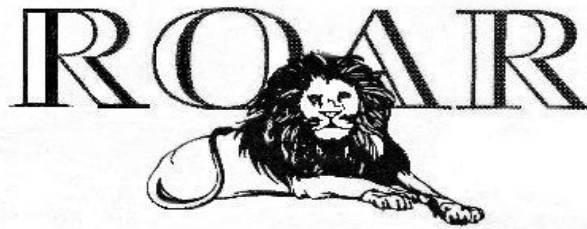




FERTE MANUS CERTAS



427 LION SQUADRON ASSOCIATION

PATRONS

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

NEWSLETTER

VOL. 2, ISSUE 1(AA)

JUNE 2007

HONORARY COLONEL – W/C (RET) R.G. MIDDLEMISS 427 SQN CO – L/COL C. DROUIN
ASSOCIATION CHAIRMAN – CAPTAIN R. SMITH

FROM THE HONORARY COLONEL

Much has happened in this great Squadron of ours since the last issue of ROAR. We lacked an editor. However, a volunteer has stepped forward by the name of Wayne MacLellan. He will be happy to receive any bits of news that would be of interest to our members. The newsletter is a good means of keeping in touch with the past and present activities of the Squadron. On behalf of all us I want to thank Wayne.

There have been many changes over the last few years. During the period 2005 -2006, the Squadron was kept very busy on many deployments preparing for high readiness status. During this period under the able command and leadership of L/Col Coates the Squadron completed the task with flying colours. This final phase was at CFB Borden at Camp Blackdown renamed "Camp d'Eon" in honour of our last great Honorary Colonel, Al d'Eon. The completion of the work-up to "high readiness" was due to the hard work and dedication by all members of the Squadron – a job well done and congratulations to all.

In February 2006, the Special Forces Operation Command was formed in Ottawa under Colonel Barr. 427 was to become the first Special Operations Aviation Squadron and remained in 1 Wing under Colonel Dabros a former CO of "427". In May 2006, a Change of Command Parade was held at Petawawa with L/Col Drouin taking over from L/Col Coates, the Reviewing Officer being Colonel Barr. It was the first time that the Squadron appeared with the "tan" beret. Soon this is to change and for formal parades when we appear in No 1 uniform with medals we will be wearing a tan insert in the front of the wedge cap much the same as the aircrew who wore a white wedge denoting that they were aircrew under training during WWII.

The Squadron continues to be very busy being tasked on many operations and of course ready to move on very short notice.

Another item of interest which you will find in this issue is the new "Squadron Coin". This is to be issued to all new members joining the Squadron and for those who already possess a "COIN" a new one can be purchased from the Squadron.

Treasurer & Membership

Sask Wilford
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Newsletter

Wayne MacLellan
macway01@bigfoot.com

Vern White
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Regional Reps.

UK – Len Pratt - WW11

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

Weldy Moffat – WW11

Alberta – Open**B.C.**

Rev Derek Salter WW11

USA – Open**Petawawa**

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Squadron Adjutant
Capt. J.L. Ivey – ext 7817
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The “Gathering of the Lions is being held on September 28th and 29th. This will be celebrating the Squadron’s 65th Birthday. The program is slightly different from other years but promises to be a great bash. I am sure for those who come it will be a “Great Gathering”. I look forward to seeing you all and chatting about the good old days over a small glass of your favourite beverage. Full information will be found on page 7 of this issue.

From the CO 427 Squadron

First, I’d like to thank 427 Squadron Honorary Colonel Bob Middlemiss and Mr Wayne MacLellan for their initiative to resuscitate the “ROAR” magazine. Their involvement demonstrates their dedication and interest in ensuring 427 Squadron’s history and traditions are protected, and not forgotten.

My intent for this article is to provide you with an update on some of the Squadron’s activities that took place in the last year. The Squadron went through a significant operational change of focus in the last year and a half. Indeed, 427 Tactical Helicopter Squadron was re-roled into 427 Special Operations Aviation Squadron (427 SOA Sqn) on 1 February 2006. My predecessor, LCol Christopher Coates, expertly initiated the transformation, which I carried-on when I took over on 11 May 2006. 427 is still part of the Air Force under the full command of 1 CAD but under the Operational Command of and working closely with the newly-formed Canadian Special Operations Forces Command (CANSOFCOM).

The main focus for the past year has been to improve our operational capability by concentrating on aircrew training. We have made huge progress and we are still going strong. The secret of our success has been the outstanding performance delivered by our supporting trades to allow the aircrew to concentrate on their training. I have to highlight the excellent aircraft serviceability rate delivered by our Aircraft Maintenance Flight. 427 SOA Sqn is definitely ready and waiting for the call of duty.

427 SOA Sqn has also been very active on the sporting and social side. 427 Sqn did extremely well at the Petawawa Ironman competition by winning the small unit first place award. More significantly, our Lieutenant Tim Bowman won the overall competition followed by Corporal Cynthia Wilkinson who finished third female overall and first female in her age category. Lt Bowman made 427 Sqn proud again by winning the Terry Fox 10 km race held on Base Petawawa. More recently, the 427 Sqn running team participated in the Ottawa running weekend where Captain Jeremy Fountain won the Canadian Forces Half Marathon race. Also, our golf team recently won the Base / Brigade Commander’s Golf Tournament. I am very proud of the Squadron members’ accomplishments as they routinely wave the Lion’s flag for everyone to see and respect.

Finally, one of the highlights of the year was a slightly shortened version of the yearly Gathering of the Lions that was held in late fall. It was proclaimed as a great success and we are looking forward to the next one. This year’s GOL will mark our 65th Anniversary and will be celebrated the weekend of 28 September 2007. Holding the GOL at an earlier date will hopefully provide us with better

weather than in November, which in turn should help increase the overall enjoyment of the event. The weekend will include a Friday night “beer call”, a parade Saturday, and a formal dinner Saturday evening; events worthy

of the 65th Anniversary of this proud Squadron. It's going to be a great opportunity to

catch up with old friends and have a good time. We're looking forward to meeting all of you there and exchanging war stories. Until then, fly safe and keep it in the short grass.

- Lion 9 -

From the Association Chairman

Greetings! It's great to have the Newsletter available again. I have been ill over the past months and am in the midst of recovery; however, I am looking forward to "meeting and greeting" you all at the Squadron's 65th birthday.

Finance/Membership

First – We see evidence of the importance of the Newsletter in the financial summary (below) where the revenue virtually dried-up in the years when ROAR was not published ('05 & '06). This year so far we have one donation of \$30.00. The good news is that when the revenue has fallen off we have been able to keep the expenses in line so that our bank balance remains fairly healthy. Production and mailing of our newsletter comprises 95% of our operating expense.

Membership is not growing and we are encouraging expansion of our membership. We especially need new members from the Huey & Twin Huey Era of the Squadron. These people form the largest group of former Lions and if any of you have some good ideas on how we might attract them or new members from any era, please let me know. I am including a "sign-up" form below, so that if you know someone who might be interested – go get 'em.

That's all for now, more next issue. Sask

Financial summary '04 – '06

	<u>Revenue</u>	<u>Expenses</u>	<u>Net of expenses</u>	<u>Bank Balance</u>
2004	\$2175.88	\$2104.20	\$ 71.68	\$2553.05
2005	\$ 349.36	\$ 553.03	\$(203.67)	\$2349.39
2006	\$ 141.25	\$ 58.07	\$ 83.18	\$2432.57

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, 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.

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, N0B 1Z0



We Shall Remember Them

- | | |
|--|--|
| Ron Armstrong, Pilot, 427, October, 2005 | Ray Morinville, Pilot, 427, Nov 26, 2006 |
| J. Bodnar, B/A, 427, Nov 3, 2006 | Hartley Perkins, Firefighter, 426-432-427, Oct 8, 2006 |
| Delmar Dickin, Pilot, 427, April, 2006 | Eugene M. Redington, 427, June 10, 2006 |
| Harry W. Holland, Pilot, 427, Feb 11, 2007 | Edward G. Smith, Radar, 405-420-427, Jan12, 2007 |
| Douglas C. McIntyre, Nav, 426-427, Aug 6, 2006 | |
| Hector M.B. Millward, A/G, 427, Dec 1, 2006 | G.M. Waddell, 427, June 21, 2006 |
| Robert.C. Penrose, Pilot, DFC, 422-427-437, Aug 20, 2005 | |
| G.Murray Bain, Air Frame Mechanic, 427, Jan 10, 2007 | |

Sergeant William Henry Cardy (R70142) – Conspicuous Gallantry Medal (Flying). Born 1920 in Cooksville, Ontario; home in Port Credit, enlisted at Galt, August 28, 1940. Cited with Flight Lieutenant George Laird(RCAF). Their incident occurred on the night of October 3, 1943 participating in a raid on Kassel. 75 aircraft from 6th Bomber Group took part and 5 were listed as missing on the raid.

The citation reads, “ Flt. Lt. Laird and Sgt. Cardy were Pilot and Flight Engineer respectively of an aircraft detailed to attack Kassel one night in October , 1943. During the operation the bomber was hit by a hail of bullets from an enemy fighter. Nevertheless, Flt. Lt. Laird coolly and skillfully outmanoeuvred the enemy aircraft and set course for this country. Two of his crew had been killed, however, and Sgt Cardy was wounded in the arm and the eye. In spite of intense suffering, this gallant airman refused to leave his post and executed his normal duties until he fainted through loss of blood. Later , when he recovered consciousness, he attempted to do as much as he could to assist his Captain in the homeward flight. By a superb effort, Flt. Lt. Laird succeeded in reaching Base where he effected a safe landing in difficult circumstances. This officer displayed outstanding skill, courage and tenacity, while Sgt Cardy's exemplary conduct and great fortitude were beyond praise.”

Credit to Roy Inkster for these records

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FN : lionSQN



Changes to this side of Coin
Recessed Gold Plating
(Finely Sandblasted)

Coin Size - 1 1/2"

- Raised Gold Plating
(Highly Polished)
- Recessed Gold Plating
(Finely Sandblasted)

New Squadron Coin- SOA Version

CWO Morin sent the following information to all Squadron Lions. I understand Alumnii Lions are also eligible to purchase one.

“Dear Lions, recently we have designed and were able to successfully purchase new squadron coins. The coins are similar to the old coin, however they now portray the new SOA Sqn logo and have a Griffon helicopter on them. If you are newly posted in this year, you will automatically be presented

with this sqn coin, so please don't respond to this email. If you have the old coin and would like to purchase a new one, the SCWO is making this option available to you.

The cost of the new coin including engraving will be \$15.00. You can contact Cpl Berrigan if you would like to purchase a new coin. Cash and cheques made available to the Sqn fund will be accepted and you will be given a receipt at that time. Cpl Berrigan will be available in the SOR Wed-Fri and is at loc 7707.”

Cpl K. (Karen) Berrigan Phone: CSN 677-7707 Comm (613) 687-5511 ext. 7707
Fax: CSN 677-7604 Comm (613) 588-7604 Internet: berrigan.kjb@forces

A Mark XIV Story

On May 1, 1943, the Lion Squadron moved from Croft to Leeming and began converting from twin engine Wellingtons to four engine Halifaxes. The training took place at No. 1659 conversion Unit commanded by W/C Bob Turnbull at nearby Topcliffe. This change meant that the pilots and other trades went back to school. The feature item for the bomb aimers was the introduction of the Mark XIV bomb sight reputed to be far superior to the old Mark IX. For example, the settings changed automatically according to the height and speed of the aircraft. Similarly, the bombsight was controlled by a gyro compass which allowed for banking and turning of the aircraft. The Instructor for some of the inflight training exercises was a smashing looking young gal. She was a civilian clad in airforce battle dress who crawled out into the nose of the Halifax with the bomb aimers to check and explain the settings. We were all slow learners in the cosy confines of the Halifax but graduate we did. We were saddened some months later to hear that our young mentor had been killed in an air crash. We never heard the details.

About 60 years later in conversation with a hometown friend who flew a tour on 76 Squadron I learned more. In the 76 Squadron Book of Remembrance one of the entries is Dorothy Robson, the Mark XIV Instructor at Topcliffe. This is her story. In 1937 Dorothy attended Leeds University for a degree in Physics, an unusual ambition in those prewar days. She graduated with a BSc in the summer of 1940. Dorothy then tried to join the WAAF but was rejected. Eventually she was accepted to work as a Scientist with the Ministry of Aircraft Production, joining the team of Scientists who were developing the secret Mark XIV bombsight. Dorothy realized that the bombsight would be even more effective if correctly installed and if the bomb aimers on the Squadrons were more expertly informed. To this end, she became a regular visitor to bomber airfields in Yorkshire and Lincolnshire, doing air tests whenever possible.

A week before her twenty fourth birthday Dorothy did an air test with a crew in a new aircraft that was supposed to make its first operational flight that night. The navigator on the crew had stood down to allow Dorothy take his place in the nose of the Halifax. No one knows exactly what happened but not long after take

off on a misty November morning, the aircraft crashed in high ground near Market Weighton. Three of the crew were killed instantly; the midupper gunner was dead on admission to hospital and the pilot and rear gunner died the following day. Dorothy, grievously injured, lived for just one more day. Dorothy had asked her father, if anything like this happened, to have her ashes scattered from the air, and this was done. Because she was not a member of the armed forces, her death was not formally marked by any memorial or medals, but her name is listed in the 76 Squadron Book of Remembrance.

Credit to Vern White

Final Sorties of No 6 (RCAF) Heavy Bomber Group

The historical Review of No 6 Heavy Bomber Group details three sorties on May 8, 9 and 10, 1945. On May 8th, 52 aircraft from No 6 Group conducted a P.O.W. Evacuation from an undisclosed location on the "...continent to England." In this first lift there were 1,335 P.O.W.s. On May 9th, 46 aircraft from the Group lifted 1,056 P.O.W.s from "...continent (Juvincourt) to England. On May 10th, 91 aircraft took part, although 10 had to return early (mechanicals, etc.), and lifted 1,933 P.O.W.s to England.

Fog Intensive Dispersal Of – FIDO

Fog on the home airfields in the UK was such a hazard to aircraft returning from bombing operations that in 1942 the Prime Minister, Winston Churchill, ordered the Petroleum Warfare Department to develop a way of dispersing it. The result was FIDO, a network of pipes and petrol burners capable of clearing fog from runways.

FIDO was installed at 15 airfields around the UK, most of them in Bomber Command as well as some airfields in the USA and also in the Aleutian Islands. By burning petrol at the rate of 100,000 gallons (456,000 L) per hour, FIDO could produce sufficient heat to lift fog and enable pilots to takeoff and land safely when poor visibility would otherwise have made flying too dangerous. One of the RAF stations so equipped was Woodbridge in Suffolk commanded for a time by W/C Dudley Burnside after he completed his tour on 427 Squadron at Leeming in September 1943.

Between 1943 and 1945, 2500 aircraft landed safely in fog thanks to FIDO, possibly saving the lives of 10,000 aircrew. FIDO helped to shorten the war by allowing operations to continue when the weather would have made flying impossible

Credit to Vern White





Gathering of the Lions - 65th Anniversary

September 28 & 29, 2007

*Honorary Colonel Bob Middlemiss, Lieutenant-Colonel
Christain Drouin,
Chief Warrant Officer Jean-Pierre Morin
and*

*Members of 427 Special Operations Aviation Squadron
request the presence of you and your guest at the annual
``Gathering of the Lions``*

All former Squadron members are encouraged to attend

Schedule of Events

Friday, September 28, 2007

7pm – 2 am

Meet & Greet - No. 4 Hangar Dance – Squadron Lines

Light buffet at 10 pm

Dress: Casual

Saturday, September 29, 2007

1 pm

Parade & Reception – Squadron Lines

6 pm

Formal Mixed Mess Dinner & Dance

Best Western Hotel – Pembroke

Dress: Military – Mess Kit/ Civilian – Formal

Further information from Mrs. Colleen Young at 613-588-7600 or
young.c2@forces.gc.ca



Biography

Honorary Colonel R.G. (Bob) Middlemiss, W/C (RET) DFC CD

Bob was born in Montreal and was initially educated there. After graduating from high school he accepted a track scholarship from an American College but war broke out and he volunteered to join the RCAF. He was told when an opening was available he would be called. In the interim, his Dad's Regiment, of which he was the RQSM, the 17th Duke of York's Royal Canadian Hussars was mobilized as the 3rd Canadian Motorcycle Regiment. Bob decided to join as a trooper but was called by the Air Force and a few months later joined the RCAF on September 14, 1940.

He received his flying training at 13 EFTS, St. Eugene, ON and 9 SFTS, Summerside, PEI where he received his wings. He was posted overseas and trained on Spitfires at 57 OTU, Hawarden, Cheshire. He was posted to 145 Squadron and then later to 41 Squadron. They carried out operations consisting of air defence patrols against high level and low level fighter bomber attacks, convoy patrols in the English Channel, fighter sweeps, bomber escort and low level rharbs.

In June 1942, he was selected to serve with a team of Spitfire pilots posted to Malta. They were taken to within 700 miles of Malta on the aircraft carrier HMS Eagle and then launched to hopefully make the Island. During his tour with 249 Squadron on Malta Bob shot down and destroyed three enemy aircraft and damaged two others(ed. note: years later he found out that one of the two damaged had been confirmed destroyed) before being shot down and wounded.

After recuperating, he served as an Instructor at 52 OTU and then 53 OTU in England. From the OTU he was posted to 403 Squadron, part of the 127 Wing commanded by Johnnie Johnson, the highest scoring ace of WW11. Bob had the honour of flying as his number 2 on a number of sorties. After completing two tours of operations he returned to Canada and Instructed on Hurricanes and Mosquitos.

Colonel Middlemiss was decorated for his war effort with the Distinguished Flying Cross – the citation reads as follows:

``This officer completed two tours of operational duty and has completed sorties from Malta and the United Kingdom. He has destroyed three enemy aircraft and damaged others. His standard of leadership as a section leader and flight commander has always been high and he has invariably shown outstanding courage``

Post war he was the first Exchange Officer at the RAF Central Fighter Establishment, flying Spitfire XIVs, Vampire and Meteor aircraft. He returned to Canada and was selected as the first CO of 421 Squadron based at St.Hubert flying F-86 aircraft. After completing Leapfrog 2 and delivering his squadron to 2 Wing, Grostenguin, France, he was tasked to form No. 1 Overseas Ferry Unit which ferried some 650 Sabre and T-33 aircraft across the Atlantic. Bob led units on 16 crossings.

His next move was to Air Force HQ as the Operational Project Officer for the replacement of the Sabre. Along with Jack Woodman, they proceeded to California to evaluate the top two contenders, the Lockheed F-104 and the Grumman F-11F-1F at Edwards AFB. As a result of their recommendations the Government selected the F-104. After HQ he was given command of the first CF104 Squadron, 427 Strike/Attack Squadron based at Zweibrucken, Germany.

Tragedy struck for him in Europe. While he was returning from leave in England with his family in a Bristol Freighter, the aircraft crashed short of the runway at 1 Wing, Marville, France killing his wife and all others in the aircraft with the exception of a crewman, his daughter and himself. After recovering from his injuries, he was given command of 6 Strike Reconnaissance Unit, Cold Lake and returned to flying 104's.

Two years later he suffered a mild heart attack and lost his aircrew medical category. He completed his career at NORAD HQ, Colorado Springs and retired in June 1969.

In October 2003 he was appointed Honorary Colonel 427 Tactical Helicopter Squadron.

Decorations, Campaign Stars and Medals

Distinguished Flying Cross
1939-1945 Star
Aircrew Europe Star
Africa Star
Defence Medal
Canadian Volunteer Medal
War medal 1939 – 1945
Special Service medal with NATO Bar
Canadian Centennial Medal (1967)
Canadian Forces Decoration and Clasp
Malta George Cross Fiftieth Anniversary Medal

In civilian life Bob has filled a number of positions from VP Administration to Consultant for the Ontario Government to Chairman of the Industrial Training Branch at George Brown College in Toronto.

Bob's interests include Air Force History, attending Air Force Reunions, golf and working on his computer. He has three children; Dan who is a Professor at Dalhousie University, Nova Scotia, Dale a daughter who is retired and lives in Barrie and youngest son Rob who is a Master Seaman in the Canadian forces, stationed in Colorado Springs, USA.

Report from the Historical Review - No 6 Heavy Bomber Group

March 14/15 ,1945 - 196 aircraft of 6 Bomber Group headed to Zweibrucken,(future 3 (F) Wing Base) 3 returned early and 1 aborted. There were none missing. Over Zweibrucken , the visibility was good. Target well marked with T.I.R. and G. and illuminating flares. Fires appeared to be taking hold. Smoke covered target at times obscuring the T.I.s.

Ed. Note : - What is T.I.R. and G. ? I think I've worked out the illuminating flares.

News Flash

427 won the Cross Base Challenge at Base Petawawa on Thursday June 14. The Unit finished first overall over a duathlon of 10K run, 20K mountain biking and 5K run.

In the male single category, 427 placed third, fourth and fifth overall. Congratulations to MCpl Ricard, Capt. Bowman and MCpl Smith. 427 finished third in the team event with the CO leading off for 10K, the DCO Maj Smyth riding for 20K and Cpl Sykes closing in the 5K run.

427 SOA Sqn keeps winning and showing the Lion's flag proudly.

Feedback & Future Issues

A space in future Newsletters is available for feedback . If you have a clarification, suggestions, additions or heartburn with any of the articles, let us know. We don't promise to print all of them but will try. The next issue will continue with past and present Squadron activities; it will also have biographies of Lt/Col Drouin & CWO Morin. Other issues will feature biographies of our members plus active Squadron personnel, perhaps two per issue, so we get to know each other. Submissions of Squadron activities, past and present, by Association members and active Squadron personnel are solicited.

We also need a Webmaster, a grand name, but a volunteer who would manage a web site.

Some items had to be retyped and I am solely responsible for any errors.

We will try for 3 issues per year and modify that as necessary.

Smile for the Day

The following excerpts are actual answers given on history tests and in Sunday School tests by children between the 5th and 6th grade, in Ohio.

“Delegates from the original 13 states formed the Contented Congress. Thomas Jefferson, a Virgin, and Benjamin Franklin were two singers of Independence. Franklin discovered electricity by rubbing two cats backward and also declared, ‘A horse divided against itself cannot stand’. He was a naturalist for sure. Franklin died in 1790 and is still dead.”

“Julius Caesar extinguished himself on the battlefields of Gaul. The Ides of March murdered him because they thought he was going to be made king. Dying, he gasped out ‘Same to you, Brutus’.”

“Moses led the Hebrew slaves to the Red Sea where they made unleavened bread, which is bread made without any ingredients. Moses went up on Mount Cyanide to get the ten commandos. He died before he ever reached Canada but his commandos made it.”

“Johann Bach wrote a great many musical compositions and had a large number of children. In between he practiced on an old spinster which he kept in his attic. Bach from 1750 to the present. Bach was the most famous composer in the world and so was Handel. Handel was half German, half Italian and half English. He was very large.”

