intercepts on NATO aircraft were flown. October 21st, F/L DW Goodwin experienced two blown main tires on landing at 3 Wing. Little damage to the aircraft was reported. On October 26th, fine weather topped a successful Squadron "Open House" for dependants and guests of the Squadron. The event concluded with a 12-plane fly past. Hours flown: 490.3. Sorties: 488.

November 1955. The Squadron held a Welcome and Farewell party in the Officer's Mess. On November 10th, a humorous event was reported: F/O William announced to his lead while airborne that his drop tanks would not feed fuel; lead replied that William

was not carrying drop tanks. TOS: F/O T Griffith, F/O KR Williams and F/L LJ Hubbard. SOS: F/O WS Deacon, F/O W Larson. Hours flown: 442.4.

January 1956. TOS: F/L DR Jamieson, F/O S Carning, F/O C Sorenson, F/O CG Couillard. SOS: F/L GR Ayres and F/O KR Williams.

February 1956. The Squadron participated in an "Exercise Argus" and achieved several intercepts on RAF Sabre Jets. February 10th, F/O Stu Carning ejected safely from his Sabre near Landstuhl after experiencing an engine seizure. Carning appeared in the Squadron dispersal a few hours later to tell of his experiences. S/L DG Laidler to W/C.

March 1956. The Squadron was involved in "Exercise Tangle" which, unfortunately, saw only one scramble by 427. TOS: F/O WA Ross, F/O RL McCormick, F/O JA Pennycook. SOS: F/O IT Bridges.

April 1956. Contributed nine aircraft to a fly past at Metz. Another "Exercise Argus" on April 12th involved the Squadron and only two scrambles ensued. April 13th, F/O RG Ballance tore off the undercarriage of his aircraft on an overshoot at Renfrew, Scotland. He carried out a successful landing and suffered no injuries. TOS: F/O N Freeborn, F/L V Jewitt. SOS: F/L HB Moffat to Air Division and F/O B Peters to civilian life. Hours flown: 680.1. Sorties: 569.

May 1956. Another "Exercise Argus" saw the Squadron scramble only 6 aircraft. 427 held a fly part for W/C CLV Gervais of Air Division prior to his departure for Canada. Gervais was the first OC of 427 Fighter Squadron and it was he, who lead the Squadron overseas to Zweibrucken in 1953. The Squadron also participated in a fly past for German television. From May 17th-19th, the Lions took part in an Escape and Evasion exercise, described by some as fun and, by those who were caught, as hell. On May 24th F/O T Griffith was killed after bailing out of aircraft 19474. He ejected at too low an altitude. The cause of the mishap was a flame out and subsequent attempts to relight down to ground level. TOS: F/L GP McCully. SOS: F/O R MacDonald to Wing Instrument Flight, 3 Wing.

June 1956. F/L ER Frost experienced a flame-out over the Rhine and successfully dead-sticked his aircraft onto the taxi strip at Lahr.

July 1956. F/L LJ Hubbard was appointed Acting OC on the departure of W/C Laidler for 1 Wing. The National Film Board visited the Squadron to shoot a

film on Air Division. One of the featured pilots was F/L Jamieson. SOS: W/C DG Laidler to 1 Wing and F/O C Sorenson to Wing Instrument Flight, 3 Wing.

August 1956. The early part of the month was used to concentrate on cine' runs at a towed-flag in preparation for the forth-coming deployment to Rabat. On August 13th, F/O Zolie Tothpal was killed in a mid-air collision with another Sabre from 1 Wing. Both aircraft were seen to fall to the ground simultaneously and neither pilot escaped. Tothpal's fatality was the fourth for the Squadron in four years of operations. The Lions departed for Rabat, North Africa on August 27th and their annual gunnery practice.

September 1956. Following no outstanding gunnery scores, the Squadron returned to Zweibrucken on September 19th. September 26th-28th, the Squadron participated in a NATO defence exercise in which large (167 gal.) drop-tanks were used to reach targets in England. A new record of 76.0 daily flying hours was set on the 28th. TOS: F/L R Cannon and F/O A Cushing.

"427 Aircrew at 3 Wing, Zweibrucken"





"S/L HR Knight, OC 427"

October 1956. October 16th, F/O E Noga successfully ejected from a spinning Sabre after intentionally putting the aircraft into the spin. He landed without injury ten miles north of Hahn Air Base. TOS: S/L WR Tew was OC of the Squadron.

November 1956. F/O JA Pennycook landed at an emergency strip in Belgium after a hydraulic failure. No damage resulted. F/L R Cannon to S/L and F/O WA Ross to F/L.

January 1957. Several incidents were reported of note: F/O White lost a camera door which went through the engine; he landed the aircraft safely. F/L Hubbard experienced the nose wheel "D" door opening in flight; minor damage was observed after an emergency landing. F/O A Holmes landed his Sabre with no elevator controls; trim alone was used to bring the aircraft down. F/O Leiter landed 200' short of the runway when his aircraft suffered a power loss on a planned overshoot; extensive damage, but no injuries ensued. Total hours flown: 411.7. Sorties: 298.

February 1957. February 8th, the Squadron flew eight pilots to Laon, France for a party with the 405th Squadron of the USAF. February 28th, F/O Ballance landed his aircraft on main gear only after the nose wheel failed to come down. No injuries were sustained. Hours flown: 538.1. Sorties: 386.

March 1957. Numerous hydraulic problems were reported this month-5 incidents of utility hydraulics failures. The Squadron commenced a change-over to the Sabre VI with slotted wings. This modification gave the aircraft additional turning ability and better stall characteristics.

April 1957. April 1st, F/O A Cushing died in the crash of his Sabre Jet, after attempting a "Dumbell" manoeuvre from a GCA over-shoot. The aircraft stalled and crashed short of the runway. No emergency or other reason was known to prompt the manoeuvre, and pilot error was assessed as cause of death. TOS: F/L W Bayley, F/O O Levere, F/O KA Tatem, F/O EJ McKeogh, F/O JA Germundsen, F/O WT Tollitt upon disbandment of No. 413 (F) Squadron at 3 Wing. SOS: F/O DW Goodwin, F/O AJ Holmes. Hours flown: 590.4. Sorties: 442.

"S/L DM (Doc) Payne, the last Squadron Leader to be OC 427"



May 1957. Modifications to 427's Sabre Jets continued with several trips carried out to the U.K. On May 29th, F/O Odie Levere was killed when his T-33 aircraft broke up in flight. No attempt to bail out was reported. F/O Levere had just joined 427 from 413 Squadron. TOS: F/L DC McLeish, F/O JP Wood.

June 1957. June 1st, the day proved to be one of disaster for 3 Wing. W/C McLeish of 440 Squadron, brother of F/L DC McLeish of 427, was killed along with his navigator in a CF-100 crash south of Bitche. Prior to their fatalities, W/C Stewart, ex-OC of No. 413 Squadron, had died attempting to force land a Sabre with a dead engine onto the runway at 3 Wing. Fortunately, Stewart's aircraft cartwheeled off the runway and into a hangar, for F/O DM Kleisinger of 427 was



"Two Lions apply a 427 sticker to a retired Spitfire at Manston, England. The 'Slap Zap' stickers were in evidence at most bases in Europe which the Lions visited."

on final approach to the reciprocal runway (and the one in use) with the nose gear locked in the up position. Kleisinger landed amid crash vehicles and chaos with little damage to his aircraft and himself. On June 3rd, the Squadron set out on its annual E & E exercise.

July 1957. The Squadron supplied eight aircraft for a fly past at Bitburg Air Base on July 3rd.

August 1957. From August 7th until 28th, the Squadron deployed to Decimomannu, Sardinia for the first time to utilize the gunnery range located there. Eighteen aircraft were flown down. Shooting however, was disappointing with the overall average of 14.58%. S/L Tew to W/C. TOS: S/L JC Bruner (as D/OC), F/L ML Eisner, F/O CR Vasey, F/O Warrion, F/L DL Collier, F/O Mosser, F/O D Dickins.

September 1957. August 19th-21st, the Lions participated in "Exercise Counterpunch" and in so doing so increased the Squadron's record for daily flying hours to 88.0. Hours flown: 679.8.

October 1957. The Squadron put up 12 aircraft on October 1st for a fly past at Metz in celebration of

France-Canada Day. TOS: F/O H Gritter and F/O A Wilford. Hours flown: 790.7. Sorties: 555.

November 1957-hours flown: 462.3. In December, F/O N Guizzo and F/O JB Talbot joined the Squadron. Hours flown during December: 332.1, and 580.0 in January 1958

February 1958. TOS: F/O A Riddols. SOS: F/L WA Ross to Flight Simulator, 3 Wing. Hours flown: 542.9. During March, F/O R Morinville joined Squadron strength.

April 1958. The Squadron deployed to Decimomannu from April 9th-23rd with 22 aircraft. Poor weather hampered the shooting, but the Squadron pulled out a 25% overall average for only 3½ days of operation. Hours flown: 650.1. Sorties: 486.

May 1958. The period from May 1st to the 7th saw 303 hours amass while holding Zulu Alert. TOS: S/L HR Knight as OC. SOS: W/C WR Tew.

June 1958. TOS: F/O MWong Kee.

July 1958. The Squadron's accident free year came to an end on July 14th when S/L Garry, flying with the Squadron, experienced a flame out on downwind, missed an attempted forced landing and crashed short of the runway. Fortunately, no injuries were suffered.

On July 17th F/O JB Talbot was killed on a low level

exercise. No other information was recorded on this fatality.

August 1958. F/O N Guizzo's aircraft suffered "B" category damage on August 5th, when he flew into high tension wires south of Soest.

September 1958. TOS: F/O D Youzwa and F/O RC Stewart.

October 1958. October 10th, F/O A Wilford blew a main tire on landing with resultant flap damage. The Squadron departed for Decimomannu and gunnery practice on October 22nd. Shortly after arrival, F/L Eisner experienced a lightning strike on the tow cable of his aircraft. The aircraft was landed without further incident. TOS: F/O JS Lauritsen and F/O WH Carley. 427 returned from their Deci deployment on November 5th. The results of this camp were not recorded. SOS: F/O JR Smart. December, TOS: F/O N Scromeda. January 1959, TOS: F/O WN Russell and F/L GO Langden.

February 26, 1959, F/O CG Couillard experienced a main tire blow-out on take off. He landed with only flap damage to the aircraft.

"Groundcrew in Denmark, 1960"



March 1959, TOS: F/L W Green. April, SOS: F/L GP McCully.

May 1959. The Squadron deployed to Decimomannu for gunnery practice on May 27th. TOS: F/O CG Dixon and F/O D Martinusen.

June 1959. The Squadron returned to Zweibrucken from Deci on June 10th. The results of this camp were not recorded. From June 20th-30th, 427 exchanged with No. 31 Squadron of the Belgian Air Force based at Kleine Brogel. No. 31 flew F-84's. While there, the Lions achieved 105 sorties and were treated to a C-119 ride and week-end at Koksijde.

July 1959, TOS: F/O FR Mayberry. August, TOS: F/O DL Ingram, S/L DM Payne as OC 427. SOS: W/C WR Tew, and F/O KM Rattew. September, TOS: F/O J Mar and F/O K Lysholm. October, TOS: F/O JW Howe. In November a Squadron aircraft caught fire during a run-up, but the blaze was quickly extinguished with minimum damage. December, TOS: F/O M Harris. SOS: F/O WH Carley to 3 Wing Operations and F/O J Britton to the U.K.

January 1960. January 2nd, F/O JR Trevor lost his pitot static system at altitude and was brought down by a Zulu section scrambled from 4 Wing. From January 5th-22nd, the Squadron deployed on its semi-annual trip to Sardinia. Poor weather hampered the camp, as did impending Junior Officer Qualifying Exams, which caused some pilots to return early to 3 Wing. SOS: F/O B Warrian.

February 1960. 427 Squadron exchanged with No. 336 Squadron of the Royal Norwegian Air Force during this month. Four Norwegian Sabres flew out of Zweibrucken for the period of February 8th to 19th, while the Squadron aircraft flew out of Bodo from the 22nd to the 28th. Four more Norwegian Sabres joined 427 from the 23rd to the 28th. The Squadron was prevented from achieving an incident free year when F/O JW Howe experienced his "D" doors opening in flight. He landed the severely damaged aircraft safely.

March 1960. Another Squadron exchange occurred this month from the 7th to the 20th of March, this time with No. 23 T.F.S. from Bitburg Air Base. The 23rd Squadron flew the F-100. Several sections came and went from each base and each vied to out-party the other. TOS: F/O P. Moyer and F/O RG Armstrong.



"On Alert"

"F/L Jeff Wood"





"Lysholm,
Martinusen,
Gritter,
Lauritsen"

April 1960. On "Exercise Polar-Bear" took 427 on another visit to Norway. Only one Squadron section flew to Norway to join No. 332 Squadron in intercept exercises under Norwegian radar. SOS: F/O CR Cross to Metz.

May 1960. Three incidents occurred to 427 on May 30th, which kept alarm bells ringing. F/O Wilford landed his aircraft safely with the aid of S/L Knight after experiencing severe damage to the compressor section of his engine. S/L Payne suffered anoxia symptoms, but recovered sufficiently to land without further incident. F/L Riddolls, an ex-427 pilot, completed the day with a loss of normal hydraulics; however, his utility hydraulics got him down safely. TOS: F/OT Hessel, F/O LG Hill. Hours flown: 595. On Strength: 31 Aircrew.

June 1960. F/O RC Stewart attempted a forced-landing at 3 Wing on June 12th, when he noticed indications of an aft-section fire. He stalled short of the runway, with resultant "C" category damage to his aircraft. He suffered no injuries. On June 30th the Squadron flew to Decimomannu for their semi-annual gunnery practice. SOS: S/L HR Knight, F/L ML Eisner, F/O L Fox, F/O CF Vasey and S/L DR Payne.

July 1960. The period between July 1st and 20th was spent on gunnery at Deci. The following averages

were achieved: 20.04% for the Trophy Shoot. Average at 20,000' = 24.65% and average at 30,000' = 14.77%. Later, the Mercedes Plant in Stuttgart was visited by 15 members of the Squadron.

August 1960. TOS: F/O RL Chercoe. SOS: F/O D Dickins to Ferry Flight and F/O WN Russell. September, SOS: F/O GO Langden to Metz, F/O A Wilford to Penhold, Alta., and F/O H Critter.

October 1960. A section of four aircraft from a Squadron of the Italian Air Force flew with the Squadron from October 20th until the 25th. The 3 Wing teachers toured the Squadron dispersal and witnessed a four plane scramble: TOS: F/O JL Gillespie, F/O JA Jaknunas.

November 1960. From the 2nd until the 8th, the Squadron sent four aircraft on an exercise "Polar Bear" to Norway. While there, they flew 40 hours doing intercepts under Norwegian radar. TOS: W/C PB St Louis as OC and S/L KE Lewis as D/OC, in December 1960.

January 1961. On January 7th, F/O Gillespie landed hastily after noticing a high Jet Pipe Temperature and RPM, to discover on inspection of the engine an intake plug up against the guide vanes.

February 1961. The Squadron went on its semi-annual deployment to Decimomannu. F/O Gillespie on take-off roll experienced a long (40') flame out of the tail pipe of his Sabre followed by an engine seizure. He set the aircraft down again and came to a halt undamaged a short distance later. Gillespie's aircraft had blown every compressor blade out of the rear-end. The Lions shot a 22.6% in their trophy shoot.

March 1961. Air Division ruled on March 8th that RCAF aircraft were to no longer air fight. The Squadron exchanged with a Squadron of the Royal Danish Air Force, stationed at Skydstrup, Denmark from March 12th until the 29th. Four Danish Hunter aircraft came to 3 Wing. SOS: F/O JS Lauritsen to Oldenburg, F/O A McMullan to ATCHQ, F/O M Harris to Metz.

May 1961. Lightning struck the Squadron dispersal knocking out all the power on the station on May 14th. TOS: F/O RA Palmer and F/L P McGale. SOS: F/O RN Larkins to Test Flight, 3 Wing, and F/O RC Stewart to Wing Instrument Flight, 3 Wing.

June 1961, The Squadron partook of its annual Escape and Evasion exercise from June 14th through to the 17th. TOS: F/O G Mawhinney and F/O J Shute. SOS: F/O NY Scromeda. July 1961, TOS: F/O GM Court,

F/L DC McIlraith and F/O EL McCurdy. SOS: F/O CG Dixon, F/O RF Mayberry, F/O D Martinusen and F/O DL Ingram.

October 1961. On October 5th, a section of four Squadron aircraft had entered the Zweibrucken Control Zone when F/O Mawhinney's seat collapsed initiating an Emergency Squawk on his IFF. A section of four aircraft were scrambled from 4 Wing with a resultant chaos in the 3 Wing circuit pattern. The Squadron flew to Decimomannu for gunnery practice. A 21.0% was achieved for the Trophy Shoot. Poor weather prevailed throughout the camp allowing only seven trips per pilot. TOS: S/L EC Tuckey. The Squadron returned from Decimomannu on November 8th.

December 1961. Word was received during December that No. 427 Fighter Squadron was to be disbanded on August 2, 1962. Christmas and New Year's greeting cards were dropped on the other Wings by F/O D Lambert and F/O G. Mawhinney. TOS: F/O DG Girling, F/O WN Price, F/O R Dunn, and F/O Ewaskow.

January 1962. The Squadron enjoyed a mass leave period from the 1st until the 13th of January. Poor weather kept flying to a minimum for the remainder of the month.

P. Larkins

"Tollitt,
Hubbard,
Eisner,
Couillard"





"F/O Jack Fraser"



"F/O Don Goodwin"



"F/O Bruce Moffett"

February 1962. Four Norwegian aircraft flew with 427. One of the visiting pilots was forced to bail out (February 9) over 3 Wing, when his aircraft caught fire; he landed beside the Zulu hangar, while his Sabre Jet crashed five miles from the station. The pilot suffered a compression fracture of the back. F/L J Bangs experienced an engine disintegration on February 19th, while on take-off roll. This was the same aircraft (No. 19647), which provided F/O Gillespie with anxious moments.

Normal flying routine prevailed throughout the month of March. No incidents or operational infor-

mation was recorded. From April 13th to the 20th the Squadron sent its last "Southern Belle" section to Italy.

May 1962. The Squadron disbandment date was changed to December 14, 1962. The lions performed a twenty-one plane fly-past at 3 Wing depicting the numbers 427. Family Day at the Squadron brought out Squadron dependents for briefings, lunch and a look at the Squadron dispersal and aircraft. On May 17th the Squadron participated in a section of 18 aircraft from 3 Wing in honour of the retiring CAS, which took place at Metz.



"F/O Bill Hind"



"F/O Irwin Bridges"



"F/O Barney Hunter"

June 1962. The CBC arrived at the Squadron to photograph a film about the RCAF in Europe. The Squadron deployed to No. 1 Wing, Marville, on June 14th, with 18 aircraft. On the way, the Lions did a fly past at Grostenquin. The last two weeks in June were spent on a mass leave.

July 1962. On July 18th the Squadron left Marville for Decimomannu and their last gunnery camp. F/O EL McCurdy had the misfortune while there of dropping the target flag on the GCA shack. F/O Hill was a top gun of the camp registering 80.5% on one trip.

August 1962. The Squadron returned to Marville on August 8th. On the 24th F/O Hessel lost his pilot-static

November 1962. On the 27th, 3 Wing held a farewell Beer Call for 427 Fighter Squadron with presentation of mugs.

December 1962. The Squadron held its last Zulu Alert at Marville. On the 8th, a gala Dining-In for pilots and wives was held at which time Sabre models were presented to all departing members. 427 Strike-Attack Squadron members and Families arrived by Yukon aircraft at Marville on December 11th. On the 16th, W/C PB St. Louis formally handed over Squadron records and Command to W/C RG Middlemiss. No. 427 Fighter Squadron ceased to exist on this date.

Production of the Sabre by Canadair commenced in



"F/O Brian Peters"



"F/O Bud White"



"F/O Arnie Gardiner"

systems while night flying and was brought down safely by F/O Howe. SOS: F/O D Lambert to Centralia.

During September, 427 Squadron put up two four-plane formations for "Friends Day" at Marville. The Squadron sent a four-plane section to Norway on her last exercise "Polar Bear". SOS: F/O WE Gowlett to Gimli.

October 1962. The Squadron participated in a farewell fly past for A/V/M Wray, AOC Air Division, at 3 Wing following a parade and farewell speeches.

1949, and it first flew in Aug 50. After 800 Sabres had been built, the 6,355 lb.s.t. Orenda 10 was introduced and simultaneously, a new wing leading edge was fitted. Designated Sabre Mk. 5, the first production machine flew on 30 July 53. After some 300 Mk.5s had been built, the Sabre Mk.6 with the Orenda 14 appeared. It had the following specifications; Thrust— 7,600 lb.s.t.; Weight Max— 17,500 lb.; Max Speed— 710 mph at sea level (Mach 0.93); Climb to 40,000 ft— 9 min.; Span— 37 ft 1 in.; Length— 37 ft 6 in.; Height— 14 ft 7 in. As any ex-Sabre Jock will tell you, she was a dream to fly.



Left to right. Top Row— Bangs, Lysholm, Jaknunas, Gillespie, Hessel, Armstrong, Stewart, Youzwa, Mar, Harley Centre Row— Hill, Scromeda, Chercoe, Dixon, Mayberry, Mayer, MacLellan, *Moyer*

Lambert, Reed, Howe, Harris. Bottom Row— Lakins, Guizzo, Green, St. Louis, Lewis, McGale, Ingram, Gowlett. April 1960.



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