CANADIAN WAR MUSEUM

ORAL HISTORY PROJECT

INTERVIEW TRANSCRIPT

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INTERVIEWEE: Leo J. Noiles

INTERVIEWER: J. R. Digger MacDougall

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Transcription of Interview Number 31D 4 NOILES

Leo J. Noiles

Interviewed 5 February, 2004

By J.R. Digger MacDougall

INTERVIEWER: Canadian War Museum Oral History Program interview with Leo Noiles recorded on 5 February 2004 in Ottawa. Interviewed by J.R. Digger MacDougall. Tape one, side one.

NOILES: Leo J. Noiles.

INTERVIEWER: Thank you, Leo. Perhaps you can start off by giving us a bit of information about yourself, where and when you born, brought up and a little bit about your military history?

NOILES: I was born in Spring Hill, Nova Scotia in 20 April 1940. I later learned that that happened to be Hitler's birthday as well, which may point to some of the things I do in the future. Usual high school, cadets at the age of 13 including two summers spent in Aldershot, Nova Scotia. One in Banff, Alberta at the national cadet camp. At the same time I joined the militia at the age of 15 and spent four years in the militia in the North Nova Scotia Highlanders, going from private to second lieutenant. In 1959 I joined the Regular Army, went into the Officer Candidate Program at Camp Borden at the Royal Canadian Armoured Corps School where subsequently I met J.R. Digger MacDougall.

After a year of training, I was commissioned to second lieutenant in the Royal Canadian Dragoons. Went to Gagetown. Over the course of the next two years I was troop leader in B squadron, troop leader in C Squadron, intelligence officer and assistant adjutant. Then one day Colonel Bomber Bateman called me in and said, "Young Noiles, how would you like to go flying?" "Colonel," I said, "if that is what you wish."

Off to Centralia, passed the aircrew selection and then in June 1962 embarked on my flying career. Arriving in Camp Walters, Texas -- and I forget the exact date in June '62 -- about 110 degrees and I was in my winter service dress and Sam Browne. Over the course of between June and September, completed 111 hours flying at the primary helicopter flying school on Hiller H-23Ds which was the forerunner of the one subsequently flied with Canada.

INTERVIEWER: Leo, you're the first individual that I've interviewed that has gone directly through the American training system. What was that like for a Canadian officer, a young Canadian officer at that, to be going down to the United States for the start of training?

NOILES: On the first point, if I can give a little anecdote, it was when the Diefen-dollar came into being. I was a second lieutenant and when the dollar went from $1.06 to 92 cents American I felt the pinch. But, in fact, it was quite an eye opening for me because I had no idea what to do, where we were going or anything. Later on in my career, I found out that flying training done by contractor for the US Army in Walters, Texas was far different and, let

us say, inferior to that I received in Canada and Britain.

Following Camp Walters, I went on to Fort Rucker, Alabama. First two weeks of the course were spent on standby during the Cuban missile crisis until the Canadian Defence Liaison Staff in Washington found out and said we were to go back to our barracks. We flew the H-19 C and D models -- Sikorsky -- for some 89 hours, following which we did a ten hour conversion on the UH1A. Immediately following that -- and wings graduation was in February 1963 -- back to Gagetown, dropped off some kit, immediately left for Rivers, Manitoba, Canadian Joint Air Training Centre where I underwent a three month tactical helicopter course. This is when I started to learn that the flying training I'd had in America might have been a good basis but the demands were far greater on our tactics course.

In May 1963 I returned to the Royal Canadian Dragoons in Gagetown where I became LO / battle captain of recce squadron the RCD and preparing for future rotation to the Gaza Strip. Meantime, things start to heat up in Cyprus and in the middle of the night we were called in March of '64 to proceed to Halifax to board the BONAVENTURE with all our vehicles and on our way to Cyprus. It was A very interesting and demanding rotation.

First of all, we worked with the British 16 Para Brigade and then subsequently with 2 Canadian Brigade Group Headquarters commanded by Brigadier Jim Tedley. On return to Gagetown in October '64, late October, the usual leaves followed. Bit of administration, wondering what to do with people because I'd had an indication that I may be going to the British Army flying. Finally with a day and-a-half's notice in late December -- just pre-Christmas '64 -- I was told to proceed to Trenton and report to 1 Wing, Army Air Corps in Germany. That's all the instructions I had.

So, on the train to Trenton, flew to Marville, had no idea where I was going but I said, "Hmm, must be up near the Canadian brigade." Found out they had a flight leaving from Marville to Dusseldorf on a Bristol freighter. Took it, went to Dusseldorf, asked the movements person there where things were going. He said, "Oh I don't know sir. Perhaps go up to brigade headquarters, they'll know." Following morning, arrived at brigade headquarters where BRASCO said to me, "1 Wing. Oh, yeah, I know Dicky Hawkes, the adjutant there. I'll give him a call."

INTERVIEWER: What was BRASCO?

NOILES: Brigade Royal Army Service Corps officer. I remember his first name was Jim. I forget his surname. In any event, the adjutant 1 Wing said, "Oh no need to report until the 28th of December." At the same time I found out that my good friend Al Cooper, Fort Garry Horse -- we'd done flying training together -- was going on the same assignment with the Brits. Got in contact with him and I spent Christmas with him. Then we proceeded to Detmold, north of Germany. For those who know the Teutoburgerwald at all, it's just east of Herman's Denkmal. It was Herman Goering's airfield during World War II. Nice little grass strip. We started training on the 28th of December. They did give us New Year's off and I spent that with the Fort Garry Horse at Iserlohn for the ball.

My flying in Detmold was on the Saunders Roe Skeeter Mk. XII, originally an Air OP helicopter. Blades spinning in the opposite direction. Balsa wood with canvas covering with a shotgun starter. Radio with crystals that you kept in your flying boot as you flew around the country. The flight was also equipped with Auster Mk IXs. Now, 1

Flight, coincidentally, carries the 1 Canadian Division tac sign, having supported 1 Canadian Division during World War II in Sicily.

In any event, the conversion training went unremarkably and I spent from then until June of '66 as a line pilot, chuff h'a penny [?] champion of 1 Flight, Army Air Corps. But I did have the privilege of flying the brigade commander most of the time. The flying there was not as tactical as it might have been with the Canadian brigade. Mainly command and liaison. Reconnaissance spent was really flying commanding officers or brigade commander on their reconnaissance of the general plan. On some occasions flying troop leaders of tank troops. Then I was able to demonstrate nap of the earth techniques and show the young troop leaders where they should be going. How they should use the ground ahead of them.

One very interesting incident while I was at 1 Flight, Army Air Corps, happened while I was flying the CO of the 3rd Carbiniers, Prince of Wales Dragoon Guards, into his emergency deployment plan area. Wouldn't let me look at the map, saying, "No, you can't look at this." As I was flying east I happened to remark, "I wonder what these concrete markers are, colonel?" And he said, "I guess we best turn back." I didn't have many incidents like that.

INTERVIEWER: You'd reached the....

NOILES: We'd gone across the border.

INTERVIEWER: Across the border into East Germany.

NOILES: Into East Germany, yes. So it's a -- but flying at three feet off the ground nobody picked us up on either side so we just kept very quiet about that. I suppose there's one other incident that taught me a little something about flying an aircraft. On an exercise in the winter felt quite a serious vibration on the helicopter, and a helicopter that normally ran very, very smoothly. The Skeeter. I said, "Hmm, I'd best take this home," after having spoken with the technical rep at Detmold. Got it home. Couldn't find anything on inspection. Went up to the technical representative, flew it around, and he said, "Let's take it back." Took it back to the hanger. Took out the hinge pin and the blade struck the hanger floor. It seems that the flapping hinge was broken. Whereupon the technical rep said, "I'm glad I didn't ask you to do an auto-rotation, Leo, because I think that would have been the end of both of us." In any event, the time spent there was very interesting. During the period one of the regiments in 20 Brigade that we supported were the Royal Dragoons, the allied regiment of the RCD.

In June of '66 I was posted to Iserlohn with 23 Flight Army Air Corps, where I was the deputy flight commander. The brigade commander had sent me there said that this was a better chance for my career. But I said, "Yes brigadier, I realize that, but I'm also the only single officer that is easier to post." We both smiled and had a glass of gin on it. In 4th Guards Brigade, 23 Flight Army Air Corps, we flew the Skeeter Mk XII again. About three-quarters of the way through that year we spent converting and flying the Sioux AH1, for those who recognize it as the Bell 47 with supercharger and a number of high inertia blades, a number of changes and modernizations.

INTERVIEWER: What was the unit again?

NOILES: 23 Flight Army Air Corps. Both part of 655 Squadron. At this

same time, I might mention, there were some five Canadians flying throughout British Army of the Rhine for the British Army. It was at a time when the Army Air Corps were expanding. We'd trained a number of pilots in anticipation of buying our own helicopters and equipping units, so therefore we were a valuable asset to them. I might add that at the end of the day it made me a better officer, I believe. I found the British soldier to be very tough and very reliable.

Following that, of course, it was time to return home, including with my war bride, a dentist that I'd met whilst with the British Army. We arrived in Petawawa, no house, no luggage. My first cousin had been a movements officer in Germany said, "I'll look after your kit, cous." Some nine weeks later we get it. It had come home in a coal tramp steamer.

Petawawa, 403 Squadron. It wasn't 403 Squadron initially. When we arrived there, the Armoured Corps people joined the 8th Canadian Hussars, Service Corps the transport company, infantry the Guards, etc. Finally, in early 1968 the official name given was 403 Helicopter Operational Training Squadron where I spent four years serving first as a line pilot, then a flight commander and flying an awful lot.

We were the only utility helicopter unit in the Armed Forces at the time so when we weren't instructing on the courses. We were having a very good and interesting time supporting units in the jungles of Jamaica, on exercise in Norway and Denmark and Germany. All in all, I spent three interesting periods in Jamaica supporting units there. Also during this time there was talk of European attack helicopter trials starting up in Germany. Myself and other officers from 403 Squadron were sent off to Ansbach which was near Nuremberg. Ansbach-Katterbach was hyphenated Katterbach. That's where Delta troop of the 2nd the 4th Cav, US Army were supporting the trial.

During the next four years I spent a period of twice annually, three months each time, participating in this trial. Initially, it was meant to be done on Cobra attack helicopters. We'd started out using UH1Bs with SS11s mounted simulating, following which we went on to the Cobra with simulated TOW. Really, we were just racked with 2.75 rockets and 20mm cannon.

INTERVIEWER: Did the Canadian Forces have that Cobra helicopter at all?

NOILES: No, we did not. I think there was some talk, doctrinally anyway, of going into attack helicopters to form the total mission package, if you will. But I guess it was the experience level they were looking for.

INTERVIEWER: How would you describe handling the Cobra in comparison with the other types of helicopters you had flown up to this point?

NOILES: It was the first one I'd flown with stabilization augmentation system. Because it had a very narrow undercarriage and a very narrow centre of gravity, it could be easily tipped. Couldn't take the slopes that -- the side-slope landings -- that we could with other helicopters. Also, serviceability was always a great problem with it. I don't want to be negative towards an ally but I found in all my flying career, on reflection, the worst maintenance I ever experienced was at that unit.

During that four year period the continuity in the trial, in my view, was provided by ourselves - the Canadians. Myself, Andre Seguin, Peter Dudley, the late Bruce

Mulaner -- he was the liaison officer with the study team -- Jim White, ex-Strathcona and a number of others who came in and out -- and our observers, too numerous to name -- really made the trial when we were working with light observation helicopters and attack helicopters as a team. But the other continuity which really was there were some German helicopter pilots. Interesting enough, one of the was a chief warrant officer Coleman who like myself had served on tanks and armoured reconnaissance and when we went off to do a mission.....for example, with a Zero [indicates command call sign: ed] LOH and 2 attack helicopters, we'd do our map study as we'd been taught in the armoured corps. We'd look at the possible avenues of approach and we'd go out and collect kills on every one that we faced. That's just by the by, but it was a very interesting trial. Took up a lot of time, but I think in the end it was worthwhile. If it hadn't been for the Canadian and German experience of nap of the earth flying -- I think, if you recall at that particular time, Vietnam was still on and the tactics employed there were greatly different from that. So they were still thinking high and dive and we were saying never go high. "Go high and die," we were saying.

INTERVIEWER: Were you actually involved in the development of the nap of the earth flying at that time?

NOILES: Well, other than saying that we should be doing that... when I was going through flying training in Walters and Rucker, they'd re-started a tactical course in Fort Sill Oklahoma. But because of Vietnam they wouldn't let Canadians on it. We were originally scheduled to go on that. But it was easy to forget something and get into the habit of flying something else. But some of the Americans really enjoyed the nap of the earth flying and they could really see the value of it intensely. Because during that trial we were fitted with sensors and laser projectors and some grenades connected to the electronic so that if you received a hit your smoke grenades went off and your own laser was incapacitated. It was able to keep score in a war game more than other time previously or in the future I might add.

In any event, come 1971 was the end of my tour in 403 Squadron and it was proposed that I go back to Germany as a pilot with the now forming Triple Four squadron. To which I said, no. I really wanted to stay in Canada for personal reasons -- happened to be my wife's professional aspirations. Where upon I was posted to No 2 aircraft field maintenance squadron as a maintenance test pilot. Ground runs, routine test flights.

INTERVIEWER: That was in Ottawa?

NOILES: That was in Uplands, yes. That's when we had centralized maintenance as opposed to squadron maintenance. Which worked to a certain degree.

INTERVIEWER: Did you do a lot of flying at 2AFMS?

NOILES: Not really, very little in fact. As it turned out, when I left 403 Squadron, I hadn't yet trained for the single-Huey to the twin-Huey and guess what was being serviced at 2 AFMS -- twin-Hueys. I would go along as co-pilot, if you will, with somebody else. But I was also managing to fly some CH113 Voyager as second pilot, co-pilot. During the time at 2 AFMS I was off at Ansbach on another one of my trials and when I returned I found out that I was posted to 450 Helicopter Squadron. I would say September-October 1971. They were forming a VIP helicopter flight equipped with twin-Hueys. The first flight commander was Marsh Wright of the Strathconas. Many people remember him. A good officer, good

pilot. We formed the flight and I think we did very well. We flew royalty down to including, but not excluding, Commanders of Commands and sometimes lower, according to what the mission was. When I say royalty, everyone except Her Majesty the Queen who, at that stage in her life, would not accept a flight on a helicopter. Flew regularly the Royal Family -- Prince Philip when he came to horse meets and things in Canada or any regimental functions with the RCR.

Following that I went off to....or during the latter three months of that posting, I went to the University of Southern California taking a four month course on aircraft accident investigation which prepared me for my upcoming posting to National Defence Headquarters as an aircraft accident investigator. A most interesting three years. The most demanding. Coincidentally, normally when one is posted as an aircraft accident investigator the first accident they investigate is under the aegis of a more experienced accident investigator. I was called up in the middle of the night in a freezing rain storm. "Pack your bags you're off to Calgary." There was a Cold Lake aircraft crash south of Calgary. Very interesting. One to the things, of course, they taught us at the University of Southern California on the investigation course was that one should always check the camera for film. [tape clicks off]

Yeah, go back. I was talking about one thing they taught us at the University of Southern Cal during the accident investigation course was, have a check list. And part of your check list should always be ensure you have film in your camera. I dutifully, at my first investigation, snapped off 24 exposures, went to change film and, lo and behold, there I was, no film in the camera. Of course, one is responsible for keeping one's own kit. I'd just checked the tape of my camera which said that it had changed the film but I hadn't actually checked that the film was in place. And it served me well later because nothing like 20 below zero degrees Celsius changing film or taking all those photos over again and writing down on a slip of paper what each exposure was to be. In any event, that was one of a number of accidents investigated and the cause was tail rotor coupling. I was to run into that same problem in the future because it was one of those areas that if the tail rotor boom was malaligned or if it wasn't lubricated correctly in the hanger [?] bearing, things would happen.

Following my posting at Directorate of Flight Safety in 1978, finally I was selected to go to the Command and Staff College in Toronto. A demanding year. But on arrival I met one Colonel John Beveridge, 8th Canadian Hussars. We had served in the RCD together years before and he said to me, "I presume, Leo, you'll be taking the army package." I said, "Unfortunately, Colonel, I shall be taking the air package." I would have been the only pilot on the army phase which wouldn't have made any sense and, not only that, I was an air force officer by now. Really, my experience in tactical aviation was very useful in the air phase, no question about that. But in the joint phases I would say that I was able to talk to both subjects and having gone to Cyprus on BONAVENTURE for two weeks, of course I was well versed in navy ways. Don't sit at the end of the table during rough seas. When everyone at the table is having soup and milk except yourself, you will soon be having lots of it. So that was great fun.

Following staff college -- I won't talk about all the hard work -- I remember one particular thing where the DS had said, "Nice book review, Betty". He recognized that the wording of the review was not the usual terseness of myself. I was very fortunate on graduation of staff college that I was assigned as Commanding Officer of 447 Transport Helicopter Squadron in CFB Edmonton. We had four CH147 Chinooks, a challenging technical nightmare one might say, but when operating correctly, was superb.

It was first time of, "you call, we haul," sort of thing. But I go back to my earlier days which will come up again. When I first arrived there I found things not to be as demanding as I thought they should be. I'd been a great one of always saying, "Time on target". On time on target, and that was my view when providing support to the army, that was the way it should always be. During that period we surprised everybody by winning the General Giles Turcotte trophy as the best squadron in 10 Tactical Air Group. They couldn't believe that we were playing soldiers really on our tactical evaluation and the way we did it on a regular basis.

The reward for that was promotion to Lieutenant Colonel, on to Air Command Headquarters in Air Command Winnipeg where I was the Senior Staff Officer, Tactical Helicopters. Very demanding period. Very interesting and challenging. And an opportunity, very much, to use the staff training I had received. Two years in that post. I was blessed, as many people would say, that you are lucky to get command of one squadron. I was off to Gagetown to command 403 Helicopter Operational Training Squadron where we operating CH136 Kiowa and CH135 twin Huey. I was instructing on both types and enjoying life enormously. The incumbent paperwork that goes with being commanding officer but also the camaraderie of having the largest squadron in the Air Group.

INTERVIEWER: Where were they headquartered?

NOILES: In Gagetown, which was for me another posting back to CFB Gagetown, Camp Gagetown, still remains Gagetown. We had 21 helicopters in 403 Squadron at the time and we provided obviously all the tactical training for the CH136 LOH -- light observation helicopter -- pilots and the observers who were armoured corps and artillery. And the CH135 twin Huey training was for anyone who would be flying twin Hueys, plus we had a tactical course for those who were flying in 10 Tactical Air Group.

INTERVIEWER: Give us some more information on the equipment, personnel, establishment, organization of the squadron at that time -- whatever you can recall.

NOILES: One gets older, one doesn't recall quite so much but I can tell you the number of aircraft coldly - 21 combined, but beyond that. But we'd also had our own air traffic control flight We had our own tower, worked very well. We did our own maintenance. We had a very large maintenance flight. We did first and second line servicing on both types. But it turns out, I found out halfway through my tour that the squadron aircraft maintenance officer was my wife's cousin. Then he started calling me, "Unc".

Another very big component of 403 Squadron at the time was the air ground operations school which at the time the flight commander was one major David Brown, late RCR. What an excellent job. They lived in the same building as the Tactics Division of the Combat Arms School. What a linkage, if you are going to have tactical aviation to support the army, of being there and developing the tactics together. Twice each year we would run an Advanced Aviation course in that school supported by the rest of the Air Group culminating each time in an exercise called "Mobile Warrior," a live fire exercise with an infantry company and all their supporting arms plus artillery and fighter support. So the young graduate of the Advanced Aviation Course clearly had his hands full learning the land battle. As I say, it was very convenient and very wise that the Air Ground Operations School. My predecessor had a lot to do with it, Lieutenant General Lou Cuppins, retired.

On completion of this tour, I proceeded to Headquarters 10 Tactical Air Group...if I may back up a bit during that same period the CO 403 Squadron ordinarily never went to the Rendezvous exercises in Wainwright, Alberta. The commander had a view of forming a composite utility tactical transport helicopter squadron and pulled out the name 110 UTTH and the CO 403 Squadron got an invitation to go to Wainwright as the CO of this ad hoc squadron.

INTERVIEWER: What was it called again?

NOILES: 110 Utility Tactical Transport Helicopter Squadron -- ad hoc for the purposes of that exercise. We had 44 twin Hueys. We'd get a CH136 Kiowa tasked to provide recces for our exercises. We had a few growing pains, as you can imagine. We had Americans attached to us on that same unit. Squadrons, although they receive the same training, tend to vary in personalities and methods of doing things. So we had some growing pains during the early part, work ups and major exercise. But I recall on one particular exercise, instead of being back at the headquarters directing the operations of this particular squadron -- we'd been missing targets and timings somewhat so I called up Wing and had them task a Kiowa for me to fly in. I thought I'd just fly and lead it. The pilot being smart said, "Colonel, I think you best do the map reading on this." A challenge leading 40 helicopters through the badlands of that area. But we managed to do it. I must admit it took all my concentration to be able to do it and do it on time. If it hadn't been for the training I received all through my army and tactical aviation, I probably couldn't have done it.

Squadron Commanders such as George McCray and Jack Paisley and Ike Kolher who insisted everything be right. Very different from the way we lived in the mess but in the field very much to the point.

Following my tour of 403 Squadron in July -- oh, sorry at the end of the Wainwright exercise I was attached to the headquarters of 10 Tactical Air Group to prepare the paper for the first rotation to the Multinational Force and Observers in the Sinai. We were to send a portion of the squadron on a rotational basis. That was interesting. Short fuse and, I must admit, very fortunate in that General Belzile, commanding FMC at the time, agreed with the plan. We briefed the Commander Air Command he agreed with the plan and I think we had a very successful operation in the Gaza Strip. Only a few weeks later, I was posted to Headquarters 10 Tactical Air Group as the Senior Staff Officer Ops and Training. A job I held until December 1985.

INTERVIEWER: Was your rank colonel at this time?

NOILES: Rank was Lieutenant Colonel. The reason I say until December, in January 1986 I was promoted to Colonel and assigned Deputy Commander of 10 Tactical Air Group. It was a very demanding position because, in effect, I was the base commander to all the commanding officers residing on FMC Bases. But also I was DCOS Air, FMC, and Chair of the Tactical Aviation Working Group where we developed, in concert with DCOS CD Command Development FMC who was Colonel Ian McNab - Strathconas at the time . We sat on their concepts and tactics board. They sat on ours, and doing things the way they should have been done. I can't claim authorship to this tactical aviation working group but had the honour and the pleasure to serve on it as the chair.

Some three years later, leaving in 1988, scheduled to leave -- let me back up. One talks of the privileges and honours of command. I had the privilege of going off in

1986.... Many people will have spoken of the CAST brigade -- Canadian Air Sea Transportable Brigade -- whose job was to reinforce NATO's northern flank in Norway. It had never been exercised en masse. This time we did it with air lift, sea lift, and I was deputy commander to then Brigadier General Jim Gervais with whom I served as a subaltern in the Royal Canadian Dragoons some years earlier. Very demanding, and we subsequently decided that we, Canada, couldn't really continue with this commitment because it was unrealistic in terms of timings to respond to anything. Really, to respond one would need everything pre positioned and then fly the crews over to operate them .

A little interesting sideline. You think sometimes the changing weather in Canada -- during that twelve weeks I was in Norway I dare say we went through all four seasons at once. Now we will continue. After I left -- Oh, sorry. I keep making these -- if I'd worked on my notes, I might be able to do this a little better. I gave my notes to Digger so he can have them for historical records.

After having prepared the paper for the deployment of troops to the Sinai, we had a chief of liaison position at the headquarters of the Multinational Force and Observers in Sinai, in Al-Quhirah, Egypt. I had every hope of replacing Colonel Lou Cuppins in that position. Some months prior to my expecting to go there, the Commander of Air Command of the day, Lieutenant General Larry Ashley, came to me and said, "Leo, I hope you are not disappointed. I'm taking you off the middle east assignment and you will be getting a base." I thought, "Well, this augers very well. This is very nice, right down my alley," expecting it to be an air base of some sort, be it Portage Le Prairie or where ever. I thought Portage might have been a possibility with my experience and training. Some weeks later found it was to be CFB Cornwallis, Nova Scotia. For those who don't know, that is near Digby, Nova Scotia, an area that I knew from my youth. But one I didn't especially think of as being the base conductor.

I say 'conductor' because we housed one school. And since I'd been left the freedom of operation when I was commanding officer, the last thing I was going to do would be butt into his day-to-day business see how the recruits go. So I became the landlord. Most of my difficulties were dealing with the union. It was challenging but it did afford me the opportunity of visiting friends in the navy in Halifax and visiting camps in Aldershot where I'd been as a young cadet. It was remarkable when I was sitting with my wife and watching a parade and saying, " That parade square look remarkably smaller than when I was a young cadet, dear."

INTERVIEWER: You were a very successful army pilot in regard to the senior officer appointments that you acheived. Where you able to do any flying during this time when you were holding these senior appointments?

NOILES: I maintained proficiency all through out my career until I left headquarters 10 Tactical Air Group. That was the end of my flying career. I have a few hours flown, co-pilot, subsequent to that but very few, perhaps in the order of ten. Cornwallis was a definitely a change of pace for me but my golf game improved enormously. My Base Chief would say to me, "Colonel, you need some stress management. I booked such and such a time."....."Okay, I get the message."

When I left Cornwallis I was hoping to become the Director of Flight Safety whereupon I would be the first Director of Flight Safety who had actually been an accident investigator with that directorate. Unfortunately, it was moving to Winnipeg. I had no desire to go back to Winnipeg. No only that, since it was my last posting in the military -- they used to

say terminal posting, we've changed that term now to retirement posting because terminal sounds a bit fatalistic -- this was to be my wife's posting. She wanted to be in the Ottawa area. I said, OK once or twice in my career I think I should bend a little bit to her wishes. Since flight safety going to Winnipeg that was not an option. I received a posting to Director General Official Languages as the Director of Official Language Review. And in fact, the title has a very benign sound to it but, in fact, it was the sheriff and I was called "the sheriff" of the language cops. For an Anglo to do it having left an Anglo base, albeit taking some French during the period. I found the first few months very demanding. Most of the business done in French all day long. If you talk about Excedrin headache number 8, I experienced that.

Throughout the next three years I found I was able to influence a number of things we had done incorrectly or not correctly. Each time we went with the senior officer, be it the Deputy Minister and the Chief or the Vice Chief or the Associate Deputy Minister Personnel, they'd come back and say that went very well. I'd say, "No, we will have to wait because his staff will come back and say the military had been planning well for 30 years. Unfortunately we weren't executing it quickly enough to suit the Commissioner of Official Languages." So it was demand. Did I enjoy the job? To be honest, no. The only thing I enjoyed about the job really that made me stick it out were the subordinates working for me, both civilian and military. Dedicated, hardworking, who ran into the same -- and their working peers -- ran into the same non-acceptance that I did and that was the most difficult part of it. That's why I say I didn't enjoy it especially.

INTERVIEWER: So you stayed in the Canadian Forces then until 1994. Did you engage in any flying activities there after?

NOILES: No, I will always remember my last day before retirement leave was the 12th of October 1994 with a retirement date of 20 April 1995. Boss said, "What would you like to do for your retirement?" I said, "Let's golf in the morning, have a lunch with a few beers....."

INTERVIEWER: Interview with Leo Noiles end of side one, tape one.

END OF SIDE ONE

INTERVIEWER: Canadian War Museum Oral History Program interview with Leo Noiles, tape one, side two. Leo we were talking about the year 1994 when you'd finished your service and you'd mentioned you hadn't flown after that period of time . What significant flying experiences do you remember and what would you like to tell people who listen to this tape in the future about army aviation and tactical aviation?

NOILES: Well, Digger, I just consider it's an amalgam of those things we spoke [of] as we were going through the thing. There is no question in my mind that I was best prepared for the job at hand because I'd been trained as an army officer first and foremost. And particularly, in my view, fortunate enough to be in the Armoured Corps and having done tanks and reconnaissance. And the experience of the UN tour in Cyprus which I found quite stressful. We were in Mk I Ferrets and I remember one particular proposed attack on St. Alarian [?] Castle in our open turretted Ferret Mk I and the Turkish separates looking down on us with 50 calibre machine guns. One became a believer. When the padre came around and said, "Would anyone like to receive communion prior to going up the hill?" I think a number of us remembered our earlier religious beliefs. Fortunately it didn't have to take place.

The training, to go back to training, I started my training with civilian contractors. In fact, it was Southern Airways that was the civilian contractor in Camp Walters, Texas. The check pilots at each phase were either Department of the Army civilians or serving army officers or chief warrant officer pilots. The same at Fort Rucker, Alabama. The training was sit down and discuss it and away you go and we'll talk about it in the air. When I got back to Rivers in '63, what a change of pace and life. Where an instructor sat down with one, maybe two of you, went through what the aims of the exercise were, how it was going to be conducted, and questions and answers. My first introduction to decent instruction for flying and what a difference it made.

When I went to the British Army for my conversion training on Skeeter Mk XII and the Sioux AH1, the same thing was true. Personalized, in a closed room, just you and your instructor going through what was required of the lesson plan and how it was to be executed. More importantly, at the end of which, a very detailed debrief so that one could correct or more fully understand what the objects of the exercise were. Back with Canadians again, obviously that was the Canadian way of doing things and that's the way I continued throughout my career. But the training I received, by and large, certainly served me very well. I had a few scraps, can't say that I went perfectly clean, but I always learned from them.

INTERVIEWER: Did you have any near misses attributed to yourself?

NOILES: I had, in my initial training at Camp Walters, Texas, I had a heavy landing during a solo auto-rotation when I had some forty hours total flying experience. But that was attributed to the instructor who was in my path, and the tower telling me to go around after I had already applied deflective pitch. This was at 110 degrees Fahrenheit outside air temperature. I didn't even know that I'd broken the airplane until I was doing a proper shutdown and an instructor from another helicopter was out waving his arms frantically. I continued my shutdown procedure. Grabbed the tie down for the main rotor blade. Walked around and said, "Hmm, I don't seem to have any tail rotor here." But that was assigned to supervision and if they'd left me alone I'd been fine.

With the British Army I had a loss of power and knocked the nose wheel off. Uneven ground when you're falling out of the sky and you can't pick your ground. You're going down where you're going down. I knocked the nose wheel and strut off the front of a Skeeter. It was funny. I recall during my conversion training the instructor had spoken about if you lose the nose wheel, all you want to do is find a sloping piece of ground, put the strut on there and then ease it back. Off level landings have always been one of my favourite little manoeuvres. It takes a bit of, my wife calls it anal retentiveness. I like to try to do things right even if it never satisfies her. So I put it down successfully and a brother officer from the brigade headquarters said to Betty, "Oh, we just brought Leo's helicopter back on the back of a Bedford."

INTERVIEWER: A Bedford truck?

NOILES: Yes, a lorry.

INTERVIEWER: Leo, you were in the unique position of having trained in the United States and then later commanding units where pilots had been trained in both Canada and the United States. How would you compare the differences? How would you compare training in, let's say, those two streams with respect to the types of missions flown during training,

the aircraft used, that sort of thing?

NOILES: I'd say one word, professionalism.

INTERVIEWER: What do you mean by that?

NOILES: I mean, in the sense that it tended to be. With the US it tended to be more open and mass as opposed to specific objectives, timings, and personal instruction. What was required of you as opposed to just saying, "OK let's go do it." We're talking early days when I was doing that. Maybe that was part of the seat of the pants flying training as opposed to the more rigid and demanding flying training later in my career. I think that would say it. But professionalism, the same with the Brits, I've often said that if I go to war I'd rather go with the Brits than someone else.

INTERVIEWER: You were in a rather unique situation as well with respect to flight safety, flight planning. As a pilot in Europe you didn't flight plan, I understand, and then all of a sudden you find yourself in the tighter organization that we call the Royal Canadian Air Force. How was that transition and what was your role in it?

NOILES: The transition issue is a little hard to accept because one was used to... I recall early days, certainly with the Army Air Corps, our weather briefing each day came from the British Forces Broadcasting System starting off by saying, "And now for the Army Air Corps aviators it's going to be this, that and the other thing." It came to the point where one would say, "Why bother checking the weather? One is going anyway." Initially back in Canada it was the same thing. We had to flight plan but not as demanding as the NATO flight planning or ICAO flight planning in Europe. But on exercise area and within our own areas in Germany and then in Petawawa, you told ops where you were going, you signed out to where you were going. Except, of course, in the instrument flying rules, which for me, having trained on helicopters was an all new thing. We'd done some instrument training but not in the clag. I mean why would you want to go in the clag when your landing limits were higher on formal instrument flight rules then they were special VFR which was special visual flight rules which whereupon we conducted most of our flight operations?

INTERVIEWER: Were all of your pilots, when you were commanding, instrument qualified?

NOILES: All. By the time I was commanding I had a green ticket and lots of -- yes. Because of my earlier experience where helicopter pilots avoided at all costs going into cloud, we started stressing very much the other way. That it's the same as driving a car, playing golf. If you're going to have to do it to save your life or save someone else's life, you'd better be practised at doing it. So it made life a lot safer, really.

Earlier, Digger, you'd asked about something with my experience in flight safety. There's no question today they have more equipment but more demands are being made on the aircrew from what I understand, so you get into a question of overload. When back in the days with one radio, with one crystal, you didn't hear a lot of jabbering. I recall during one of the exercises, Mobile Warrior, of which I spoke during the period '83 to '85 in Gagetown. I was flying General Manson on a mission to observe the fighters, the artillery, the mortars and the airmobile landing of an infantry company with air weapons firing. I had four radio sets going at the same time, to which he said, "How can you keep track of what's going on?" I said,

"it's quite demanding, General, but if you recall I'm the one who organized and planned this exercise and I'm expecting to hear things. If I hear something that I'm not expecting to hear, then I get excited." But I guess it's task loading and how you respond to it. How do you respond to it? Training and preparation.

INTERVIEWER: Leo, I'd like to go back to your Skeeter and Sioux AH1 days. Would you describe the handling of the Skeeter and Sioux aircraft please?

NOILES: Gladly. The Skeeter was a remarkable helicopter in that it was designed initially for one person, no radio, no this, no that, it was away you go with it. It was a fully articulated rotor head, tricycle undercarriage. It had a Gypsy Major engine in it. We always used to say hear the might roar of the inverted four because it was mounted inverted. But the remarkable thing about the rotor system, any helicopter pilot will remember direction of spin of the helicopters rotor blades determines certain procedures on emergencies -- which pedal to press for anti torque or loss of anti torque. Well, the Skeeter being made in Britain, of course, spun the opposite way. Trying to remember it went counter clockwise. No, well -- my memory doesn't -- In any event on loss of anti torque or loss of power one had to put the collective down and put in the left boot, not the right boot.

To go back, it was very under powered, the Skeeter. But with the fully articulated rotor head, if you can imagine, controllability was outstanding. We could track them so they were smooth as silk relative to a Hiller or a Bell product. But it was underpowered until you get into translational lift and the handling qualities were just outstanding. I really enjoyed it. To this day, I have not flown in a helicopter with a more comfortable seat. It was ergonomically shaped correctly and all the later updated technical improvements, nowhere did I have a seat as comfortable as on that Skeeter.

INTERVIEWER: How about the Sioux?

NOILES: Well, the Sioux handled very much like the Hiller 12 E that we flew in Canada. Except that it was the new turbo charged, high inertia blades. You could do all sorts of things with it, so they say. But I was used to quite a loud engine on the Skeeter -- that any loss of rpm similar to when we were flying tactically in the Hiller CH112, where any loss of rpm instantly picked by your ear and you could adjust the throttle setting. The Sioux would just go "whooosh, whooosh" and you'd look down and your rpm was decaying badly and that is quite a difference. A nice quiet engine but didn't get the total response.

I meant to go back on the Skeeter while I'm talking about the difference in noises and throttle settings and the adjustments of such. Leave it to the Brits. In many ways, the Skeeter was a -- I had never flown a piston engined helicopter where the linkage between throttle and collective pitch was so closely coordinated. Virtually, you could pick up the collective without adding throttle. It would keep the rpm much more readily than say the Hiller or the Sioux. The linkage was superb. I mean it was simple, looked like a cracker jack box helicopter. To my recollection it came off the drawing boards in 1946. But handling qualities were every bit as good as any helicopter I have ever flown.

INTERVIEWER: What other aircraft did you fly, let's say in the United States?

NOILES: The United States, as I said earlier, I flew the Hiller H23D

which had a continental engine instead of a Lycoming and it was under powered. It can't remember .... sorry it was a Lycoming and it was a V03435 engine. But it was under powered. Imagine taking off and the temperatures from the main heliport in Walters was 110 degrees F, two students and an instructor. Most days the take off from the main heliport was via a running take off rather than a hover take off. It just could not make it. Exciting days but having said that I think it prepared for later on in life for managing power in a helicopter in any missions of any sort. Then when I was in Fort Rucker taking my training on the H19C which had a Pratt and Whitney R900 engine and the Sikorsky H19D D which had a Wright R 1100 quite a difference in the two models. In fact when I got home and saw the navy HO4S helicopter it had some of the airframe design of the two had been combined. I said "oh that's a Wright hybrid."

The Sikorsky was a fully articulated rotor system as well. But it had a wet noodle stick. It really flopped about. You had to hold it from popping about. No form of friction at all. It later came in with the stability augmentation systems and friction controls. The Bell UH1A and UH1B which I flew in Rucker as well had the T53 L1s and L9s respectively. Then back in Rivers with the Hiller CH112 which was a 23 E. Its Lycoming engine was a much larger VO (vertically opposed) 540. It had more power than we ever needed. Never, never ran out of power with it. Would you like me to go through the rest of the aircraft I flew with the engines Digger?

INTERVIEWER: Yes, that would be great.

NOILES: The Skeeter XII, as I mentioned earlier, had the Gypsy Major engine in it which those who flew Chipmunks in Canada are well accustomed. I don't remember, Digger, having not flown the Chipmunk, whether it was mounted inverted or upright in the Chipmunk?

INTERVIEWER: No, it was upright.

NOILES: In the Skeeter it was mounted inverted but with, I guess, the forerunner of fuel injection. The Bell CUH1H or the CH118 - later named had Lycoming T53 L13 A engine.

INTERVIEWER: What helicopter was that again?

NOILES: That's the Bell CUH or UH1-H on the Canadian inventory, later called the CH118. It and the next type I flew, the Bell AH1G Cobra, both had the same engine, T53 L 13A.

INTERVIEWER: That must have been a powerful engine in the Cobra?

NOILES: Very much so, but the Cobra, once you loaded down with weapons systems -- you mounted a 20 mm cannon and ammunition, mini tat and ammunition, two racks each side of 2.75 inch rockets, and full fuel load -- and then go out and hope to hover out of ground of effect which we were simulating during the European attack helicopter trials. It's a challenge.

INTERVIEWER: Did you get to fire....?

NOILES: But my earlier thing about power management and keeping....

INTERVIEWER: Yes...

NOILES: on some of the lessor powered earlier aircraft.

INTERVIEWER: Did you get to fire weapons from the Cobra?

NOILES: I did. I got to fire 2.75, mini tat and 20 mm cannon. In some cases, 20 mm cannon was mounted on wing stores as opposed to centre line, and the effects of that cannon firing in a burst. If one did anticipate with a bit of pedal, one missed the target by 20-30 degrees because it put quite a yawing effect on the helicopter.

INTERVIEWER: That's actually quite significant. It must have been a rare find to find a pilot who could do that right from the beginning?

NOILES: Yes, it definitely took training. But, as I say, going back to that way, it was, "Go ahead and give it a try and see how it works." Not bad idea in some cases. But one should have had some idea of what to expect. During that same time in Grafenwehr later Lieutenant General Rene Gutnechkt who was the SSO Ops at 4 Canadian Brigade in Lahr came visiting us because they were somewhat our landlord looking after us in that part of Europe. I gave up one of my trips in Grafenwehr for General Rene to jump into the gunner's seat and fire the weapon systems. To this day, he rather enjoyed. He said, "I can see what gets your blood up."

Next one was the Bell OH51 A, the Kiowa which had an Allison T63 A700. I forget the horse power. It had good days, bad days. But as any of the weapons systems I mentioned previously, it was a question of weapons load, mission kits, fuel load. You don't always have to fill the tanks to over full. If your mission requires 30 minutes, then take your 30 minutes plus the reserves you need. But why leave yourself short of power when it is not necessary? Especially in the days now, at that particular stage we'd gone to FARRP -- Forward Area Rapid Refuelling Point -- FARRP. Made a difference, rotor spinning, sitting in the helicopter, pull up, high pressure refuel, on your way, away you went. That's in the mission area, as part of the tactics and doctrine that we developed. Why would one want to carry enough fuel to fly from Fredericton to Montreal when one really only wants to go to Millinocket, Maine?

INTERVIEWER: How was forward area refuelling actually done? Was it done with bowsers, with trucks, tanks?

NOILES: Some cases, according to the battle scenarios, done by a bowser. Other cases according to distance and lack of road access, we'd fly in rubber bladders and refuel from that. Had a little generator and pump kit that went with it. When I was flying Chinooks for example, we would fly them in under slung to support Hueys and Kiowas.

INTERVIEWER: Did you actually shut down to refuel?

NOILES: No, it was rapid refuelling. I'd first done that in Ansbach and Grafenwehr on the Cobra.

Next was the Bell CH135 which had Pratt and Whitney T400, CP400, the twin pack.

INTERVIEWER: Say that again, the name of the aircraft.

NOILES: The Bell CH135. The twin pack was developed in Pratt and Whitney Montreal. It's flying in a number of aircraft still. The handling -- any of the Bell

products -- I hadn't talked about the handling of those, Digger, because we used to jokingly call them the Bell stomach pump. You get a bump up and down every time the whumper [?]. You get a bump up and down, up and down and you can't get rid of it. The only way you get rid of it, of course, is now, which I haven't flown, is the Bell CH146 Griffin where they've gone four bladed. It's still a semi-rigid head but it's four bladed and it gets rid of that Bell stomach pump bounce. I've also done some flying on the Boeing Vertol CH113A, called the Voyageur. Its counterpart was the Labrador. If you recall, still the talk about the aging helicopter fleets in the Canadian Forces. Before the Labrador was replaced they were talking about the unsafe condition of flying such an old machine. Some of the guys flying it were just that old as well. But the Boeing Vertol CH 13A had the G twin-pack of General Electric T58. It was not a bad engine at all.

INTERVIEWER: Did it have enough power to do the missions that you were asked to fly?

NOILES: Again, back to mission planning, power management. It's very easy in a tactical flying scenario to just load up and go and try to get it into the hover and see how it will perform. Well, sometimes taking off doesn't take as much power as landing does, especially if you are coming into a very, very tight area and must come into it vertically. If you can angle it, then you can manage things better. Knowledge of, I guess, mission planning is really what we're talking about, isn't it? The Boeing Vertol CH 147 which we flew in 447 Squadron had two Lycoming T55 L 11C. It was a good engine, a very, very good engine. Some difficulties with it but it was a hybrid. It wasn't this Charlie model American. It wasn't this Delta model American. Subsequently, Canada got rid of them because the cost of upgrading them to make them non hybrid would have approximated the purchase of new ones. It just wasn't in the defence budget at the time.

INTERVIEWER: What was the name of the aircraft again?

NOILES: The Chinook. Boeing Vertol Chinook.

INTERVIEWER: Were there more?

NOILES: I flew a Bell H1S which was a more advanced Cobra which had Lycoming T53 E13C. That's basically the same T53 engine. They keep developing later models, upgrading the power ratio. All in all, I've flown some mutual flying in Germany with Alouette 2s which were a nice machine. I see they are still flying in parts of the world. And the Westland Scout which had dreadful serviceability and reliability right, at the time, to a point where engine changes at one stage were taking place every 100 hours. At the same time when I was with the Brits, I manage to fly a Whirlwind and Essex as co pilot. Didn't mind them at all. Found them easier than jumping into another strange aircraft because they flew so very similarly to the H19s on which I'd taken training in Rucker in 1962 - 63 -- big airplane, similar handling qualities. One had lots of power the other had next to minimal. I think I've had a flight in a BK117 but that was just a familiarization flight in Montreal and St. Hubert and visiting fireman trying to sell us different equipment.

INTERVIEWER: What aircraft t was that?

NOILES: That was the MBB BK117.

INTERVIEWER: Who manufactured that?

NOILES: Messerschmitt Bolkau [?] I'm not certain about the pronunciation but later on became MBB. I think it is a part of EHI - European Helicopter Industries nowadays which is Air Industries, Augusta and, I believe, Westland.

You'd asked earlier, Digger, if I did any flying subsequent to my service career. The answer is no. I enjoyed flying enormously in the military but I enjoyed flying with an application that I had in mind. Was it a question of laziness or had I been satiated with flying? No. Just life goes on, life changes. Now my life involves amateur theatricals, choral, volunteering at museums. I'm director of a long term care centre and a service club -- the Lions. So I have lots to keep myself busy in my retirement.

INTERVIEWER: Again, I go back to your command positions. You commanded two helicopter squadrons. You had an opportunity to see personnel from all three services, officers and other ranks. How would you compare army, navy, and air force technicians, craftsmen, whatever we called them back then, with respect to the training they had received and how they were utilized within field environments?

NOILES: Well, I don't want to get into any political aspects of anything with this. It seemed to me in my earlier stages that the navy and the army had what we often referred to as a 'can-do' attitude. We can make it work in the worst of conditions. Whereas the air force technicians -- not their fault -- their training had been on a hard-standing base. Their operations had been, by and large, on a hard standing base. Whereas the craftsmen you spoke of from RCEME, they had been vehicle mechanics or other technical mechanics, so to them this aviation business was quite a good jolly. They also had the dedication, the experience, the training of -- I suppose the experience more than training, of living and operating in the field in all temperatures.

INTERVIEWER: Was their training adequate to keep you operational?

NOILES: No question about it. No about it question at all. Later years with the green machine, after unification, we found with -- some of the older ones still found it difficult to adjust to this field living whereas the younger ones accepted it as a way of life and good fun. The ones who did that, I have subsequently seen them at various reunions and they have done very well professionally and personally found it very rewarding.

I'd run into navy technicians when I was with British Army as well. We had three leading airmen. That was their rank, LAM. They were outstanding they just .... as if they spent their whole life living in the -- they didn't especially like living in the mud but their 'can-do' attitude was superb.

INTERVIEWER: How would you compare flying -- training and flying operations -- in the United States with the British Army?

NOILES: Having not flown operationally with the Americans in the US, I couldn't talk to it. During the Cobra evaluations or tac helicopter evaluation in Ansbach -- it's like any organization. You had the good, the bad and the ugly. The good were very good and the others .... The unfortunate thing a number of them come from Vietnam and they found things were a little bit too un-operational in Germany, so they just turned off totally.

To the point they were saying, "What are you going to do? Send me back to Vietnam?" They'd go in the field and some colonel would come up and charge them Article 15 for not wearing their steel helmet in the bivouac area. They said, "We didn't wear them in Nam. Why would we wear them here?". That's the sort of thing.

The Brits, operationally very much like ourselves. Whether we got that from our antecedents or whether we are similarly disposed -- work hard play hard.

INTERVIEWER: Now, you were in the unusual position of having trained in the United States. Did that you got Canadian wings or US wings?

NOILES: Interesting. Another army aviator, Major John Bement [?], Royal Canadian Dragoons, was a liaison officer at Fort Rucker at the time. Colonel Harris, the Commandant of the US Army Aviation School, presented us our American wings and immediately followed Major Bement who presented us with our Canadian Army Flying badge. And a great number of people, some people, continued to wear their American flying badge all the time for the rest of their careers. Whereas, my being rigid and anal retentive, basically I wore mine when I was with an American unit or when some visiting American dignitary and wore it on the opposite side. I was very proud to receive the US Army aviation wings but the blue army flying badge was certainly a very, very nice thing to have as you well remember, Dig.

INTERVIEWER: Leo I'd like to take you a hundred years hence. Think of the year 3003, even a thousand years hence, and someone listening to this tape. What would you say the impact of army aviation was on the Canadian Forces, the Canadian Army and perhaps on you as well?

NOILES: On the surface, a very simple question. When looking at it, it's a little more complex. If you talk to me or one of my peers, non army pilot, you will get two very different answers because recall our money for these helicopters, our weapon systems came from our army budgets in the early days. Did they actually see the fruition of their efforts? Initially, no. Over the long run there is no question that the combat arms team became a more effective team with addition and employment of aviation. It is just too bad that [at] the early start that army aviation didn't proceed along the Brit lines of the Army Air Corps. I was with the Army Air Corps when they were just starting to expand. Regiments were getting their own flights as well. Before we expanded into 10 Tactical Air Group, really, we had gone through the unification, integration, then the formation of Air Command. So, did the Army really see the true fruition? Not on the surface but in depth, yes. Because there is no question that the brigades and the land forces are being served well today with their aviation squadrons. I hope that answers your question, Digger, because I said, you know, one could go into a whole day's discussion, especially over a glass of port or something.

INTERVIEWER: Would you have any comments to make about the integration of the Canadian Forces and the place army aviation fell into at that time?

NOILES: I think integration hit us at a very hard time for the advancement of tactical aviation, or army aviation, because I believe it would have been a lot different early road that we travelled if we had been able to consolidate prior to unification. But in the long run I believe -- some of my peers may believe that this is heresy -- but in the long run I believe we became more professional with integration. So that would be my quick answer.

INTERVIEWER: Leo, thank you so much for an outstanding interview. You provided us a lot of insight into the types of equipment flown throughout your army aviation career, a lot of good insight and opinion about the aircraft, the equipment, the unit. You have had a truly unique career and I want to thank you on behalf of the Canadian War Museum oral history project for an outstanding interview. Thank you very much.

NOILES: My pleasure, Digger.

INTERVIEWER: Interview with Leo Noiles on 5 February 2004. Interview ends.

TRANSCRIPT ENDS