



FERTE MANUS CERTAS

ROAR



427 LION SQUADRON ASSOCIATION

PATRONS

LIEUTENANT GENERAL (RET) DONALD MCNAUGHTON CMM CD
MAJOR GENERAL (RET) ROBERT CHISHOLM CMM CD

NEWSLETTER

VOL 2 – ISSUE 2 (AA)

OCTOBER 2007

Honourary Colonel - W/C (Ret'd) R.G. Middlemiss

427 Sqn. Commanding Officer - L/Col C. Drouin

Association Chairman – Capt. R.H.J. Smith

Honourary Colonel Bob Middlemiss

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The “ROAR Newsletter” is once again alive. The Editor is always looking for any news that would be of interest to our members, so put on your thinking caps and send your bits of history, including some of our old traditions and any photographs that you may have.

In June, I visited the Squadron for a medal and certificate presentation parade, which was followed by a great sports afternoon.

On August 25th “ Family Day” the weather let us down, rain and fog; however, there was still a large turnout of members with families and friends. They enjoyed the equipment displayed and rides in a number of vehicles along with the usual lunch of hot dogs and hamburgers. Although the weather did not co-operate, the team of aircrew and ground support people ensured that all who wanted to fly were treated to a ride in the C-146 Griffon helicopter.

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Maritimes

Wayne MacLellan NATO

Quebec

Jim Moffat – WW11

S. Ontario

Roy Inkster – WW11

N. Ontario

Bob Middlemiss- WW11

Ottawa

Allan Todd – WW11

Manitoba

Ian Thomson – WW 11

Saskatchewan

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The “Gathering of the Lions” was held on September 24th and 25th to celebrate the 65th Anniversary of 427 Special Operations Aviation Squadron. I can say it was one of the best “Gatherings” we have had. It was great seeing a number of WWII , Sabre and Starfighter people in the crowd along with many of the Helicopter personnel who have served or are serving with the Squadron. The “Meet & Greet” on Friday night in a well decorated hangar went off very well with everyone mixing and chatting about the good old times. Then on Saturday the parade which was held outside in brilliant sunshine formed up in front of the Squadron Crest newly painted on the tarmac close to the hangar. Lt/Gen Findley, our Reviewing Officer, was impressed with the dress, deportment and drill of the Squadron. A number of medals and certificates were presented to members of the Squadron . Then there was a flying display by one of the Squadron’s intrepid pilots . Following the parade, a reception was held in the hangar. Saturday night was a formal mixed dinner held at the Best Western Hotel in Pembroke. A great and wonderful speech was delivered by Lt. General Findley and Colonel Campbell. It was a night enjoyed by all. A special thanks to Capt Proksch and his committee for their hard work in organizing a truly great “Gathering of the Lions”.

Sadly, I have to report the news that one of the stalwarts of 427 Lion Squadron Association, Stan Miller, passed away on September 29th. I, on behalf of the Squadron, along with many of his friends, attended his funeral in Toronto and interment at Pine Hills Cemetery . A salute to Stan was a fly past by a Dakota and two Harvard aircraft from Classic Wings

Once again don’t be shy. Send your stories and photos to Wayne at macway01@bigfoot.com

Commanding Officer L/Col Christian Drouin
427 Special Operations Aviation Squadron

The celebration of the 65th Anniversary of our beloved Squadron has come and gone. For me, it was an outstanding experience to have the opportunity to meet WWII Lions, Ex-Lions, and above all to live the traditions of the Lions’ rich history.

How lucky did we get to have a perfect weekend filled with sunshine, blue sky and just the right temperature? I think it had nothing to do with luck but came down to detailed preparation, dedication and 10 months of hard work by Capt Hart Proksch and his team. I’d also like to take this opportunity to thank everyone who contributed to the success of what turned out to be a great weekend in perpetuating the Lions Squadron’s tradition and history.

The highlight of the 65th Anniversary was the parade in the presence of our HCol Middlemiss and the Reviewing Officer, Lieutenant-General (Retired) Rick Findley. As everyone knows, Lieutenant-General Findley is one of the most successful officers to have commanded 427 Squadron. It was a great honour and privilege to have him as our Guest Speaker and Reviewing Officer for the 65th Anniversary of the Squadron. For him, and his wife Carla, to have taken the time to come from Nova Scotia to join us means a lot to all the Lions.

November is at our door and the Squadron will use the next few months to prepare to participate in multiple exercises that will take place in the USA throughout the winter and spring months. These will be busy times for the Squadron and I trust that 427 Squadron's members will carry on the tradition and make you proud.

In conclusion, I would like to steer you to the Tactical Memories Website put in place by Colonel Mike Dabros. The intent is to collect Tac Hel stories that will serve as a baseline to eventually produce our Canadian Tactical Helicopter history. Please take a few minutes of your time to write down a few of your memories and send them to the Tac Hel Memories Website where they will be collated. All the instructions are at: www.tachelmemoies.ca

Until next time, on behalf of all Squadron Lions, I would like to wish you a safe Holiday Season.

Fly Safe!

Lion 9

FERTE MANUS CERTAS

Membership/Finance – Sask Wilford

Membership is not growing and until we get everyone “on board” as Life Members we will not be happy. We especially need new members from the Huey & Twin Huey Era of the Squadron. They form the largest group of former Lions and are the smallest group of Association members. Please help us attract them or for that matter, new members from any era. I am including a “sign-up” form below, so that if you know someone who might be interested – go get ‘em.

Gaining new members however is not the only way that we can keep the Association alive. There is another way. Over the years, although we have had great success with our membership drives, it is the “Donations” from many Association stalwarts which have carried us through. This year is a fairly typical example, as follows:

New Members - \$200.00, Annual Renewal Members – \$30.00, Donations \$400.00
Remember, each issue of “ROAR” costs \$700.00 to publish and mail.

“News Flash” – The Association has just received word that a member has included us in his “Last Will and Testament”. What a wonderful idea. As you will see below, I have included “Donations” and “Bequests” as options on the membership form.

PLEASE JOIN THE 427 LION SQUADRON ASSOCIATION

427 Squadron has a proud history and thus the main objective of the Association is to ensure that the achievements, traditions and memories of our famous squadron are maintained and perpetuated. The Association embraces not only the World War II and Post War Lions but all currently active "Lions" now serving on the Squadron and former "Lions" still serving elsewhere in the CAF.

We publish a newsletter titled "ROAR" and we have regional representatives all across Canada and in the US and UK. We are constantly looking for volunteers and we welcome suggestions from all sectors on how to make the Association more meaningful for the members. We invite you to get on board and help make us even better.



To receive your 427 Lion Squadron Association Membership card, make a donation or a bequest, please cut out, complete and mail this form.

Name..... Spouse/Partner.....

Address..... ZIP/PC.....

Tel ..()..... Fax..... e-mail.....

Service years on 427 (from-to)..... Bases..... RankTrade

Membership: Life Member () \$50.00 Annual Renewal Member () \$10.00 per year.

I wish to make a "Donation" to the Association of \$.....

I plan to include a bequest to the Association in my will yes ().

Please make cheques payable to – 427 Lion Squadron Association

Mail this form and cheque to:

A.W. "Sask" Wilford
427 Lion Squadron Association
RR #2, Hillsburgh, ON, NOB 1Z0



WE SHALL REMEMBER THEM

S/L(Ret'd) William Bruce Brittain (DFC) - Died September 26, 2007. Bruce retired from the Service as a Squadron Leader and joined the Public Service. He rose to become Deputy Minister in the Department of Veterans Affairs from 1975 to 1985. He passed away in Ottawa.

Major(Ret'd) Stan Miller – Died September 29, 2007.



Stan was born in Melfort, SK and devoted his entire life to the calling of aviation. After the war, he operated an aviation charter company in Melfort. In 1950 he rejoined the RCAF, serving as an Instructor. Stan retired as a Major after having served a total of 29 years.

In his next career, he spent 17 years with Seneca College from which he retired as Chairman, Aviation and Flight Technology. Throughout his life he was very active in the Air Cadet movement and was recognized by being awarded an Honourary Life Member of the Air Cadet League of Canada. Following his retirement from Seneca, Stan remained active as an Instructor, as a pilot of vintage aircraft at Airshows, and as a Transport Canada Flight Test Examiner. He was also a keen supporter of the 427 Squadron Association, retiring as the Membership and Financial Director in 2002.

Stan's active flying career spanned 64 years and 19,000 flying hours.

An excellent tribute, with several pictures, to Stan can be found at www.airic.ca The picture on the right above was taken from that site. Eric Dumigan, the Webmaster, was a good friend of Stan. You must check it out.



THE SUNDERLAND CAPER

In the summer of 1945, Bournemouth was crammed with RCAF personnel waiting to be repatriated to Canada; some were ex-POWs. Two Flight "Loots" from my camp, and whom I knew well, became involved in what became known as "The Sunderland Caper".

George Harsh and Kingsley Brown, both shot down in 1942, became increasingly impatient about the repatriation delay and decided to do something about it. One evening in a bar, where all things seem possible, Kingsley and George dreamed up the idea of flying home which was not unreasonable except that they determined that tonight was the night. They concocted a plan to liberate a Sunderland flying boat that was based nearby at Poole. The story gets better with the telling but as I understand it they rowed out to the four engine Sunderland which was moored in the harbour. Kingsley had previously flown only twin – engine Hampden bombers and George Harsh was an air gunner of all things. Somehow they got one engine going which alerted a guard on shore. He notified the military police and harbour authorities who sped out to the Sunderland to see what was going on. They caught Kingsley and George in the act of trying to steal one of His Majesty's aircraft. The culprits were hustled off to the slammer where they spent the night.

Next morning the news of the escapade spread around Bournemouth. Hank Dow and Chuck Willis, both of whom were decorated Wing Commanders and ex-POWs, hurried to the jail to see what could be done. They convinced the authorities that it was a harmless caper by a couple of guys who had been behind barbed wire for a very long time and simply wanted to go home. Brown and Harsh were released with a stern warning.

George Harsh from the Deep South should have known better. He was the same George Harsh who was in charge of Security on the Great Escape at Sagan and prior to his enlistment in the RCAF, spent ten years on a Georgia Chain Gang. Kingsley Brown who hailed from West Jeddore, N.S. was no youngster either having been a newspaper reporter for 10 years pre-war.

It had nothing to do with the Sunderland Caper but George Harsh, Kingsley Brown and the rest of the remaining POWs at Bournemouth were aboard the Ile de France a week or so later. The Atlantic was like a mill pond and we arrived in Halifax in record time, happy as clams. For those who wish to read more about George Harsh and Kingsley Brown (both now deceased) you may be able to find their books in some libraries:

 "Bonds of Wire" by Kingsley Brown publisher Collins

 "Lonesome Road" by George Harsh publisher W.W. Norton

Thanks to Vern White

Biography
Commanding Officer 427 Special Operations Service Squadron
Lieutenant-Colonel Christian Drouin, CD, MMDS

Lieutenant-Colonel Drouin was born in Montréal, Québec in 1965. He graduated from Collège de Bois-de-Boulogne in 1986 with a diploma in Human Science and Maths. Following the awarding of pilot's wings in March 1989, Lieutenant-Colonel Drouin was posted as a line pilot to 430 Tactical Helicopter Squadron in Valcartier, Québec. From 1992 to 1997, he was posted as an Instructor Pilot to 403 Helicopter Operational Training Squadron in Gagetown, New Brunswick. During his tour in Gagetown, he was part of the Griffon helicopter fielding and implementation team, and as a member of this team, he oversaw the fielding of the CH146 Griffon Flight Simulator.

In 1997, Lieutenant-Colonel Drouin was posted to 1 Wing HQ in Kingston, Ontario. He was the Wing Standards Officer for Pilots and Flight Engineers until 1999 when he was posted back to 430 Tactical Helicopter Squadron as the Operations Officer and later as a Flight Commander. As the Squadron's Operations Officer, he planned and executed the Squadron's deployment to Kosovo in 1999 and to Bosnia-Herzegovina in 2001.

Lieutenant-Colonel Drouin has an extensive operational background. In 1990, he deployed to Central America as part of the 89th Rotary Wing Aviation Unit to demobilize the Contras in Nicaragua (ONUCA). He was also the Deputy Commander of the Kosovo Rotary Wing Aviation Unit (KRWAU), from December 1999 to June 2000. In 2001, he had the honour and privilege of commanding the Canadian Helicopter Detachment in Bosnia-Herzegovina. He was also privileged to assume command of 430 Tactical Helicopter Squadron from April to September 2002. Lieutenant-Colonel Drouin, in 2006, returned from a 7-month tour in Afghanistan as a team leader of the Canadian Strategic Advisory Team – Afghanistan. Before deploying to Afghanistan, he was employed as Chief of Staff to the Director General Military Human Resources Plan and Policy at the National Defence Headquarters.

Lieutenant-Colonel Drouin completed the Air Force Command and Staff Course in Winnipeg in 1996, the Canadian Land Force Command and Staff Course in Kingston in 1997, and the Australian Command and Staff College Course in 2004. He is an honour graduate of the Royal Military College of Canada with a Bachelor Degree in Military Art and Science. He is also a graduate of the University of Canberra in Australia with a Masters degree in Management and Defence Studies. He has flown over 3,500 hours, mainly on the CH135 Twin Huey, the CH136 Kiowa, and the CH146 Griffon and over 1000 hours as Instructor Pilot on the CH146 Griffon Flight Simulator. An accomplished athlete, Lieutenant-Colonel Drouin has completed approximately 25 marathons, over 50 triathlons, nine Ironman distance triathlons and one World Triathlon Military Championship. He was recognized as the athlete of the year at Canadian Forces Base Gagetown in both 1994 and 1995. He also won the Quebec Regional Golf Championship in both 1991 and 2004.

Lieutenant-Colonel Drouin is married to Caroline and is the father of two boys, Guillaume and Alexandre.

Next Issue we will have SCWO JP Morin's biography.

Lost Trails

The names below were on letters that were returned from the last mailing of ROAR. If you know of an updated address, even Email, for anyone on the list please notify Sask (wilsas@sympatico.ca) or myself (macway01@bigfoot.com).

Mr.	L.	Llyod	Ayres	WW II
Mr.	P.W.	Paul	Benson	WW II
MR.	G.R.	Gordon	Brown	WW II
MR.	F.W.	Fred	Burton	WW II
Capt.	C,	Charlie	Carrington-Smith	F104
MCpl	D	Doug	Fitz-Gerald	Helicopter
LCol(Ret)	D.R.	Donald	Foster	Helicopter
MR.	K.W.	Ken	Goodall	Sabre
F/O	J.	John	Howe	Sabre
MR.	K.N.	Ken	Lewis	WW II
MR.	N.	Norman	MacMillan	WW II
MR.	W.B.	Bruce	Mason	WW II
MR.	D.A.	Donald	McCann	WW II
MR.	G.W.	George	McIntyre	WW II
MR.	G.A.	Gervais(Red)	McKeown	WW II
Capt	P	Patrick	Mercier	Helicopter
MR.	E.M.	Ed	Radford	WW II
Capt	C.	Clay	Rook	Helicopter
MR.	M.	Mike	Russnak	WW II
MR.	J.F.	Joseph	Smart	WW II
MR.	H.A.	Harold	Smith	WW II
Capt.	D.E.	Dave	Wilson	F104
F/L	E.	Emil	Zuber	Sabre



Feedback

I recently received a delightful letter from Mr. Harry McLean and with his permission would like to share it with you.

Dear Mr. MacLellan,

I was pleased to receive a copy of 'ROAR', recently. We don't seem to hear much about the RCAF nowadays.

Recently I was browsing around in an Antiquarian Bookshop, and was surprised to find there, a copy of a "Unit Newsletter", issued to a British Army Unit in India, in September, 1943, and more so surprised, and pleased to find a reference to 427 Squadron therein. As you can see from the following pages, this reference covers the adoption of 427 by MGM Studios.

At the time of the ceremony, I was at Topcliffe converting to Halifaxes, and missed the actual celebration. My Pilot was Billy Biggs, one of the earliest members of the Squadron, and senior enough to be able to ask for his own aircraft. He chose 'P'. for Piccadilly Princess. I had supposed this to refer to a 'lady of the night', but discovered a year or two ago, from his sister, that this was the name of a sailing yacht which the family owned.

This aircraft was EB 247, and we did a few Ops in her, before we abandoned her, not too damaged, just an hydraulic pipe severed, on 10th August 1943, on Beacon Hill, Hampshire. As I bailed out, I thought of just how beautiful the hum of her engines were and what a pity for her to be written off.

As we were approaching the end of our Tour, we did not get an offer of a kite of our own, but flew in any which was available, and, on the night of 6th September, 1943, we took LK 628, to Munich. She was named Judy Garland. She cannot be the 'Judy' mentioned in the newsletter, as she was only a few days old. This was her second Op. The first was abandoned owing to the pilot being unable to get air speed. This, we quickly discovered was caused by a bent Pitot Head. We were attacked by a night fighter. The overload fuel tank caught fire, and quickly exploded, rending poor Judy into two parts.

Only three of us survived, Alf the Bomb Aimer was blown out through the front Perspex, by the blast. I was blown out the rear portion, and Jack, our Engineer came down to earth in the front portion and walked away from the wreck!!!

Only Alf and I are still here to recall those exciting days. I don't think Alf recalls them with the same pleasure that I do.

Good Luck to the Lions, in their future Ops.

Signed *Harry McLean*

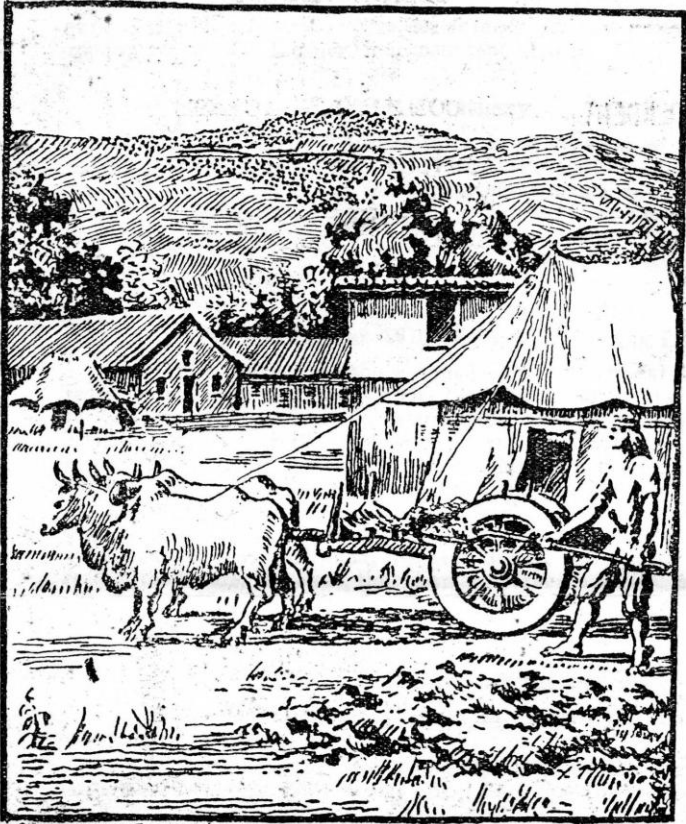
ANNAS 4.

ANNAS 4.

REVELLE

No. 3.

SEPT. 1943.



C. WINDLE.

1943

MEHGAON'S
MIRTHFUL
MAG

SPORT!
ENTERTAINMENT
SCANDAL!
INFORMATION
AND
IMPLICATION!

ALL
INSIDE!

PUBLISHED BY THE WELFARE AND ENTERTAINMENTS
SECTION.

"Believe It Or Not"

The most hard working star in Hollywood averages only one picture a year. EXPLANATION—She's ELEANOR POWELL (remember her in "Rosalie"?) whose pictures are always lavish affairs requiring long shooting schedules, preceded by months of energetic preparation. She's a creative dancer who thinks up seemingly impossible routines, then proceeds to practice them until (a) her feet call for doctors' attention, (b) she's unconscious from exhaustion or (c) both. In her latest picture, for example, an intricate tap dance with expert rope spinning took Eleanor four months to perfect.

Obituary

"CONRAD VEIDT" died recently in Hollywood at the age of 50. He had just completed a lead in "ABOVE SUSPICION". A German by birth (his first fame was won during the heyday of German silent films) he was a British subject by choice. Starring in many British films between 1932 and 1940, he decided to go further afield and among his more recent films made in America were—"ESCAPE", "NAZI AGENT", "A WOMAN'S FACE" and "WHISPERING IN THE DARK."

Hedy Lamar Will Soon Be Bombing Berlin

The 427th famous bombing squadron of the Royal Canadian Air Force recently decided to call itself "The Lion Squadron". Having chosen its name the Squadron thought it would be nice to be adopted by Metro-Goldwyn-Mayer. The R. C. A. F., with the permission of its headquarters in Ottawa, has now given the unique honour to M. G. M., of formally adopting the LION SQUADRON. No commercial organisation has ever before been given such an honour either in the U. S. A., Canada, or this country. The pilots are going to ballot for the privilege of naming their planes after Hedy Lamar, Lana Turner, Judy Garland, Spencer Tracy, and Mickey Rooney. Expect to read in the future, therefore, that Lamar, Turner, and Garland have been over Berlin, while Tracy and Rooney have been knocking hell out of Bremen..... That's music to our ears.

Second Culver City for Britain.

Sir Alexander Korda has arrived in London with one of the biggest news stories in many years.

At a Press reception, Sir Alexander announced far-reaching plans of vital importance to the British industry, including the construction of a great new studio to be created on a scale parallel with that of the vast Culver Plant itself, and Metro-Goldwyn-Mayer's entire resources in acting, writing, directing and technical talent are available for use in England.



Book Review

Those of you who remember the Dew Line may be interested in a recently published book, appropriately titled **“The Dew Line Years (Voices from the Coldest Cold War)”**. It is very well researched with many tales of the dangers, rigours as well as the antics that occurred while constructing and operating the radar line. A list of sites is included at the back of the book.

The author’s father was killed flying into a site when she was just a child and five years ago she decided to research the details. She became “hooked” and the book was the result.

The book’s author is Frances Jewel Dickson and the book is published by Pottersfield Press, Lawrencetown Beach, N.S.. To order phone 1-800-646-2879 or contact the author directly at 1-902-766-4016 for an autographed copy.

The Gathering of the Lions – 28-30 September 2007 **65TH Birthday**

Hello Lions,

Driving late September from Ottawa with Walt Pirie and Dale Horley, we arrived in Pembroke just in time to check into the hotel and catch the bus to Canadian Forces Base Petawawa, disembarking at the hanger for the 65th anniversary of 427 Lion Squadron. Decorated with artificial trees and tables shrouded with camouflage netting, the hangar resembled a German beer garden. Reg Smith, John and Susi Shute, Wayne and Beth MacLellan, Hank Siemans and ourselves comprised the Sabre contingent for the "Meet and Greet." Bob Middlemiss, Jack and Mary Partington, Bob Hyndman and Bernie Hamel comprised the CF-104 contingent.

Also present were several WWII Veterans: Robert Graham, Jim and Anne Moffat, Weldon Moffatt and his guest Ms Alma Korpan and Alan Todd. The Helicopter group was led by L/Gen (Ret’d) Rick Findley and Mrs Carla Findley, Colonels Phil Campbell and Christopher Coates, Col(Ret’d)Ken Sorfleet and Mrs. Rose Sorfleet, L/Col Eddie Haskins, Major(Ret’d) Gerry Ireland, Major Eric Manchester, CWO (Ret’d)Jacque Leroux and Mrs. Nola Leroux, CWO Kim Clarke and lastly Dr.Ron Lloyd and Mrs. Kate Lloyd.

After we had sampled \$3 drinks at the cash bar, the CO, L/Col Christian Drouin gave a warm welcoming address, singling out the visitors by name.

In front of a Griffon helicopter, a map of Europe was projected onto a large screen. Showed in succession were the inbound and outbound routes for each of the wartime missions (Researched, compiled and designed by L/Col Eddie Haskins).

Listed were the aircraft type, either Wellington, Halifax or Lancaster, the numbers of aircraft assigned, and all too often, the serial numbers of the aircraft lost on the raid. Saturday morning we were seated in the front row adjacent to the reviewing stand as the Squadron Colours were marched on, followed by the arrival of Honourary Colonel Bob Middlemiss and the Reviewing Officer, recently retired General Rick Findley. The 427 lads had obviously been practicing, for their drill was impeccable as they marched under a bright blue sky against a backdrop of colourful flags flying stiffly in the breeze. An impressive Griffon flying display was followed by a reception at the hanger where 3 large decorated cakes awaited the ceremonial cut.

Saturday evening the squadron assembled for cocktails at the hotel, followed by a formal Mess Dinner, or more correctly a "Dining-In." The PMC handed out slips of paper with extracts from the Squadron's wartime diary to selected individuals, which were to be read in sequence during the dessert course.

My slip read:

"14 March 1945: 427 Squadron visits Zweibruken. Bombs it from Lancasters.
7 April 1953: 427 returns to Zweibruken Germany. This time with F-86 Sabres. We don't admit to the locals that we've been there before."

To which I appended my own remarks:

"As you may know, Zweibruken is not far from Mainz, birthplace of the Gutenberg printing press. Consequently, there is a long tradition of printing and book binding in this part of Germany. When a pilot arrived on the squadron, one of his first tasks was to take 3 standard RCAF log books downtown to be bound in leather with the Air Force Coat-of-Arms embossed on the cover. One of our pilots had flown Lancasters during WWII, and when the book-binder perused the log, he found an annotation: "Zweibruken clobbered!"

The pilot's log book was not bound!"

After the Royal Toast, General Rick Findley gave a most informative talk on his response as Duty Officer at Colorado Springs during the 9/11 attack.

Thanks to Dick Dunn

Hank Siemans, has provided us with many pictures which will go on the website in colour but the few reproduced here are black and white only.



Sabre Quiz

In a vertical dive, through 10,000 feet and 535 Knots, what G would you have to pull to avoid spoiling someone's lawn? Believe it or not, the answer is in the AOM and 3G will not do it.

The question may also be asked what were you doing there in the first place?

Web Site

We now have a WebSite that is under construction. If any of you have any expertise in HTML or Java Script and/or CSS, some assistance in the form of advice would be welcome and very much appreciated. Please check this site out. Comments, suggestions and critiques are welcome. Since it is still under construction, the site is password protected from the casual surfer.

URL = WWW.427Squadron.com

At the splash screen which is the 427 Crest, select ENTER and left click your mouse

In the password box type **page_1** , select OK and left click your mouse

You should be at the HOME page, from there you can navigate to all the areas, including this copy of ROAR.

Smile

Some of you remember 5BX(Men) and 10BX(women), the attempt by the RCAF to increase the fitness level of personnel. This is an update for retired Air Force personnel.

Begin by standing on a comfortable surface, where you have plenty of room at each side. With a 5 lb potato sack in each hand, extend your arms straight out from your sides and hold them there as long as you can.

Try to reach a full minute then relax.

Each day, you'll find that you can hold this position for just a bit longer. After a couple of weeks, move up to 10 lb potato sacks. Then try 50 lb potato sacks and then eventually try to get to where you can lift a 100 lb sack in each hand and hold your arms straight out for more than a full minute. (I'm at this level)

After you feel confident at that level, put a potato in each of the sacks.