



427 LION SQUADRON ASSOCIATION

PATRONS

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MAJOR GENERAL (RET) ROBERT CHISHOLM CMM CD

www.427squadron.com

NEWSLETTER

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Honourary Colonel - W/C (R) R.G. Middlemiss 427 Squadron Commanding Officer - L/Col K.G. Whale
Association Chair – W/C(R) R.G. Middlemiss

Message from the Honourary Colonel

IN THIS ISSUE:	
<i>Messages:</i>	
<i>Hon. Col Bob Middlemiss</i>	<i>p1</i>
<i>The Honourary Colonel</i>	<i>p3</i>
<i>Membership/Finance-</i>	
<i>Sask Wilford</i>	<i>p3</i>
<i>We Shall Remember</i>	<i>p5</i>
<i>We Canadians</i>	<i>p7</i>
<i>Flying with the Germans.</i>	<i>P7</i>
<i>Four Years and a Bit</i>	<i>p8</i>
<i>Book Reviews</i>	<i>p10</i>
<i>Canada in Afghanistan</i>	<i>p10</i>
<i>Sick List</i>	<i>p11</i>
<i>Lost Trails</i>	<i>p12</i>
<i>Air Crew Association</i>	<i>P13</i>
<i>Biography, Roy Inkster</i>	<i>p14</i>
<i>Smile</i>	<i>p15</i>
<i>2009 GOL</i>	<i>p16</i>

It has been a very busy time since the last “ROAR Newsletter”. A good deal of my time has been away from the Squadron; however, all the trips have been connected in some way to our great Air Force.

In March, I attended the Graduation Parade of one of our well known ex-Lions, **Corporal Cynthia Wilkerson**, who graduated from the Imagery Course at Borden. Yes, once a Lion, always a Lion!

On April 1st, I attended the RCAF’s 85th Anniversary Dinner at CFB Borden.

Then on April 3rd, I was the guest speaker at 403 (Helicopter) Operational Training Squadron Mess Dinner. This brought back old memories, because during WWII, I had completed my second tour of operations with 403 Wolf Squadron.

The year 2009 marks the 100th Anniversary of the first powered, heavier-than-air, controlled flight in Canada by J.A.D McCurdy in the Silver Dart. I attended the dinner and unveiling of the Sabre “Hawk One” and the CF-18 aircraft at CFB Comox. These two aircraft have been flying with the Snowbirds at air shows across Canada.

I, along with an Army and a Navy Veteran, joined the Canadian Forces Staff College on their visit to the battlefields of WW1 and WWII from the 20-29 of May. The group consisted of twenty three staff and one hundred and eighteen students. It was a wonderful trip and a great opportunity for me to see these historic battlefields. **Professor Roman Jarymowycz** and **Dr. Madsen** gave vivid descriptions how the battles were fought many years ago. There were twelve syndicates and each evening we accompanied a different

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Maritimes

Wayne MacLellan - NATO

Quebec

Jim Moffat – WW11

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syndicate out to dinner. During and following dinner, we Veterans answered questions posed to us. It was a most rewarding and informative trip. On May 26th, I attended the Graduation ceremonies at the Staff College for Course 35, followed that evening with a farewell dinner and dance.

On June 4-6 I visited the Squadron for a sports day and a farewell BBQ with presentations to those personnel that would be departing the Squadron over the summer months for their new units.

The H/Col's Annual Conference was held at JTFN HQ, Yellowknife, NT from June 10-13. As usual we were treated to first class briefings from the CAS, **L/Gen Angus Watt**, and his staff, along with excellent briefings from **MGen Marcel Duval**, Commander 1 Cdn Air Div and **BGen David Millar**, Commander of Joint Task Force North. In addition, we were given an overflight of the area in the Twin Otter aircraft of 440 Sqn. We also had an opportunity to speak to some Canadian Rangers and see their Patrol Displays.

On June 23rd I attended the unveiling of the T-33 Silver Star aircraft, "The Red Knight", outside the Air Academy at CFB Borden. This aircraft at one time was mounted outside 441 Huronia Wing Building on Highway 90 near Barrie.

On June 30th I attended the Change of Command Parade for the outgoing Wing Commander 16 Wing, **Col. Saulnier** and the incoming Wing Commander **L/Col Garbutt**.

August 23rd was 427 SOAS Family day. It was a great time for the families and friends to see where their loved ones work, plus a chance to fly in the Griffon helicopter, to ride up in the fire truck bucket, to ride in other trucks and visit an animal farm. This was all topped with hamburgers, hot dogs and drinks.

On September the 11th, I attended a Mess Dinner celebrating the 143rd year Anniversary of the Grey & Simcoe Foresters Regiment in Barrie.

On September 14th, I attended the raising of the Air Command Flag at Memorial Square in Barrie for the Battle of Britain week. On the 20th, I participated in the Battle of Britain Parade hosted by 16 Wing, Borden.

Last year I was invited by the Windsor Spitfire Hockey team of the Ontario Hockey League, along with a Colour Party from 16 Wing, to drop the puck to open the impressive new Windsor Financial Credit Union Complex. The Windsor Spitfires team won the Memorial Cup this last season. On September 17th, they asked if I would present the Memorial Cup to the team to open the season, along with the 16 Wing, Wing Commander, **L/Col Garbutt**, **CWO Tremblay** and **Private Wendy Brody**, a Windsor native, and the 16 Wing Colour Party. I presented the Memorial Cup to the Captain of the Windsor Spitfires and dropped the puck with **Mr. Walt Gretsky** to open the season.

On October 3rd I was invited by 400 Tactical Helicopter Squadron, Borden to attend the Change of Honourary Colonel Appointment Parade from **H/Col P.A. Hayes**, OMM, CD to **H/Col B.C.Horseman**, CD.

I am looking forward to seeing a good turnout at this year's Gathering of the Lions with the Meet and Greet on November 6th and the Dinner & Dance at the Best Western Pembroke Inn on November 7th. See you all then!

Bob Middlemiss

The Honourary Colonel

Honourary Colonels are integral members of the Air Force family. They may be former Air Force officers or distinguished Canadian citizens, hailing from a diverse range of backgrounds, including many well-known public and community figures. Some recently appointed Air Force Honourary Colonels include singer/songwriter **Loreena McKennitt**, comedian **Rick Mercer**; highly decorated Spitfire and CF-104 pilot, **Bob Middlemiss**, and former Chief of Review Services Major-General **Marc Terreau**, to name just a few.

Honourary Colonels are vital to fostering esprit de corps within the family. They may mentor the commanding officer and members of the unit, help build relationships with other units through the Honourary Colonel network, and aid in ensuring the maintenance of customs and traditions. By their very presence and name, they build and develop community support for their units by providing a public profile - a public face - for the unit. Perhaps one of their most important attributes, however, is simply the time they spend with all members of the unit, no matter what their rank or position, just as a highly respected member of the family would.

An Honourary Colonel is an officer on virtually all issues except operations. They work behind the scenes and provide a much needed connection between the community and the Canadian Forces. Each unit decides whom they want as an Honourary Colonel. On the recommendation of the Chief of the Defence Staff, the Minister of National Defence approves all Honourary appointments. These unpaid positions are usually for tenures of three years, but they are renewable.

While some Honourary Colonels are former Air Force members, many are not. The Air Force Honourary Colonels program come from a diverse range of backgrounds, including many well-known public and community figures.

Honourary appointments bring with them certain responsibilities. Their duties include:

- Fostering esprit de corps;
- Developing, promoting and sustaining strong community support for the unit;
- Establishing and maintaining liaison with unit charities and associations;
- Maintaining close liaison with the unit Commanding Officer or Commandant and other honoraries in the area;
- Assisting the unit in hosting parades and other unit functions;
- Carrying out other duties or providing expertise in matters where they are qualified through background and knowledge when requested by higher authority;
- Assisting the unit through the donation of plaques, trophies for competitions/courses.

Honourary rank is “honourary and advisory,” and Honourary rank does not confer authority or command function. Honoraries provide continuity within the unit on matters of community events and activities, unit traditions etc. – of importance can be speaking to new recruits and young officers on unit history and traditions.

Membership/Treasurer Report September 30, 2009

This will once again be a combined Membership/Finance report in narrative format.

Membership

We wish to welcome two new “Life” members from the Heli Era. **Capt. Dave Forbes**, currently an active Lion at Petawawa and **Major Greg Weibe** now serving as a Snowbird.

Finance

Recession, Recession, Recession **Revenue for the nine months – Jan 01 to Oct 01**

New Members – 2@ \$50.00 = \$100.00

Donations by Era: WWII - \$191.22, Sabre - \$300.00, F-104 - \$0.00, Heli - \$0.00

Therefore our total revenue for nine months in 2009 is \$591.22 which doesn't quite meet expenses for the April issue of ROAR. This issue of ROAR will have to be funded out of savings unless the ever possible "Donations Fairy" comes through prior to year end.

As I have mentioned previously, our revenue is now almost totally reliant on the goodwill **DONATIONS** from our current membership and less reliant on the acquisition of new members (which was the case in the past).

I am well aware of the devastating effects that the recession has had on the income and savings of all of us. My only hope is that this current upturn in the economy will provide a measure of confidence in all of you - to the extent that you will be able to think kindly of your Association.

Sask Wilford
Membership/Treasurer

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

We Will Remember



Lest We Forget

**They shall grow not old, as we that are left grow old:
Age shall not weary them, nor the years condemn.
At the going down of the sun and in the morning,
We will remember them.
Robert Laurence Binyon**

Almost 50,000 Canadians lost their lives in the Canadian military forces during WW II. From 1945 to the present there have been over 1000 fatalities among air, ground and navy forces, the largest loss of 516 soldiers suffered by the 25th Canadian Brigade in Korea. Most recently we will remember the 131 personnel who have lost their lives in Afghanistan.

Ft./Sgt. Phillip A. Bradbury d: May 2, 2009

F/L William Britton, DFC – d: May 15, 2009

WW II Bomber Pilot with 427 Squadron

F/O Norman Guido Guizzo – d: August 21, 2009



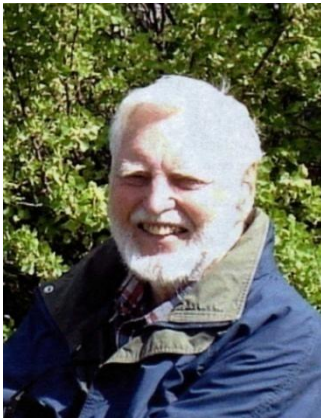
Norm was a Pilot with 427 Squadron from 1956 to 1959 during the Cold War. He served at 3 (F) Wing Zweibrücken. In an aircraft he was a serious competent leader; away from the aircraft he was cheerful, voluble and irrepressibly optimistic. He took the “sproggs” under his wing and introduced them not only to the

social part of Squadron life in Germany but also used his considerable teaching and leadership skills in the air. Norm married Myrna in 1959 and although his solo mentoring of the “sprogs” was curtailed, Myrna wholeheartedly supported him and they both became the host and hostess during the remainder of Norm’s tour on 427. Fifty years later memories of Norm still vividly live on with his many Squadron comrades.

P/O Ferdinand “Fred” Slever d:December 7, 2008

Service as an Air Gunner with 427 Squadron.

The Reverend Derek Salter - d: April, 2009



Derek joined the Air Force in 1940 at age eighteen and after completing a training program as an engine and airframe tradesman was posted to Edmonton for basic training and later to Claresholm. Training was completed at an RCAF base in Ontario at the #4 Bombing and Gunnery school.

In April 1944, he was posted to 427 Squadron then stationed at Leeming, North Yorkshire, England to work on the Halifax. However, in September, 1944, he was posted to 435 Squadron operating in India and Burma supporting the Burma campaign of the Anglo-Indian Fourteenth Army and spent the year there servicing

Dakota’s as well as working as a “kicker” during supply drops. As the official Air Force site states, Canadians operating in this theatre were threatened as much by their living and working conditions as from enemy action.

After hostilities ended Derek was able to assist with delivering food to the starving people of Burma and south China.

He married Jill Leir in 1947. In 1955 Derek was ordained as an Anglican priest. He maintained his association with 427 Squadron as an Association Director for British Columbia.



Ferte Manus Certas

We Canadians

Ed. Note: This article was copied from TAILWIND, the Newsletter of the Aircrew Association of Nova Scotia, whose Editor was Allan Coggon. It was published in THE LONDON DAILY TELEGRAPH some years ago. The author is a Canadian, Kevin Myers.

Almost 10 per cent of Canada's entire population of seven million people served in the armed forces during the First World War, and nearly 60,000 died. The great Allied victories of 1918 were spearheaded by Canadian troops, perhaps the most capable soldiers in the entire British order of battle.

Canada was repaid for its enormous sacrifice by downright neglect, its unique contribution to victory being absorbed into the popular memory as somehow or other the work of the "British".

The Second World War provided a re-run. The Canadian Navy began the war with a half dozen vessels and ended up policing nearly half of the Atlantic against U-boat attack. More than 120 Canadian warships participated in the Normandy landings, during which 15,000 Canadian soldiers went ashore on D-Day alone. Canada finished the war with the third largest navy and the fourth largest air force in the world. Some 17,000 aircrews never returned from overseas duty. The world thanked Canada with the same sublime indifference as it had the previous time. Canadian participation in the war was acknowledged in film only if it was necessary to give an American actor a part in a campaign in which the US had clearly not participated which of course Hollywood has since abandoned. It is as if in the very act of becoming famous, a Canadian ceases to be Canadian, unless she is Margaret Atwood, who is as unshakeably Canadian as a moose, or Celine Dion, for whom Canada has been unable to find any takers. Moreover, Canada is every bit as alert to the achievements of its sons and daughters as the rest of the world is completely unaware of them.

We Canadians proudly say of ourselves, and are unheard by anyone else, that one percent of the world's population has provided ten percent of the world's peace keeping forces. Canadian soldiers in

the past half century have been the greatest peace keepers on earth. Canadians have been on 39 UN mandated missions, and six non-UN peace keeping duties from Vietnam to East Timor, from Sinai to Bosnia and recently to Afghanistan. Yet the only foreign engagement which has entered the popular non-Canadian imagination was the sorry affair in Somalia, in which out-of-control paratroopers murdered two Somali infiltrators. Their regiment was then disbanded in disgrace, a uniquely Canadian act of self-abasement for which, naturally, the Canadians received no international credit.

So who today in the US knows about the stoic and selfless friendship its northern neighbours has given it in Afghanistan? Canada repeatedly does honourable things for honourable motives, but instead of being thanked for it, it remains something of a figure of fun. It is the Canadian way, for which Canadians should be proud, and yet such honour comes at a high cost.

Flying with the Germans JG 73

Ed.Note: Canada played a large part in the NATO plan to re-arm Germany. This editor's pilot training course at Penhold had fifteen German Air Force ab-initio pilots in 1958 as well as Danes, Norwegians and Turkish student pilots. A total of 360 Luftwaffe pilots were scheduled to be trained. Once again Canada was repeating its BCATP wartime role but this time with former enemies as well as allies.

Canada also had Exchange Officers who served as Instructors at the Sabre Operational Training Unit in Germany. A good account by **Paul Hayes** is documented at www.vintagewings.ca. Rather than assisting at the OTU at Oldenburg, he and **Alex Leslie** (421 Squadron) were assigned to assist in the formation of the last German Sabre Wing, JG 73. To read more, log on to Vintage Wings, look for Achtung Sabrejetz on the front page then click on "Full Story".

Four Years and a Bit

By Vern White

Vern White was a very modest man and it was not until after he died that it was revealed to the Association by his wife, Enid, that he had a book written of his wartime experiences. Although it was compiled and published by his niece for his 80th birthday and only for family use, the story was told by Vern, a natural storyteller. With kind permission from Mrs. Enid White we will be serializing his book in ROAR and posting it on the web. Among the many interesting facts about Vern's wartime career was that he was the owner of two Caterpillar pins.

Vern's First Caterpillar Pin

We had been at Pershore for a week or so learning our individual trades and the time was approaching for crew selection. For something so vitally important, this was a very unsophisticated exercise in the RAF. Believe it or not, the selection was left mostly to the trainees themselves. In a few cases some of the guys knew one another from previous training stations. The fellows I knew were on courses ahead of me and already crewed up so I was starting from scratch.

For me it was easy. In our barracks there was a 19 year-old pilot from Toronto whose name was **Andrew McFarlane Harrison 'Drew' Gain**. He had a terrific sense of humour and could do wonderful impersonations of Winston Churchill. Drew was a likeable sort and when he asked me if I would consider being a member of his crew I was delighted. Drew said he was glad to have me because of my navigation training which to him was a bonus. Within the next few days we met others in the Sergeant's Mess and settled on three Brits who seemed like good types. The navigator was **Eric Antrobus**, age 19 from Lancashire; **Rex Caplin**, Flight Engineer, age 21 from Harwich; **Don Burge**, rear gunner, age 18 from suburban London. I was 20 years of age which made us a very young crew to be operating one of His Majesty's expensive aircraft in the skies of Europe. We fitted in well together and it

showed that the somewhat unscientific method of crew selection usually worked.

Our pilot, Drew, was learning to master the Wellington bomber and this required several weeks of instruction and practice before we flew together as a crew. The rest of us had specialty training in our respective fields. The first time I was airborne in a Wellington was on November 23, 1942. I was one of several bomb aimers and gunners who flew to Cardigan Bay on the Welsh coast for practice in air to sea firing. It was our first experience firing twin Brownings from a power-operated gun turret, quite different from the single Vickers at Bombing & Gunnery School. We all got in a lick or two and it was fun as we sprayed the Irish Sea with a stream of bullets.

By now I had been at Pershore for several weeks and I must say I wasn't enjoying the place very much. It was cold, wet and foggy and our only source of warmth was the small stove in our hut that seemed to give off more smoke than heat. The Sergeant's Mess had a sort of lounge where we could read magazines and hear some of the NHL hockey games - they were pre-recorded. Best of all, I was getting letters from home again and several parcels came all at once from friends and relatives. I remember in one of them was some maple sugar and I shared it with the English guys in my crew. I told them it came out of trees and one of them in disbelief said, "Oh you Canucks are always joshing."

Later after Drew had completed his training, we flew as often as the weather permitted. After completing another three night cross-country flights we felt we were gaining experience all the time. I had every confidence in Drew's ability and my only fear was the danger of a mid-air crash. Much of our flying was in and out of clouds and there were so many air bases in England that the potential for a collision was very real. We were doing well as a crew, and with only about two weeks left at OTU we were briefed for a Bullseye exercise on the night of January 15, 1943.

A Bullseye was designed to simulate operational conditions as closely as possible. For

example we carried a full load of bombs even if they were sand-filled. We flew as high as the tired old Wimpy could manage, and we were to be intercepted by friendly night fighters and searchlights on the way. All this was pretty exciting and we thought we were big time.

We took off just before 6.00 p.m. - darkness came early in January. The sky was clear with no moon and there was no snow on the ground. The takeoff was uneventful and we were now getting used to the slight rise in the runway that gave a sense of premature lift-off as we hurtled across it. For the first hour the flight went smoothly as we flew a normal cross-country exercise from one turning point to another – it was still too early in the Bullseye flight to be confronted by friendly night fighters.

There was no warning of impending trouble, no explosion, not even any more vibration than usual - the Wimpies assigned to the training units had been through the wars literally and did some shaking to show their age. It was now about 7:00pm and I was standing beside Drew looking around for other aircraft when I noticed a flame from the starboard engine. At first I thought it was a normal condition as part of the combustion process but then realized that we had a fire on our hands. I pointed to the engine and Drew immediately shut it down and feathered the prop to reduce drag. At the same time he pressed the Gravenor switch which activated a fire extinguisher in the engine. The flames died down a little but within seconds flared up again with a vengeance and soon began to lick away at the fabric on the wing. Drew tried every trick that he knew including diving the aircraft to hopefully extinguish the flames. All this was to no avail and the fire in the engine and wing area continued to spread.

By this time we were losing height rapidly and Drew gave the order to abandon aircraft. At the same time he called "May Day" which is the international distress call. I buckled on my chute and went down to the escape hatch in the nose. The hatch cover came off easily and I sat on the ledge and dropped through.

It is something you do without thinking. I have no idea whether I counted three before pulling the ripcord but I could feel the jerk and the beautiful white canopy blossomed overhead. I was floating down about 2000 feet above terra firma. Almost immediately the aircraft plunged into a field a short distance from a small village.

I landed softly in a meadow near a hedgerow and heard a rustling on the other side. Although thinking it might be a farm animal, I called out anyway. What a relief to hear a London accent on the other side and to recognize the voice of **Don Burge** our rear gunner. Together we walked up the hill with our parachutes slung over our shoulders. As we reached the top of the hill, even in the blackout, we could see that the village consisted of only a few houses, one or two shops and of course a pub. We went inside where there was plenty of activity and lots of chatter. The locals in this quiet part of England were quite excited about the air crash which they had heard just moments before.

I was about to call the base to report the crash, when I walked Eric and Rex accompanied by the Home Guard. These were civilian reservists always on the lookout for downed German aircrew. We were not far from Coventry, and although the large-scale air raids by the Luftwaffe were a thing of the past, there were still scattered attacks. When our aircraft was seen to crash, the Home Guard was taking no chances and out they rushed in case it was a Jerry kite that had gone in.

The villagers soon started plying the downed airmen with drinks. Of course I was too pure to partake of the demon rum. After all, I had signed the pledge at Welcome Sunday School. We were all relieved to be alive and our only concern was whether Drew had time to bail out. Our worst fears were soon realized when we learned that our pilot and good friend had in fact died in the flaming wreck. I called the base at Pershore and spoke with the officer in charge of night-flying operations. I will always remember the first question. "Was the aircraft damaged?" It was only later that he asked about the crew. Perhaps it was not intentional but it

seemed that the decrepit old Wellington was of higher priority than the crew inside.

After a couple of hours, a vehicle arrived from RAF Bramcote which was a base a few miles away. It was a make-shift ambulance into which Drew's charred body was placed. Some callous official suggested we could all ride in the same vehicle but this was soon countermanded and a lorry appeared. We four survivors piled in and headed for Bramcote which turned out to be an OTU much like our own. The personnel were mostly Polish airmen training to bomb Germany which suited them just fine.

At Bramcote, quarters were found for us and a RAF medical officer came around to see us which was a nice touch. He asked us how we felt and since no one had so much as a twisted ankle, he didn't get much business. He gave us some sleeping pills and suggested we take them. He was probably right since it was only now that we realized this business of flying can be downright dangerous. For some strange reason it hadn't quite registered that we had narrowly escaped with our lives and had lost a close friend in the space of a few seconds. Without knowing it we were likely in a mild state of shock.

As far as I can recall I slept fairly well and have no recollection of what we did the following morning. After lunch, transport arrived from Pershore and we headed back to base. There were tarpaulin sides on the lorry; however, as we passed through Coventry we could see the devastating results of the Luftwaffe attack some two years before.

CF-104 Quiz

What record was set by the 104 in 1967 and who was in the cockpit?

Books of Interest

Bob Hyndham recently donated a book called "**The Freedom Line**". It's the story of the Comet Line, the group of Belgium, French and

Spanish men and women who rescued Allied airmen and took them to safety. The true story revolves around a twenty year old B-17 pilot. If you wish to read it, contact me macway01@bigfoot.com or PO Box 83, Riverport, N.S., B0J 2W0) and I will mail it to you. You have to pass it on when you finish.

Anyone who has not read "**Reap the Whirlwind**" is missing a powerful history of 6th Group. It is difficult to find a copy but well worth the effort.

Helicopter Quiz

What was the name of the Helicopter Demonstration team of the 70s? What aircraft did they fly? For bonus points where were they based?

Canada in Afghanistan

Canada is one of forty two countries contributing national contingents to the NATO led International Security Force (ISAF) which operates in Afghanistan at the request of the United Nations.



The country is landlocked, about the size of Manitoba, bordered by Pakistan to the south and east, Iran to the south and west, Turkmenistan, Uzbekistan and Tajikistan to the north and China to the northeast.

Joint Task Force Afghanistan (JTF-Afg), the Canadian Forces formation deployed in the

southwest of the country began in August 2003 although Canadians were present from 2001 onward. JTF-Afg is headquartered at Kandahar. There are also Canadian contingents in Kabul and Kandahar Airfield. JTF-Afg also comprises Task Force Kandahar, logistics, medical and other support as well as the JTF-Afg Air Wing.

The establishment of the Air Wing ushered in a new era in CF air operations. It is the first formation of its size and type that Canada has deployed to an armed conflict since the Second World War. The first commander of the Air Wing was Col. Christopher Coates, formerly a Commanding Officer of 427 Squadron.

The Air Wing includes:

- the Canadian Helicopter Force-Afghanistan, which operates six CH-147D medium to heavy lift Chinooks, eight CH-146 escort Griffons and six chartered Mi-8 cargo helicopters.

- the Canadian Heron Unmanned Aerial Vehicles (UAV) Detachment which operates up to four CU-170 Heron UAV providing critical intelligence, surveillance and reconnaissance.

- the Tactical Airlift Unit operating three CC-130 Hercules which transport personnel and equipment throughout Afghanistan.

- the Theatre Support Element in the Persian Gulf region which provides aviation, technical and logistics support services to CF personnel and units in Afghanistan.

The JTF-Afg, Air Wing also controls all CF aircraft arriving in and departing from the theatre of operations, including the CC-150 Polaris and the CC-177 Globemaster airlifters.

The air wing has 450 personnel in Kandahar and the total Canadian force is over 2800 personnel.

The JTF-Afg Air Wing contributes and assists along with the ground forces to the security and stability in Afghanistan.

Information from www.airforce.forces.gc.ca

6th Bomber Group Operations

The first operations carried out by the Group were three small mine laying missions which were all aborted due to low cloud and severe icing conditions. The total effort for the month of January, 1943 was 348 sorties and 395 tons of bombs and mines dropped.

Compare this with August 1944, when the Group set an all-time record for Bomber Command with 3,704 operational sorties for the month. This effort was never equalled by any other group in the Command up to the cessation of hostilities in Europe.

Sick List

Roy Inkster, WW II, is ill and Sask went to visit him recently in Niagara Falls. He looks great, feels great and is sharp as a tack. The problem is that some of the drugs that he takes for his nausea give him other problems. Also, he just had an MRI which confirmed that he has had two seizures and two minor strokes recently. His drug program is currently under review and he hopes for better results. He has been living in the near term with his daughter, Caroline, in Niagara-on-the-Lake but now he is moving into a "full care" facility. See Roy's Biography in this issue. **Update:** Roy is feeling much better

John Lauritsen, NATO – F86 living in Alberta is also ailing.

Perfect Eyeballer..eh !

Try this....

<http://woodgears.ca/eyeball/>

Lost Trails

*The names below are only half of the Association members whom we are no longer able to contact. A complete list is posted on the web site under **News/Lost Trails**. If you know of an updated address, phone or Email, for anyone on the list please notify Sask (wilsas@sympatico.ca) or myself (macway01@bigfoot.com). Thanks to all who have previously helped to reduce the list. Unfortunately after four notices here we will have to drop the names from our ROAR list. The names that we have lost contact with will continue to be listed on the web site.*

Capt.	D.H.	Dave	Allison	CF-104
Mr.	H.	Hecken	Berg	WW II
Mr.	C.		Bradford	WW II
MR.	G.R.	Gordon	Brown	WW II
Mr.	J.C.R.	Jack	Brown	WW II
Cpl.	G.	Gerry	Browne	Helicopter
Sgt.	B.	Brian	Burchart	Helicopter
MR.	J.C.	James	Cameron	WW II
Mr.	F.	Fred	Chappell	WW II
Mr.	R.	Robert	Conley	Helicopter
Mr.	J.W.		Cook	WW II
Mr.	K.N..	Keith	Craig	WW II
Mr.	J.A.	John	Curtin	WW II
Mr.	H.	Harry	Echenberg	WW II
Mr.	W.T.		Ellwood	WW II
Mr.	T.W.	Thomas	Farr	WW II
Mr.	V.L.	Vernon	Farrow	WW II
Mr.	J.	James	Finnie	WW II
MR.	E.A.	Edwin	Flemington	Sabre
Capt.	G.	Gerry	Gagne	CF-104
MR.	K.W.	Ken	Goodall	Sabre
L/Col.	D.	Daniel	Guertin	Helicopter
MR.	B.E.	Billy	Lossing	WW II
MR.	D.E.	Donald	MacDonald	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.	P.	Pat	Mitchell	WW II
MR.	E.M.	Ed	Radford	WW II
MR.	J.H...	James"Dusty"	Rhodes	WW II
MR.	M.	Mike	Russnak	WW II
Mr.	F.V.	Vern	Spruit	WW11
Mr.	H.	Harold	Widdess	WW II
Mr.	G.	Gordon	Williamson	WW II
Mr.	E.J.	Ernest	Wood	WW11

Overheard at a Reunion

I've often been asked, "What do you old folks do now that you're retired?" and I answer "Well..I'm fortunate to have a chemical engineering background, and one of the things I enjoy most is turning beer, wine, Scotch and margaritas into urine.

And I'm pretty damn good at it, too!!!"

WW II Era Quiz



Recognize this cockpit? There have been a few minor changes since 45.

Air Crew Association AGM

The Air Crew Association is comprised of all ranks personnel who have served as air crew in any capacity, in any Branch of the service. Membership is worldwide and new members are always welcome.

As a member of the Nova Scotia branch of the Air Crew Association, I attended the Annual General Meeting of this distinguished group. Over 100 attendees were present in Warwick, U.K. The majority of the attendees were WW II veterans.

The meeting covered a report on the fund raising for a Bomber Command Memorial of which there is none in the UK. The Bomber Command Association has already raised £1.5M and requires another £1.0 M before it can proceed. The Memorial is to be placed in Green Park, close to

Piccadilly and Buckingham Palace. Interestingly enough, Canada already has two Bomber Command Memorials. One in Nanton, Alberta is inscribed with the names of 10,437 Canadian personnel who lost their lives while serving with Bomber Command. The other in Trenton, Ontario is dedicated to RAF Bomber Command and the personnel from all countries who were a part of it. Presently, Green Park, London is the site of the Canada Memorial paying tribute to the more than one million Canadians who served in the First and Second World Wars.

Another main topic was the declining membership and although a few Branches have managed to increase their membership, the vast majority around the world see declines. Of interest was that the largest Branch membership is in Ontario with 195 members and next was Calgary with 165.

The financial report was good with continuing support forecast for their Welfare fund and Archive Trust as well as the magazine "Intercom".

The Banquet in the evening was a Gala affair and I had the opportunity to talk with **Tom Nelson**, a 427 wartime member and the present Treasurer of the Air Crew Association, as well as many other interesting people.

The ACA publish a very professional magazine, "Intercom", four times a year and there is a web site at www.aircrew.org.uk.

New ACA memberships are always welcome.

Canadair F-86 Quiz

How many pilots were attached to the USAF for service in the Korean War? For bonus points, name any five.

Biography **Roy Inkster**

For several years Roy has been the Director for Southern Ontario and is one of the major contributors to ROAR.

Born in 1920 in the small Northern Ontario Town of Dean Lake, Roy grew up like many of us never imagining that he would one day go overseas not only to participate in an air war, but also find a bride and bring her home to Canada.

He joined the RCAF in October, 1941 and after training was eventually posted to 427 Squadron in December, 1942 when they were first formed. Later he was posted to 433 Squadron.

As a Radar Technician he serviced and maintained GEE. Equipment which was introduced in March, 1942 and was used by Bomber Command during the war for navigation. GEE was the predecessor to Omega and LORAN-C, both replaced by GPS.

Roy served until October, 1945. After the war Roy worked at DeHavilland Guided Missiles which later became Spar Aerospace for fifteen years. He then joined Owl Instruments for 10 years and finished his working career at Geonics which manufactured geographic survey equipment. He retired in 1968.

He met his future wife, Joyce, in Skipton on Swale, while he with 433 Squadron and was married four months later. Joyce came to Canada in 1946

*The article "Tracer of Lost Aircrew" cannot be printed here
but is available on the web site*



Unfortunately we have no names for this crew.

where they made their life together with their 3 children.

In 1977 Joyce and Roy became actively involved with the reunions that honoured different squadrons each year. These events were organized by George Sutherland, a former adjutant of 407 and 434 squadrons. It was 427's year to be honoured in 1980. Vern White, Al D'Eon and Roy were three of six 427 veterans that were invited to form a committee to ask each member of the existing list of two hundred ex-Lions to attend.

Joyce and Roy took charge and although the task was challenging, they were energized and persistent. The result was that they tracked down some 600 ex Lions of 427 squadron and over the years extended the list to over 12,000 of all the Canadian Six Group. The end result was that Joyce and Roy reunited many of the crews, men who never knew where and if their friends were still alive.

One day Norm Shannon when visiting the Editor of The Air Force Magazine and struck up a conversation on who "The Inksters" were and Norm decided to get a first hand scoop on what they were up to. After a 2 day interview of listening to many of their 'happy ending' reunions they were featured in 'Esprit de Corps' in an article called 'Tracer of Lost Aircrew'.

Roy is now one of the last members left of the original squadron. He is proud to know that the tradition is being carried on.

Smile

A man wakes up in the hospital, bandaged from head to foot.

The doctor comes in and says, "Ah, I see you've regained consciousness. Now, you probably won't remember, but you were in a pile-up on the freeway. You're going to be okay, you'll walk again and everything, but something happened. I'm trying to break this gently, but the fact is, your willy was chopped off in the wreck and we were unable to find it."

The man groans, but the doctor goes on, "The good news is you've got \$9000 in insurance compensation coming and we have the technology now to build you a new willy that will work as well as your old one did, and better in fact! But the thing is, it doesn't come cheap. It's \$1000 an inch."

The man perks up at this.

"So," the doctor says, "it's for you to decide how many inches you want. But it's something you'd better discuss with your wife. I mean, if you had a five inch one before, and you decide to go for a nine incher, she might be a bit put out. But if you had a nine inch one before, and you decide only to invest in a five incher this time, she might be disappointed. It's important that she plays a role in this. Making decisions together will help you through this tough time."

The man agrees to talk with his wife.

The doctor comes back the next day. "So," says the doctor, "have you spoken with your wife?"

"I have," says the man.

"And has she helped you in making the decision?"

"Yes, she has," says the man.

"And what is it?" asks the doctor.

"We're getting granite countertops."

Web Site Assistance

The webmanager's level of knowledge regarding building web sites has hit the limit. Somewhere out there is a person with expertise in PHP or Java who might be willing to assist in consulting on web design and writing a few small apps. An alternative being investigated is Joomla but assistance will still be needed to transfer information. If any of you have some spare time and would like to assist in adding (typing in material) material to the web site let me know. The webmanager continues to be willing to manage the site and will take responsibility for maintaining it. As always I am at macway01@bigfoot.com .

GOL 2009

The 67th Gathering of the Lions will be held at the Best Western Pembroke Inn on November 7.

Our hosts are the 427 Special Operations Aviation Squadron.

All former Lions are welcome.

There will also be a meet and greet at the WO & Sgts' Mess on November 6 beginning at 4:00pm.

Price for the dinner/dance on Saturday night \$30 per person - Hope to see you there.

For further information contact Ms. Colleen Young at 613-588-7600

Announcement Poster, RSVP form and further information available on the web site.

