



NEWSLETTER

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October 2008

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

427 Sqn. Commanding Officer - L/Col K.G. Whale

Association Chairman – F/L (R) R.H.J. Smith

Message from the Honourary Colonel

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It has been another busy Spring and Summer that has kept me very busy and active. In late April I suffered a severe blow with the passing of my lovely wife, Crystal. The Squadron led by L/Col Drouin and many other friends turned out in large numbers for her Memorial Service in Barrie.

In June, authority was granted to extend my appointment as HCol of 427 SOAS for another two years ending October 30, 2010. I am looking forward to these next two years being part and parcel of this great Squadron.

The Annual Air Force H/Col Conference was held at Portage La Prairie, June 10-13. We received the usual first class briefings from the CAS LGen Watt, MGen Duval, 1 Canadian Air Division and their staffs. These briefings are most informative and an opportunity for the H/Cols to be kept up-to-date with the latest strategic and operational role of the Air Force. It is also a chance for the H/Cols to meet and exchange ideas.

I attended 427 SOAS Change of Command Parade from L/Col Drouin to L/Col Whale that took place on August 7th. It was an excellent parade and all who participated deserve a pat on the back for their turnout and drill. I know that each CO hates giving up his command of the Squadron. The Commanding Officers of the Squadron over the years have been blessed with exceptionally fine leaders.

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Regional Reps.

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Wayne MacLellan - NATO

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Then on August 27 1 Wing Commander Colonel Parent received a well deserved promotion to Brig General and one of the recent CO's of 427, Col. Christopher Coates, has taken over the reins of 1 Wing. We welcome Colonel Coates back to the Tactical Aviation Family.

On June 18-19, I attended The Starfighter Memorial Dedication held at Trenton It was a very moving ceremony with the unveiling of the memorial with the inscription of names of the Starfighter pilots killed flying the “104”. I should mention that the largest group of pilots attending were from 427 Squadron.



CF-104.Dedication.427.jpg

From left to right: Chet Randall, Bob Hyndman, Bernie Hamel, Bruce MacLauren, Norm MacSween, Bob Middlemiss, Gerry Walker, Bill Best, Jack Partington, Doug Annis, Bob Reid.

On Sep 1-4, SPAADS (Sabre Pilots Association, Air Division Squadrons) held a Reunion at Quebec City. These Reunions are held every two years and once again the largest group of attendees from a squadron was 427 Squadron. There are pictures on the web site under NEWS.

Congratulations to Capt. Tim Bowman of 427 SOAS for finishing first in the 2 CMBG Ironman Competition and to the Squadron who came first in the minor unit competition. Well done to Tim and all those from the Squadron that participated.

The Squadron continues to be very busy with training and is operationally ready to take on any task that they may be called upon to carry out.

Bob Middlemiss

FERTE MANUS CERTAS

427 Special Operations Aviation
Squadron
LCOL K.G.Whale

Following is the acceptance speech that LCol Whale gave at the recent Change of Command ceremony at Petawawa. LCol Whale has graciously allowed us to reprint it in ROAR.

It is with great humility, anticipation and excitement that I accept this once-in-a-lifetime honour of commanding Canada's one and only Special Operations Aviation Squadron.

After 22 years of military service, this is about the 10th change of command ceremony that I have been a part of, several of which took place at this very squadron. Of course, this is my first time on this side of the podium, and I can tell you that my perspective this time around is very different.

Like many starry-eyed farm boys before me, I joined the Air Force because I wanted to fly, but after over two decades of service what keeps me here is the opportunity to work along side such highly trained professionals like you see here on parade today, and the personal reward of being a part of something that makes a difference not only to my fellow Canadians but to people around the world as well.

Our Special Operations Forces stand ready to protect Canadians here at home as a force of last resort, and have proven to be an international force of choice. This squadron takes the best the Air Force has to offer and integrates it into that Special Operations Forces capability with a force multiplying effect. That is something that is a true privilege to be a part of.

To the members of 427 Squadron, my first two orders to you are as follows:

Number one: all orders, policies and directives of the outgoing CO will remain in effect until otherwise directed; and

Number two: in keeping with tradition and in recognition of your extra effort in preparing for this parade, I officially designate tomorrow to be a minimum manning day. I would ask that you take this opportunity to spend time with your loved ones and to reflect on all you have accomplished over the last two years—but be sure to come back Monday refreshed and ready to re-engage. I hear the new guy is a real slave driver.

Christian, je veux te remercier de me remettre un escadron dans un bon état et opérationnellement bien organiser. Tu as commandé pendant un temps difficile due a la transformation et tu as gagné ta place permanente dans le repaire du lion. Merci mon ami.

I would like to thank my sister and nephew for making the long trip to be here today. It is a welcomed treat to have you here on this special day.

And finally, I must take the time to properly recognize my family for putting up with all of the inconveniences of military life and for enabling me to continue to be a part of this great institution. I must admit that despite my best effort, I am at a loss to find the words that could even begin to express an adequate level of recognition for all of the moves, the changes in schools and friends, the late nights, and the extended periods that I have had to be away.

To make sure I don't lose sight of your point of view and that of all of the families of 427 Squadron, I will keep the following two letters in my office. One from you Reilly, that you wrote to my previous boss, and his reply.

They read as follows:

Dear my dads boss

- your a great boss 'n stuff butt my dad comes home too late.

- When he's 2nd boss can he come home at 6 like always? I miss my Dad!!!!

- I never get to see him.

- I'm always asleep when he comes home and he's gone when I wake up.

- write back, from Kevin's daughter (Reilly)

\
Dear Reilly,

- Thank-you for letting me know how hard your dad is working.

- By the way he is doing a great job.

- I am ordering him to be home in time to see you before you go to bed.

- I hope this will help.

- Dad's Boss (Col Alain Parent).

To my family -- Judi, Reilly, and Rhys, and to my CWO's better half, Marlene -- we fully recognize that we would not be here today without your support. Thank-you.

Message from 427 Squadron Association Chairman

One of the highlights of the year for the 427 Squadron Association Sabre era pilots was, of course, the SPAADS reunion in Quebec City. The team of Sonny and Muriel Haran (410); John and Susi Shute (427) and Reg Smith and Jane Forbell (427) with the help of Loews LeConcorde Hotel took care of us all. The fantastic weather didn't hurt at all.

After the meet and greet cocktail reception, the 427 gang went to the Bonaparte Restaurant for a reunion dinner. Day two was a 'free day' which allowed us all to enjoy the Lion's Den that Dickie Dunn set up for the 427 Squadron in the hotel. Lots of reminiscing and story telling ensued. We had wine from the 427 vineyards (purchased at the 65th Birthday Celebration)...the novelty far exceeded the bouquet. The final banquet was elegant, the food superb and the band had us all up dancing (when Syd Burrows wasn't singing). Bob Middlemiss is far lighter on his feet than B.R. Campbell! A great do was had by all!

For statisticians: In attendance there were 186 pilots with 161 companions. 427 had the highest representation of the 13 squadrons with 30 pilots and 23 companions.

Gatineau Airport on the 20th of September had a superb air show featuring many of the airplanes used in WWII – but also included the F-86. The Harvard aerobatic team was one of the many highlights of the show.

On behalf of the Association, I extend our warmest regards to the serving men and women who carry, on behalf of all of us, the great tradition of 427 Squadron. In your new and challenging role we wish you, a safe return to home.

Warmest regards,
Reg Smith

Membership/Finance Update

Membership: Since the April issue of ROAR we have had two new members. We welcome L/Col K. G. (Kevin) Whale (the new CO) and F/O Al Germundson (Sabre era).

Finance: The Sabre challenge is working. If you recall, in the last issue of ROAR the Sabre lads guaranteed a donation of \$500.00 for 2008 and if any other group exceeded that amount we would match or beat it. As of Oct.9 it looks like this:

WWII era - \$210.00, Sabre era - \$270.00,
CF104 era - \$400.00, Heli era - \$250.00

We still have three months to go and with a current total of \$1130.00 we will almost break even with our production expenses. Keep up the good work.

The challenge is still on but you will have to go to our "excellent" website (427squadron.com) password page_1, to get the final tally. The results will also be published in the spring issue of ROAR.

Until then, TTFN **Sask**

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 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 the form which follows.

Name..... Spouse/Partner.....
 Address..... ZIP/PC.....
 Tel ..()..... Fax..... e-mail.....
 Service years on 427 (from-to)..... Bases..... Rank Trade
 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
 9129 Side Road 17
 RR #2, Hillsburgh, ON, N0B 1Z0

Biography
Major-General(R) J. Robert Chisholm
CMM, CD

MGen Chisholm left home in Sackville, N.B. in 1953 to attend College Militaire Royale. He finished there in 1956. His career in the Air Force began in 1957 when he joined 432 Squadron in Bagotville, Quebec. MGen Chisholm trained and operated as a fighter pilot in various places until the summer of 1970 when he changed to helicopters. He trained in Portage La Prairie, Manitoba, and then with 403 Squadron in Petawawa in the fall and also completed training on CUH-1H Hueys in January, 1971. He then moved to 427 Squadron which at that time did not have any Hueys. This period was shortly after the beginning of the military unification, and the squadron was in the Army environment. The members of the squadron, particularly the officers, were Army,

Navy, and Air Force. At that time he was a Major but there were other officers who were more senior than him. In May of that year, 403 Squadron received some new CUH-1N Hueys and further training was required. In June, 427 Squadron also received the Hueys and BGen Chisholm flew with them until October. His most interesting flight with the squadron was going to Texas to fly one of our new Kiowas back to 427.

In less than a year MGen Chisholm was assigned to 403 Squadron in Petawawa as DCO, since the Deputy Commanding Officer was sent to another job. It was a training unit which provided a new experience for him. Two months later the Commanding Officer was unexpectedly taken away from 427 Squadron, and Bob as a Major became the Acting CO. During the summer of 1972 he moved the squadron to Gagetown, N.B. and it became an operational training unit with a new CO,

Lieutenant Colonel Wright. LCol Wright had been the DCO whom Bob had replaced and he also had Army helicopter unit experience. MGen Chisholm was appointed DCOMD again. A year later LCol Wright was sent to Germany and Bob was promoted and became the CO. It was an excellent squadron and after 3 years he was sent to NDHQ in Ottawa.

After NDHQ and a Base Commander appointment in Comox, B.C., he was sent to St. Hubert, P.Q. to be the DCOMD of 10 Tactical Air Group which controlled all army helicopter squadrons in Canada. A year later he was promoted to Brigadier General and became Commander of 10 TAG for three years. He had spent eleven years in the army tactical helicopter world and had the opportunity to work with many officers and non-commissioned members. It was a very professional organization and he was proud to have been involved with them. Another positive aspect of this part of his career was that the Army was very satisfied with the way the air operations were able to support them.

His last position was DCOMD of Air Command and he retired three years later. In the civilian world he worked for aerospace companies who were interested in providing new helicopters and commercial maintenance to the military. A few years after his retirement he was invited to become the Honourary Colonel of 427 Squadron. Once again he was very impressed with the squadron, the facilities and the quality of the aircrew and support members. The senior officers did a wonderful job and were excellent leaders. He felt it was an honour to have been involved with 427 Squadron during his career.

MGen Chisholm is a former Honourary Colonel of 427 Squadron and is presently a co-Patron of the Association.

**1 APR 2008 - RCAF 84TH ANNIVERSARY
CELEBRATION IN NORTH RHINE-
WESTPHALIA**

To live in an area so very rich in military history there was a desire to host an

event where Canadians could share some of the cherished traditions and history with the multinational NATO environment. There are only two Canadians resident to the local area, coincidentally Air Force. The decision was made to combine the 90th RAF Anniversary with the RCAF celebration and invite various nations. There were members from the Interim Deployable Combined Air Operations Center (IDCAOC), from the CAOC2 in Uedem and from the Joint Air Power Competence Center (JAPCC) in Kalkar. The nations included were Canadian, British, American, Belgian, Dutch



and German. The location chosen was Schloss Moyland between Kleve and Kalkar in Germany. This area between the MAAS and RHINE rivers has a history that is recognized worldwide. There are two major operations that come to mind. In the fall of 1944, Operation MARKET GARDEN, the largest airborne operation in history comprised largely of British and American forces took place in this northern area. It is often associated with the film 'A Bridge Too Far', depicting the attempt to seize the bridge crossing the RHINE River near Arnhem, Netherlands. Then in 1945, Operation VERITABLE, where the Canadian First Army would attack south from Nijmegen, break through the Siegfried Line and link up with US forces to clear the west bank of the Rhine before the final thrust on Berlin could begin. The castle has been renovated into a museum displaying various artworks, a large private collection of historically significant photographs including some from World War II including one that portrays Canadian troops

with Winston Churchill inside the castle around the fireplace after having cleared the area. There are repairs made to the castle that are still visible to the naked eye from the bombardments of World War II. Only within the past 20 years has the castle been restored and opened to the public. With a walk and tour of the castle grounds, the entertainment of the piper and piano player complementing each other, the short but vivid history on the origins of the RCAF and RAF it was an evening to remember. We would like to thank The Office of Air Force Heritage and History in Winnipeg, Airforce magazine, and the RAF museum in London for their support in gathering information for presentation.

Regards, Luc Vermette Major (CANADA)
IDCAOC Uedem

Small Smile

Tower: "Jet Blue 702, cleared for take off, contact Departure on 124.7"

Jet Blue 702: "Tower, Jet Blue switching to Departure. By the way, after we lifted off we saw some kind of dead animal on the far end of the runway."

Tower: "Continental 635, cleared for take off, contact Departure on 124.7. Did you copy that report from Jet Blue 702?"

Continental 635: "Continental 635, cleared for take off and yes, we copied Jet Blue, and we've already notified our caterers."

Web Site News

Although the web site is under construction (it's a never ending process) all ROAR articles and other information can be found there. We also want to ask those of you who are able to access the Internet to either;

- read your copy of ROAR on the web at www.427squadron.com
- or send me your email and I will send a copy to you directly.

If you are willing to do that and notify me (macway01@bigfoot.com) I can take you off the mailing list and as a result save some printing and postage costs. Not only can we save some money but you get to receive ROAR in brilliant colour. For your information black & white pages cost six cents per page while a colour page costs fifty cents. We average about 5000 print pages per issue.

We still need a Sabre era as well as an F104 era 427 historian to provide data for our web site. Any volunteers? The Helicopter era is presently very well represented by the web site – www.tachelmemoires.com although it would be preferable to have a dedicated 427 page on the site available.

The 427 Association site remains password protected from the casual surfer but unless any of you have concerns, the password requirement will be deleted early next year. The instructions for entering the site were posted in the October 2007 Issue of ROAR. Password is **page_1**.

Geography Challenge

So you think you know Europe. Try your hand at:

<http://www.lufthansa-usa.com/useugame2007/html/play.html>

WW II Era Quiz

How many runways and what were their designators at Leeming in 1944?

For bonus points, how long were they?

Answers and winners next ROAR issue

WE SHALL REMEMBER



L/Col. (R) D.F. (Donald) Foster – d: September 2006

F/L R.J. (Bob) Garvin – d: June 9, 2008

Vern White Note: Bob hailed from Saskatchewan. He instructed at a Service Flying School in Canada before being posted overseas with 427 Squadron.

S/L Eric Tuckey – d: September 12, 2008

Obituary Note: Eric had a 28 year career in the Canadian Air Force as a pilot. Highlights included a tour of Operations on Halifax and Lancaster aircraft during WW II, a tour flying Canso aircraft supporting the mapping of the Northwest Territories and the Canadian Arctic, a tour of duty on the Dewline and two tours flying F86 Sabres in Europe. The second Sabre tour was with 427 Squadron at 3 (F) Wing, Zwiebrucken.



A WW II STORY

Several months ago while reading INTERCOM, the Air Crew Association newsletter, I noted a letter to the editor (Winter 2007, page 76) from Frank Dennis in which he offered an article to INTERCOM that he had titled "Flying with the Canadians". I thought it might be of interest and decided to solicit a copy for us. This is part 1 of Frank's article; part 2 will be continued next ROAR. The full article has been published on the Web site. Tracking him was not as easy as I had thought but Vern White as usual got me on the right track with some information that allowed me to contact F/O Dennis. Both Vern's comments and Frank's articles are of interest and I've included both below.

Vern's comments:

By a stroke of good luck I am able to provide info on Frank Dennis. I have a few WW II 427 Squadron Battle Orders on file and there is one dated June 9, 1945 (well after VE-Day). At the time 427 Squadron had 37 crews on the battle order. Do I ever wish we had those kinds of reserves in 1942! In May and June 1945 I believe they were flying military personnel back from Europe. At any rate, one of the 37 crews on the battle order had a flight engineer shown as P/O F. Dennis (no first name) and it was an all officer crew as mentioned in his letter. There are no service numbers shown so I don't know who was RAF. Most, but not all, flight engineers were Brits so it is quite likely that this P/O Dennis was RAF. The other crew members were:

| | |
|--------------|---------------------------|
| <i>Pilot</i> | <i>- F/L W.H. Schmitt</i> |
| <i>Nav</i> | <i>- F/L G.S. Dunbar</i> |
| <i>B/A</i> | <i>- F/O P. Lotz</i> |
| <i>WO/AG</i> | <i>- P/O F.J. Mehan</i> |
| <i>MU/AG</i> | <i>- F/L J.J. MacNeil</i> |
| <i>F/O</i> | <i>- L.W. Webb</i> |

In the photo in INTERCOM, Bill Schmitt is in the centre kneeling and Stu Dunbar is at the right kneeling. For some reason Schmitt's name is mis-spelled. Bill Schmitt (better know as Indian) and Stu Dunbar were with me at Croft and

Leeming on their first tour but not in the same crew. Stu was my roommate on the Squadron at Leeming. Indian Schmitt was an outstanding pilot and one of the original crews when the Squadron was formed. Both Indian and Stu were awarded DFCs and both are now deceased. MacNeil was Squadron Gunnery Leader, on his second tour, also a DFC winner although I didn't know him.

Flying with the Canadians

Part 1

By F/O (R) Frank Dennis

In 1944/45 I was a Flight Engineer on 419 and 427 RCAF Squadrons – part of No. 6 RCAF Group, Bomber Command. How I came to be flying Lancaster Mark 1, 111s and 10s was not a straight forward process because of a unique situation that was present in the RAF at that time. Midway through the Flight Engineer's course at No. 4 School of Technical Training, St. Athans, trainees were invited to choose which aircraft they would prefer to specialize in and ultimately become part of a crew flying that type of aircraft.

Naturally, the majority chose the glamorous aircraft, the Lancaster. But for what I thought was a good reason, I hesitated. Among the many units at St. Althans was a Coastal command M.U., so nearby were a number of Mk 2a Halifaxes, brand new, gleaming white, old style fin and rudder, four bladed Rotol props, four gun mid, upper, etc.; they looked magnificent !

This would be in March 1944 when Bomber Command had been suffering very heavy losses, sixty odd at a time in the Battles of Berlin, the Ruhr and targets like Nuremburg. So, being of a rather cautious nature I reasoned that possibly my chances of survival might be slightly better if I could be crewed on the Halifaxes. They were listed as a choice along with a few needed for Stirlings. For Fortresses and Liberators, Engineers with previous knowledge of P&W Twins and Wright Cyclones were desired and Sunderlands and Catalina were reserved for the elderly, those over age 30. The new Mk. 3 Halifaxes with Hercules engines were a popular choice. My fellow trainees initially thought I was

bonkers but with a little persuasion, some decided to join me.

So early in July after completing the course and taking a week's leave, my friends and I found ourselves posted to 1659 Heavy Conversion Unit at Topcliffe. Yes, on arrival we could see a number of Merlin engined Halifaxes buzzing about including the odd old Mk. 1 and some Mk. 5's with Dowty hydraulics. At this stage things seemed to be going according to plan, although I thought there did seem to be an awful lot of Canadians about but then, like us, the Canadians are a Maritime nation so they would be connected with Coastal Command. The Flight Engineer Leader said he didn't want to see us yet and suggested that the newcomers go out to the green nearby for a game of cricket... much to our delight. After about an hour or so a group of Canadian pilots came amongst us and one tall lanky chap came up to me and introduced himself as Ron Cox and asked me if I would like to be his Flight Engineer. I accepted his invitation of course and met the rest of the crew freshly arrived from O.T.U. at Wellesbourne. Obviously the cricket wasn't for our benefit but rather for others to surreptitiously watch our activities and make selections! I soon learned that after the H.C.U. we would end up posted to one of the fourteen squadrons in #6 R.C.A.F. Group, Bomber Command, a far cry from any Coastal Command. The best laid schemes of mice and men do sadly go awry, etc.!

Things moved along apace as usual. There was always this sense of urgency present during our training, right from day one at the Air Crew Receiving Centre, St. John's Wood. No leave, but straight to 419 Squadron, Middleton St. George, County Durham, the most northerly Station of Bomber Command to fly, surprise, surprise, Canadian built Mk. 10 Lancasters complete with Packard Merlins. With Ron as Skipper, operations went along without too much trouble until November 1st, 1944 when on the Oberhausen trip we suffered a prolonged attack from a FW-190 which did considerable damage and injured all the crew except Ron and myself. Subsequently, we carried on flying with a scratch crew until Ron became ill, mainly with blocked

sinuses and was sent back to Canada for a rest period which dispersed out scratch crew.

I then joined a new crew who had arrived at the Squadron without a Flight Engineer. The Skipper was a F/O McNeill and after a few training flights we were ready for operations. At this point in March 1945, we had a bout of very bad weather and for the week-end Bomber Command was "stood down" until Sunday evening. We could leave the Station if we wished, an unusual occurrence, at least for me, so I caught the train home on Friday evening. The rest of the crew said they would stay on the Station and take in a film and visit our local, The Oak Tree Pub. On returning Sunday evening as ordered, someone in the Mess said "Shame about your crew, Frank". I replied "What have they been up to then?" "They went missing on ops, Saturday night!" My retort, "Don't be daft, how could that have happened?" But sadly I'm afraid it was true.

Apparently, the Russians advancing toward the Polish/German border were stuck at Dessau and they couldn't go round and couldn't go through, so they requested that Bomber Command blast a way through. I think this was pre-arranged at the Yalta agreement that when they needed assistance during their advance on the ground, they could call on support from Allied Air Forces. So orders went out to the Squadrons to get as many crews together as possible for operations on Saturday night despite the atrocious weather. The outcome of this was that I was crewless again, but I was not unduly surprised for after all they were a new crew on their first op with a spare Flight Engineer and over enemy territory for about four hours in awful weather. I would say their chances of returning safely were minimal.

After a couple of days I was called to the Flight Commanders office to be told, "Frank, we're posting you to 427 Squadron, Leeming where there's a second tour crew who has arrived without a Flight Engineer. Apparently they'd prefer someone with a bit of operational experience."

After settling in at Leeming I was checked out by the Flight Commander, Squadron Leader Deegan who told me I would be flying with a

Flight Lieutenant Schmidt whom I'd be meeting in the Mess that night. Schmidt turned out to be quite an interesting character. He had flown before the war as a bush pilot in Northern British Columbia and had flown his first tour mainly on the Wellingtons of 427 Squadron which at that time was based at Croft (a satellite of Middleton St. George). Apparently his father was a German immigrant to Canada and his mother was an Indian which I suppose accounted for his brown pallor. He also had two noticeable gold teeth and was known to one and all as "Indian".

We flew the next day on a cross-country with H2S and visual bombing practice and something unscheduled... practice stalls...which caught me unaware. I became weightless and ended up on the cabin roof with some loose Very cartridges and a few other bits and pieces. At this loss of dignity I protested a little and asked him to warn the crews if he intended to do it again. With a sly smile he said "OK, we'll climb up to 6000 feet and have another go." By this time I had flown with quite a few pilots and none had seemed particularly keen to stall a Lanc, especially one with a heavy fuel load, as we had. Having seen a Lanc toppled in a slipstream, the amount of height lost in trimming and pulling it out was a few thousand feet. Conversely, the Halifax when put into a steep dive tended to pull itself out of it. Inherently more stable I wonder! Another advantage the Hally had, for instance was crew comfort. There was far more space to move about with greater head room and the F/E had his own "office" although the fuel controls were midship. I digress. To return to the main theme, at 6000 feet Indian gave a demonstration of how ineffective the controls were at the point of stall by saying "Look Shorty (that's me of course) no joy." as he quickly operated ailerons and elevators before dropping like a stone but this time we were prepared for it.

A few days later after a little local flying...

To be continued.....

Report on the SPAADS Reunion in Ville de Quebec

Hello Lions,

Danielle and I arrived in Quebec City a few days before the SPAADS reunion of 1-3 September 2008. After checking into our comfortable room at Le Concorde overlooking the Citadel and the old town, we walked along the Grande-Allée in search of sustenance. Known as the "Champs Élysées" of Québec City, we did not have to wander far, for a multitude of restaurants and bars align the street. Selecting an outside table at a Thai restaurant, we observed the passing parade of end-of-summer students and vacationers. As we were finishing our wine, Dany remarked that a black cloud approached. I turned around and said "Oh, oh" and immediately arose to pay the bill. We scooted the short distance back to the hotel, arriving under shelter just as the heavens poured forth. After that brief but intense downpour, we enjoyed bright blue-sky days and warm evenings for the remainder of our stay in Quebec. A surprising number of SPAADS members had also arrived to take in the splendours of summertime Quebec prior to the official start.

The Monday morning registration was well organized by the small committee comprised of Reg Smith & Jane Forbell, John & Susi Shute, and Sonny & Muriel Haran. Included in the registration kit was a fully brimmed hat, and a smart looking satchel displaying the elegant Quebec SPAADS logo of "fleur-de-lys," RCAF roundel, and Sabre. Al Stewart of 439 Squadron had provided free copies of a CD featuring diverse home movies and F-86 gun-camera film.

Perusing various tourist publications, I noted that the season's last Changing-of-the-Guard Ceremony was to take place at 10:00 am. I was able to alert only a few of our contingent to this grand spectacle. Attired in red tunics and bearskin hats like their counterparts at Buckingham Palace, the impeccable "Van Doos" regiment drilled under the blazing sun. Their mascot, a goat known as "Bastille" was remarkably stoic and restrained. Bastille is

descended from a pair of Tibetan goats given to Queen Victoria by the Shah of Persia in 1884.

Early that evening we assembled for the "Meet and Greet," a low-key affair with a cash bar and quality hors d'oeuvres. Afterwards we departed for our Squadron dinner at a nearby restaurant, partaking of excellent food and service. A bargain, all-inclusive price had been negotiated by John Shute in the depths of winter last.

As is the custom, Dale and myself again hosted the Lion's Den, to which some of us then repaired for cold beer and wine; the wine was provided by six of us who had attended the Squadron's 65th anniversary at the Petawawa "Gathering of Lions" last fall. Dale Horley, Walt Pirie, John Shute, Wayne MacLellan, Reg Smith and I had chipped in to buy four cases of the specially labelled wine, which John had carted off for storage. In the meantime, Susi and John had moved, and with the multiple journeys, the white had not travelled well.

Tuesday was a free day with a number of members taking advantage of the carte blanche invitation to the Officers' Mess at the Citadel. Others golfed, strolled the old city, or toured in horse-drawn carriages. In the evening, formal dinners were scheduled for some squadrons, but our small group of Lions walked westward in search of moules et frites.

We returned to the Lion's Den, adorned with the Squadron banner and a Lion tapestry purchased years ago during gunnery camp at Sardinia where "Doc" Payne enthralled us with the harrowing tale of his ordeal afloat in a life raft for 11 days late in the war on the North Sea after he ditched his Lancaster. Unfortunately, finger trouble prevented me from recording his fascinating discourse.

Wednesday was another free day. I cut my guided tour of the Citadel short, as the newly hired guide was rather ill informed.

Compensation was the spectacle of the Royal 22nd Regiment practicing for the following day's hand-over parade. Unlike the Air Force of our era, these Army lads and lasses sure can march! Leaving the Citadel, I hiked across the Plains of Abraham in search of historical markers, of which

there are but few. Modern housing has encroached upon much of the battlefield, where the first "Thin Red Line" was arrayed after Wolfe's troops scaled the cliffs. Of great interest was a fully restored Martello Tower, 1 of a line of 4 that served as the first line of defence for the Citadel. Twelve metres high, the round towers were modeled after French forts on Corsica, which proved impervious to British naval bombardment. Interestingly, the Quebec towers are asymmetrical, with thicker walls facing outward. The wall facing the Citadel is thinner, for in the event of capture, Citadel cannon could pulverize the towers, denying their use to the enemy.

After cocktails in the anteroom, the doors opened to the main dining room where tables had been allotted to each Squadron. As usual, 427 had the largest contingent with 54 members. Throughout the dinner, a small orchestra provided delightful music, enticing many to the dance floor. After dinner, Reg Smith gave a brief speech, thanking his small committee and the hotel staff. While he did not actually announce the venue for the next SPAADS, he gave a strong hint that it might be held at Penticton, BC.



Following more dancing, we returned to the Lion's Den for the good fellowship always associated with 427 Squadron. As for the degraded white wine, it was a bit of a chore, but eventually most of what was not drunk was sold off at \$10 a bottle, somewhat mitigating the cost of hosting the Lion's Den. Someone claimed that the label alone could be worth hundreds of dollars on E-bay!

After morning brunch, it was off to the airport for the return flight to Vancouver. All in

all, it proved to be a very pleasant reunion. Our thanks to the organizing committee.

Roar!!
Dick Dunn

Biography
Flying Officer(R) Allan D. Todd

Allan was wartime member of 427 Lion Squadron based at Leeming and as a Navigator carried out 31 sorties on German targets between August and December 1944. Since the first "Gathering of the Lions" at Petawawa in 1976, he has attended almost all of the Squadron anniversaries. He is a long term member of the 427 Squadron Association and is presently its representative for the Ottawa area.

Allan was born of Scottish stock in 1922, in the village of Merrickville in Eastern Ontario. After completing High School, he attended Ottawa Technical School. In May 1940 he was hired by Albright and Wilson in Buckingham, Quebec as a Laboratory Technician.

In 1942, he enlisted in the RCAF, going first to No. 1 Manning Depot at Toronto and then doing Tarmac Duty at Uplands. Following this he was posted to No. 1 ITS at Belleville, selected to become a Navigator and sent to No. 1 AOS at Brampton. In October, 1943, he received his Navigator's Wing and his commission as a Pilot Officer.

In November 1943, he sailed for England aboard the MV Mauretania, going first to the holding Unit at Bournemouth, followed by a Commando Course at Sidmouth. Next he was posted to No. 10 AFU at Dumfries, Scotland, then No. 22 OTU at Wellsbourne, No. 1666 HCU at Wombleton and then 427 Squadron at Leeming.

Flying the Halifax Mk III, he and his crew carried out 31 sorties on German targets in France, Germany, Holland and Norway. Most of these were at night. Damage in combat was limited to numerous shrapnel holes to the fuselage. One stressful event occurred while returning from a mine laying sortie early

Christmas morning, near Oslo. Due to weather the aircraft involved in this op were diverted to RAF Fighter Base at Peterhead in Northern Scotland. As F/L Earl Mayo made his approach from over the sea, with flaps and wheels down, the lights on the runway were abruptly turned off. Unable to see, Earl had to abandon the approach and circle until communications were restored and the lights switched on. After landing, Earl had a "hot discussion" with the tower person on duty.

In early December, 1944 while on a week leave in Edinburgh Allan met a very attractive girl, Irene Purves. With a tour completed and indefinite leave granted, an intense courtship evolved. Irene and Allan were married on January 20, 1945 at the Charles Wesleyan Church in Edinburgh, Scotland.

In March, 1945 Allan received his discharge, and returned to work for Albright and Wilson. Over the years, he was Assistant Works Chemist, Works Chemist and Supervisor of Environmental Affairs. He was a member of the Professional Chemists of Quebec, the Chemical Institute of Canada and served several years as a member of the Environmental Committee of the Canadian Chemical Producers Association.

Irene and Allan had five children. Anne the eldest, passed away in the year 2000. They have sixteen grandchildren, two adopted grandchildren and three great grandchildren. Their recreation life is busy, having had a family cottage since 1958. Sailing is a hobby and at age 65 Allan commenced windsurfing which he continued until he was 82. In his earlier years he enjoyed trout fishing and deer hunting. In community activities, he was a School Board Trustee and Chairman for ten years, a Board Member and Trustee of St. Andrews United Church for 27 years, and a Boy Scout Leader and Member and Chairman of the Scout Group Committee for several years.

Irene and Allan state they have had a very rewarding life and continue to enjoy the closeness of their family members and their many long time friends.

F/O (R) Allan Todd's Military Awards

1. Canadian Defence Medal
2. Canadian Volunteer Service Medal And Bar
3. British War Medal
4. British "France Germany Star"
5. British "1939 - 45 Star"
6. Bomber Wings - For completion of an operational tour



Allan was the Navigator for F/L Earl Mayo's crew during his tour. During that tour F/L Mayo was awarded the Distinguished Flying Cross.

This picture was at Leeming in 1944. Allan Todd is second from right. Don Hepburn is far right and Pat Mitchell is in front. No other names.

427 History

December 26, 1944 - Lancaster -

Weather: Overcast to cloudy with fog. Visibility poor. Wind calm to light S'ly. The morning started off with a heavy fog but towards noon it began to disperse. Battle Order was then issued detailing 16 kites. Briefing was scheduled for 11:00 hours. They took off around 12:30 hours. Target: ST. VITH. One aircraft was a non-starter due to engine trouble. ("U" LW130). Visibility was good with no cloud in the target area. Most of the bombing was done visually until

late in the attack when smoke and dust obscured the target. The Master Bomber was clearly heard and appeared well pleased with results. Flak defences in target area were heavier than expected. Good prang. On return all aircraft were diverted due to adverse weather. They landed at Tain, Kalstern and Kinloss. The three kites at Peterhead returned in the afternoon. (Editor's note: This was 427's contribution to the Battle of the Bulge)(ROAR editor's note: This probably was the diversion that Allan Todd talks about in his biography, although the Squadron history has the date 26 December)

March, 1961 - F-86 - Air Division ruled on March 8th that RCAF aircraft were no longer permitted to air fight. The Squadron exchanged with a Squadron of the Royal Danish Air Force (ed. note Air Div forgot to tell the Danes about no air fighting) stationed at Skydstrup, Denmark from March 12 to 29. Four Danish Hunter aircraft came to 3 Wing. SOS: F/L J.S. Lauritsen to Oldenburg, Germany, F/O A. McMullan to ATCHQ, F/O M. Harris to Metz, France.



Picture of 427 Squadron Ground Crew on deployment in Skydstrup, Denmark

May, 1968 - CF-104 - On the 27th of May, upon leaving the Nord Horn Range, Capt. W.J.B. Partington experienced the loss of his No. 1 hydraulic system and severe nozzle fluctuations in aircraft 12821. He carried out a successful emergency landing at Hopsten Air Base.

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

On May30th, after twenty-five years to the month, the Lion Squadron met with MGM Film Corporation in London, for an official hand-over ceremony of a film depicting MGM's adoption of 427 Squadron in 1943. The Squadron utilized her deployment in England to have fifteen aircrew members at the ceremony. Several speeches, cocktails and two reviews of the film crowned an historical occasion.

December 1, 1982 – Kiowa - From a Newspaper article by Lt. P.G. Harrison found at WWW.TACHELMEMORIES.CA – The Squadron's Light Observation Helicopter Flight has been very busy again this fall. From October 2 to 7 the flight camped out in the Pembroke-Beachburg area in support of the 8th CH Recce Squadron's exercise. Our British Exchange Officer, Maj. Chris Wilton (alias Mr. Field and Stream) deserves credit for his liaison work with Capt. Brian Jackson (Battle Captain, Recce Sqn.) Through their combined efforts our helicopter crews worked in conjunction with the Recce Sqn.'s armoured vehicles (Lynx) during the different phases of the battle scenario. The helicopter's basic task was to observe certain areas from the air which were not visible to the recce troops on the ground.

Through mission briefings and debriefings, proper helicopter employment techniques were explained to the new Recce

Troop Leaders. This exercise was the first opportunity for the troop leaders to work with our Kiowa helicopters. Throughout the week our LOH crews were also engaged in directing artillery fire (Air Observation Post) on the Petawawa Ranges with the Artillery Regimental School.

The Squadron's low flying area was extended to the Pembroke-Eganville-Lake Dore regions for this exercise. Our apologies and thanks go out to the residents in these areas who put up with our low flying helicopters.

The Flight is now well experienced in moving from one location to another, setting up tactical bases and establishing Forward Refuelling Points after more than 10 moves in the exercise. Our service and support crew worked extremely well throughout the exercise maintaining our aircraft and setting up our camps. The field meals were given new definition by two of our flight members, Capt. Young and Sgt. Robichaud. These gourmet cooks performed miracles with those awful ration pack meals.



Sgt. Conway and Cpl. Burns hot refuelling a KIOWA helicopter during armoured Recce operations.

Lost Trails

The names below are some of the Association members whom we are no longer able to contact. 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). Also check out the complete list on the web site. Thanks to all who have previously helped to reduce the list.

| | | | | |
|-----------|--------|--------------|------------|------------|
| Mr. | A. | Arthur | Barker | WW II |
| MR. | G.R. | Gordon | Brown | WW II |
| Mr. | J.C.R. | Jack | Brown | WW II |
| MR. | J.A. | John | Curtin | WW II |
| Mr. | H. | Harry | Echenberg | WW II |
| Mr. | W. | Wilfred | Gillette | WW II |
| MR. | K.W. | Ken | Goodall | Sabre |
| F/O | J. | John | Howe | Sabre |
| Mr. | D.R. | Randy | Johnstom | Helicopter |
| 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 |
| Mr. | H.K. | Ken | Olsen | Sabre |
| Capt. | J.R. | Rick | Parent | F104 |
| MR. | E.M. | Ed | Radford | WW II |
| MR. | M. | Mike | Russnak | WW II |
| Maj. | N.L. | Norman | Saulnier | Helicopter |
| Maj. | M. | Michael | Ward | Helicopter |
| L/Col (r) | R.A. | Bud | White | Helicopter |
| Mr. | H. | Harold | Widdess | WW II |
| Mr. | G. | Gordon | Williamson | WW II |

Thank You

This is the content of an email sent to #1 Wing Public Affairs and their reply.

Writing on behalf of a son, grandson and granddaughter whose father/grandfather served with 427 “LION” Squadron during the second World War when the Squadron was based at RAF Leeming.

We were wondering how we might go about expressing our support and appreciation for the men and women of 427 Squadron at this time. Thank you.

Murray Pura
Micah Pura
Micaela Pura

Major J.S. Medev from #1 Wing replied.

Thank you very much for your email. The present members of 427 Squadron would certainly welcome the opportunity to hear of your words of support and appreciation.

Your father had a distinguished record of service. He was honoured with the award of a Mentioned in Dispatches (MiD) for his dedication to duty. A Mention in Dispatches entitled the recipient to wear an oak leaf device on the 1939-1945 War Medal. I have reproduced his citation from Royal Canadian Air Force (RCAF) records immediately below for your information.

Pura, Corporal Paul (R80129) – Mention in Dispatches – No. 427 Squadron – Award effective 14 January 1944 as per London Gazette of that date and AFRO 874/44 dated 21 April 1944. Home in Winnipeg; enlisted there 29 October 1940. DHist file 181.009 D.2617 (RG.24 Vol.20627) has recommendation dated 16 July 1943.

“Corporal Pura has carried out his duties with such zeal and enthusiasm that he has contributed to a great extent to the success of Signals Section of 427 Squadron. At all times his work has been outstanding and his stamina and devotion to duty during particularly busy periods have encouraged and heartened other members of the squadron.”

Thank you again for your encouragement and interest.

Yours truly
J.S. Medev, Major

Smile

It's early October and an elderly man in Toronto calls his son in Ottawa. “I hate to ruin your day, but I have to tell you that your mother and I are divorcing; forty-eight years of misery is enough.” he says.

“Pop, what are you talking about?” the son screams.

“We can't stand the sight of each other any longer,” the old man says. “We're sick of each other, and I'm sick of talking about this, so you call your sister in Calgary and tell her.” Then he hangs up.

Frantic, the son calls his sister who explodes on the phone. “They're not getting divorced, not if I have anything to do with it,” she shouts. “I'll take care of this.”

She calls to Toronto immediately and screams at the old man, “You are not getting divorced. Don't do a single thing until I get there. I'm calling my brother back, and we'll both be there tomorrow. Until then, don't do a thing, do you hear me?” Then she hangs up.

The old man hangs up the phone and turns to his wife. “Well,” he says. “They're coming for Thanksgiving and paying their own fares....Now what do we tell them for Christmas?”

