



427 LION SQUADRON ASSOCIATION

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

www.427squadron.com

NEWSLETTER

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March 2010

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

427 Squadron CO - *LCol K.G. Whale*

Association Chair – *W/C R.G. Middlemiss (Ret)*

Message from the Honourary Colonel

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LCol K.G. Whale

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Sask Wilford

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Congratulations from the 427 Lion Squadron Association to one of our former 427 Sqn. Commanding Officers, Colonel Christopher Coates, on the award of the Meritorious Service Medal. Well done and well deserved.

Once again it is a time to report on my activities since the last ROAR was published. I do not seem to have been as active around the Squadron but that is understandable with the Squadron as busy as it has been, tasked for many operations in and outside our country. I can assure you they are doing a great job and are deserving of many accolades.

I attended the Gathering of the Lions at the Best Western Hotel in Pembroke on November 7th. It was well attended, a great night, dinner and dance enjoyed by all. A great vote of thanks to the organizing committee. It was timely for some of the personnel who were planning on being home for the festive season.

At the end of October I also attended the 1 Wing Mess Dinner at Kingston. Next was an invitation to the Dinner Dance held by 400 Tactical Helicopter Squadron celebrating its 77th Anniversary.

I took part in the Remembrance Day Parade in Barrie and gave speeches to the Veterans' Club of

Continued on Page 3....



Honourary Colonel W/C Bob Middlemiss (Ret) with the Olympic Torch in Barrie. He carried it from 5 Points to City Hall and lit the Cauldron.

CO 427 Squadron— LCol Kevin Whale



Dear Lions,

Looking back over the history of the Lion Squadron, the consistent resilience of this great aerospace power institution that you helped build remains second to none. From bombers to fighters to helicopters, and now special operations aviation (SOA), 427 Squadron has sustained an unwavering reputation of dedication, professionalism and flexibility that I can assure you continue to this very day. As part of Canadian Special Operations Forces Command (CANSOFCOM), operational security restrictions make it difficult to give you a detailed account of the Lions' current operations and accomplishments, but I can provide you with a general summary of recent activities.

Over the past year, your 427 SOAS Lion Squadron has:

- continued to transform from a conventional tactical aviation squadron into an integrated SOA element of CANSOFCOM by upgrading, adjusting and implementing special projects in literally every flight within the squadron
- sustained and refined a 24/7 high readiness domestic standby as part of CANSOFCOM's immediate domestic response element
- sustained ongoing support to CANSOFCOM ground units
- deployed Lions of all occupations as part of 1 Wing's conventional CH146 and CH147 commitment to Afghanistan
- continued to deploy Lions in support of CANSOFCOM's contribution to Afghanistan
- implemented a contracted maintenance capability to increase squadron aircraft availability
- developed, expanded and refined international capabilities
- sustained internal production of basic and advanced SOA aircrew, maintainers, and supporters
- received a stellar Air Force 9000 aircraft maintenance evaluation and review
- deployed vehicles, equipment and several Lions on short notice in support to the earthquake in Haiti
- contributed to security at the 2010 Vancouver Olympic Winter Games
- implemented the next phase of formal screening and selection
- reached an operational tempo that has not been experienced in years

While moving forward in our current role, we never forget that all of this remarkable activity is rooted firmly in the successes of our past. Though roles and platforms have changed over the years, the Lions' resilience remains consistent and keeps moving us forward. We will continue to build upon our rich history of excellence, in Canada and abroad, as an Air Force unit uniquely embedded as part of Canada's Special Operations Forces.

Continued on Page 4....

Treasurer & Membership

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Newsletter

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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

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Richard (Dick) Dunn - NATO

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Doug Nicholson - NATO

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Honourary Colonel Bob Middlemiss continued from Page 1

Barrie and The Probus Club of Barrie on why Remembrance Day is so important. November 11th is a time to remember the many sacrifices of our fallen soldiers, sailors and airmen and the supreme sacrifices they paid. They fought in so many wars and continue to do so, so that we can have the freedom that we now enjoy.

I was present at a number of Primary Leadership Qualification Graduation Ceremonies and also talked to a number of Air Command Academy Basic Air Environmental Qualification Courses, at CFB Borden.

Earlier this year I was asked to write a chapter for Mr. Ian Darling's book "Amazing Airmen". He has spent a number of years collecting stories and has gathered some eighteen airmen with unusual stories to tell of their WWII adventures. When the book was published I was asked to attend a "Book Signing" session at Kitchener.

One of the highlights of my whole year occurred when I was asked by the City of Barrie to be an Olympic Torch Bearer. I agreed immediately and thought I would be one of the 1200 Torch Bearers carrying the Torch the usual 300 meters somewhere in Barrie. A month or so later I was told that I was selected to carry the Olympic Torch the last 300 meters and light the Cauldron set on the stage outside Barrie City Hall. Before the event we talked to about six schools the ages ranging from about three and going up to thirteen. We were a team of four, the Councilor Rod Jackson, Jennifer Robinson, Grant Sauve and myself.. I can tell you when you have about 900 screaming children in a gymnasium it is difficult to think. Then came the big night, December 29, and as we drove around Barrie, the crowds were everywhere along the route. When my torch was lit I had great deal of trouble getting through the crowd to the stage; however, with the help of the RCMP I made it up the stairs on to the stage and lit the Cauldron from my Torch.

I do not have enough words to tell you how thrilled I was and just overwhelmed by the crowds. It showed how much these Winter Olympics have helped Canadians across the country to realize what a great country we live in. Think of the organization required to cover the 45,000 kms, the 1200 Torch Bearers plus all the security. The Torch weighs 3.5 lbs and the fuel lasted 12 minutes and cannot be used again. Everything went off as planned. I can tell you without any doubt that this was the highlight of my life.

Ferte Manus Certas
Bob

CO 427 Squadron— LCol Kevin Whale continued from page 2

To give you a better idea of the flavour of our current public profile, I encourage you to visit our website: **www.427SOAS.forces.gc.ca.**

Ferte Manus Certas.

Lion 9er sends

Ed note: There is also an excellent article in the Nov—Dec 2009 LEGION Magazine titled,

LOW - FAST - DARK, Canada's Special Ops Aviators

In a quote from that article LCol Whale States that 427 has three main roles, "Mobility, reconnaissance and firepower... we move things, find things and shoot things."

Membership & Finance

Finance

The financial success/survival of the association should be directly related to our ability to communicate with you the members. Support for this theory is taken from a comparison of the financial reports for the years 2005 - 2008. In '05 & '06 our revenue virtually dried-up (ROAR was not published after Al died.) In 2007 (The return of ROAR), our revenue from memberships and donations totalled \$980.00. 2008 was a banner year (\$1740.00) thanks to two excellent issues of ROAR. So what went wrong in '09, especially since the added impact of a wonderful web site should have paid dividends? I will blame our mediocre performance on the economic downturn and trust that the current turnaround will be reflected in your renewed commitment to the Association. Our bank balance remains fairly healthy but as you all know, newsletter production costs, Canada Post and web site hosting can take their toll. I have published the Financial Report for 2009 in an effort to give you a clearer picture of where we stand.

427 Squadron Association Financial Report - 01Jan 2009 to 31 Dec 2009

ITEM	EXPENSES	DEPOSITS	2009 Operations	BANK TOTALS
Opening Balance			0	\$3,723.65
Bank Interest		\$2.17	\$2.17	\$3,725.82
Donations		\$1,251.22	\$1,253.39	\$4,977.04
Membership		\$210.00	\$1,463.39	\$5,187.04
ROAR/Web Site	\$1,688.18		(\$224.79)	\$3,498.86
Final 2009	\$1,688.18	\$1,463.39	(\$224.79)	\$3,498.86

NEW PROCEDURE

All donations to 427 Lion Sqn Assn are now Tax Deductible!

Former Lion Dean Black, Executive Director, Air Force Association of Canada has informed us that all donations in support of ROAR and the WEBSITE qualify as a tax-deductible charitable donation. The mandate of the Air Force Association's Trust Fund is to inform new generations of Canadians of the importance and richness of their country's air force history. That's precisely what ROAR and the WEBSITE are all about!

Please adhere to the following procedure for all donations:

* Make your cheque payable to "RCAF Assn Trust Fund" (any amount exceeding \$20.00).

* In the "Memo" section of your cheque write: 427 Lion Sqn Assn.

* Address your envelope to the Air Force Association of Canada.

Address: Air Force Association of Canada
PO Box 2460 Stn "D"
Ottawa, ON K1P 5W6

The Air Force Assn will then send a Tax Receipt to you, and then issue a cheque for the same amount to the Treasurer of the 427 Lion Sqn Assn, crediting you with the donation. We have had several members "test drive" this procedure and it works.

MEMBERSHIP

We wish to welcome three new "Life" members from the Heli Era.; Capt. Dave Forbes and CWO E.J. Burns currently active Lions at Petawawa and Major Greg Weibe (now serving as a Snowbird) and also Capt. Bill Best ex. CF-104 Lion.

Membership is not growing as fast as it should. In 2009 as you can see, our revenue from New Memberships was less than 15% of the total income. As a result we are still encouraging expansion through the recruitment of new members from the Huey &

Kiowa 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 for that matter, 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.

Gaining new members, however, is not the only way that we can keep the Association alive. There are at least two other ways. Although we had great success initially with our membership drives, it is currently the donations from many of our "Life Member" stalwarts which have carried us through (see new procedure above). Secondly, the prospect of having our members bequeath a donation to the association sounds exciting (to date we have only one "possible"). Please give this some thought.

Lastly, we would like to make the Association more meaningful to our membership. If you have any ideas as to how we can make it better please contact either Bob, Wayne or myself.

Thank you, 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 or make 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, CAN

N0B 1Z0

QUIZ

Helicopter:

What was the main rotor diameter of the Twin Huey ? For bonus points, what was the diameter of the Tail Rotor ?

CF-104

What was the first Squadron to be equipped with the 104 in Air Division and what date did initial deliveries of the 104 to this Squadron begin?

Canadair F-86

What was the routing followed when Operation Leapfrog (ferrying Sabres across the Atlantic) was undertaken and how many Sabres were delivered to Air Division in this manner?

WW II

What was the peak all ranks wartime strength of the RCAF ? For bonus points: What was the RCAF strength in December, 1946?

Test your Geography knowledge

Copy and plug into your browser address -
http://www.rethinkingschools.org/just_fun/games/mapgame.html

Time Check

Some airfields are home to military aircraft, airline traffic and civilian aircraft, local commercial as well as flight school aircraft.

One day the tower received a call from an aircraft asking, “What time is it ?”

The tower responded, “Who is calling?”

The aircraft replied, “What difference does it make?”

“It makes a lot of difference. If it’s an Air Canada flight, it is 3 o’clock. If it’s an Air Force plane, it is 1500 hours. If it’s a Navy aircraft, it is six bells. If it’s an Army aircraft, the big hand is on the 12 and the little hand is on the 3. If it’s a student solo aircraft, it is Thursday afternoon.”

We Shall Remember Them

*At the going down of the sun and in the morning,
We will remember them.*

Robert Laurence Binyon

F/L John Spong Dodge - d: March 25, 2009

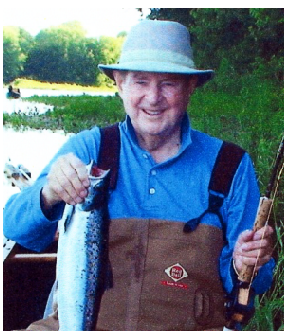
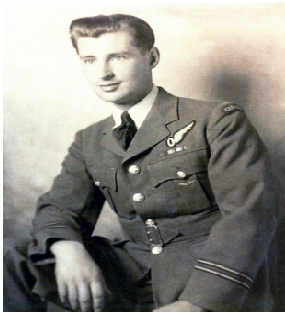
John joined the RCAF at the age of 21 and spent four years overseas in bomber command as a navigator, completing a full tour of duty before he was shot down on January 7, 1945 during his second tour over Germany. He became a prisoner of war until being liberated in May of that year.

Post war he attended Dalhousie University where he graduated in 1948 with a commerce degree. In the following years he completed his C.A. and eventually took over a Ford dealership in Dartmouth which he operated for thirty years.

John had three cherished interests aside from his family. He played the clarinet with the Dixie Tech Seven; he enjoyed the outdoors fishing with friend and family and being known as a “crafty” left-handed golfer who thrived under pressure.

John and his wife Helen were happily married for sixty years.

Ed.: John wrote a book of his wartime experiences for family and friends. Helen Dodge kindly shared the book with us and excerpts will be printed in future issues of ROAR



F/O Gerry Gagne - d: September 11, 2008

Gerry was with 427 on CF-104s. He then had a tour as an SAR helicopter pilot. After his CAF retirement, he joined Transport Canada as a Flight Safety Inspector.

F/L John Lauritsen - d: February 25, 2010

Johnny's childhood dream was flying airplanes. His dream came true and his log book shows a total of 11,588 hours flying airplanes. His 37 years in the RCAF/CAF began in the 1950's with Johnny being a very young instructor on Harvards in Claresholm, Alberta. The highlights of his dream were flying the Sabre on 427 Squadron at 3 (F) Wing Zweibrücken, Germany and Oldenburg, Germany where he was an instructor of German pilots on the Sabre (1958 - 1961.) He also instructed on the CF-104 at Cold Lake, a tour which was followed by his posting to 4 (F) Wing Baden-Baden, Germany on 422 Squadron (1964 - 1966.) He then transferred to the C130 flying and logging a total of 6,518 hours spanning the globe. From 1975 to 1977 he flew the 141 Starlifter on exchange with the USAF out of Charleston, South Carolina.

On June 9, 1956 Johnny and Eileen were married in Calgary. Their 53 year journey through life would take them over the peaks and valleys. Johnny was predeceased by their first son Ronald Cory (1957 - 1974). Ronnie lost his brave battle with Hodgkin's Disease March 4, 1974. Eileen and son John live in St Albert, Alberta. Daughter Lynn Lauf (Kevin) and their two daughters Marie (8) and Meagan (5) (the joy of their grandparents' lives) live on an acreage near St Albert. After a three year exhausting struggle with leukemia, Johnny passed away peacefully in his sleep Feb-

ruary 25, 2010. Hopefully he was dreaming about flying airplanes.

G/C Murray Gordon Marshall - d:Sept. 27, 2009

Murray Marshall earned his Royal Canadian Air Force pilot's wings a year after graduating from high school. By his 20th birthday, in 1941, he was teaching teenage recruits to fly over the fields of southwestern Ontario. In 1943, he was assigned to the RCAF's 427 Squadron in England and switched from two-seater, single-engine Harvards to huge four-engine Halifax bombers that carried seven crew and 6,000 kilograms of bombs. Bomber crews serving overseas had a 50-per-cent survival rate.

On April 26, 1944, the night before his 23rd birthday, Murray made his first bombing flight with the RCAF 427 Squadron out of Leeming, North Yorkshire. The flights were usually eight hours long, starting and ending over the English Channel, a body of water that held no appeal for Mr. Marshall. Near the end of his tour, he won the Distinguished Flying Cross for the skill he showed in bringing his badly damaged Halifax home rather than ditching it in the sea. Typically, he attributed his survival to the skill of his crew. He told his wife Dorothy that navigator Mac McLeod was the one who always got them home. But Mr. Markin, his F/E, credits Mr. Marshall's skill with the survival of the crew and its Halifax through 37 missions, mostly over Germany and France.

In the fall Murray returned to flight instructor duties in Canada and, before his next overseas tour started, the war had ended. By Christmas 1945, he had returned to civilian life and his father's potato farm.

He joined Hamilton's 424 auxiliary Tiger Squadron and spent the next 18 years flying a range of fighters, including Harvards, Mustangs and the T-33 Silver Star jets. By 1953 he was the squadron's commanding officer and, in 1960, was promoted to commander of 16 Wing, which administered a number of local reserve squadrons including his old Squadron 424.

George Stewart, a veteran fighter pilot and fellow reservist, remembers his former commander fondly. "Everyone liked him. He wasn't a braggadocio kind. Murray was a great, regular guy. A very good pilot. A great competitor. A good leader."

F/O Dave Youzwa—d:March, 2009

Dave flew F-86s at Zweibrücken from 1958-1961.

RAF BOMBERCOMMAND MEMORIAL

An update from Douglas Radcliffe, MBE, The Secretary, RAF Bomber Command Association.

Through the proposal by the Heritage Foundation and the coverage by the Daily Telegraph Media Group, we received some 80,000 letters here at the museum, which included over one million pounds, which will be aided by the Gift Aid returns.

We now await a decision by Westminster Council and the Royal Parks to grant us a site in Green Park near Hyde Park Corner. When this has been confirmed we will proceed with the planning and erection.

The date set for the completion is autumn 2011, of course this depends on many facts, but it is a date we hope to achieve. As soon as I get a picture I will send it.

Regards Doug

Ed.: To check out a proposed design for the site, copy and paste in your browser address bar the following address. <http://www.theheritagefoundation.info/index.html> and scroll down the page.

The Halifax Bomber at Trenton

Among the artefacts at the National Air Force Museum of Canada (formerly the RCAF Memorial Museum) is a restored Halifax Mark VII which alone is worth a visit. The bomber was hit by German AA flak in April 1945 while dropping supplies to the Norwegian Resistance and crash landed. It spent the next fifty years under 750 feet of water in a Norwegian fjord. Today Halifax NA337X looks in almost pristine condition.

In 1995 the Halifax was recovered with the tail being lifted out first. The Norwegian Army provided a tank recovery vehicle with a 70 ton winch to recover the main body. An Air Command crew from 8 Wing Trenton cleaned, dismantled and crated the aircraft. It was then air lifted to Trenton and restored by volunteers. The only survivor of the crash, the rear gunner, went along to see its rescue and was handed back his thermos which he had understandably left in the plane. This aircraft was one of 6,178 built during WW II.

From an article by Rodney Travers-Griffin in the RCMI Member News

Wanted

Superior pay and working conditions (I also have bridges for sale) for a typist or someone who can scan and recover OCR material. Seriously, we have two books, Vern White's and John Dodge's, as well as other material which should be placed on the web site (www.427squadron.com). I am unable to get this done in a timely manner. Volunteers needed? Call macway01@bigfoot.com

Conversation between two women. overheard at a reunion:

"I am really upset with my new boy friend"

Other women " Why, what did he do?"

"This morning he woke up, looked around the room and said"... "Where are we Kathy?"

Other women "What's wrong with that?"

"My name is Susan."

Former 427 Lion Appointment

Gp Capt. (Ret) Walter Pirie has accepted the position of Chairman of SPAADS (Sabre Pilots Association of the Air Division Squadrons) The previous Chairman MGen "B.R." Campbell, a former Golden Hawk, with F-86 and CF-104 tours, passed away this spring and had chaired the Association since its inception.

Gp Capt. Walter Pirie served with 427 on F-86s in Zweibrücken, arriving there in 1961. He flew Sabres until their end in NATO. He then instructed for six years in Training Command following which he had a posting recruiting before converting to the CF-104 for another operational tour.

SPAADS Reunion



The next SPAADS reunion will take place in Penticton, B.C. on September 9—12, 2010. Dick Dunn has created a web site with information for 427 SPAADS. Copy and paste in your browser.

[http://web.me.com/
richard427/427_Squadron/
Welcome_Lions.html](http://web.me.com/richard427/427_Squadron/Welcome_Lions.html)

Four Years and a Bit By Vern White

Vern's Second Caterpillar

I (Vern) will now quote liberally from the book titled "Failed To Return" by Roy Nisbet who chronicled our last flight as part of his narrative concerning the work of Gerrie Zwanenburg, a Dutch specialist in aircraft recovery.

They (meaning our crew) crossed the English coast dead on track, and then experienced the familiar feeling of loneliness as they headed over the North Sea. When they were well clear of the coast, the guns were tested. About an hour later, they could see flak bursts ahead, coming from the Dutch coast. The flak was not intense, but showed that the Germans were ready.

The Halifax was at 18,000 feet and the night was bright with stars. It never seemed to get completely dark at that height in the mid-summer sky. Looking up, White could see another aircraft about 500 feet above them; it appeared to be a Wellington and it was flying in the same direction. Moments later as they were crossing the coastline, there was a tremendous jolt and a series of dull-sounding explosions felt throughout the aircraft. The port engines were immediately put out of action and the pilot's instruments began to spin.

There was no panic in the stricken Halifax, although the crew did not know whether they had been hit by flak or cannon from a night fighter. Arthur peered over Somers' shoulder, watching the instrument dials while the pilot activated the fire extinguishers, feathered the propellers in the two port engines, and tried to bring the aircraft under control with the two starboard engines. Standing beside Somers, the pilot, White could see that they were losing height.

"Get rid of the bombs," Somers said to White. The Bomb Aimer went down into the nose and pressed the jettison switch.

Meanwhile, although the fire in the port wing had gone out, the Halifax was in a downward spiral.

As White was speaking to the flight engineer there was a violent thump underneath the aircraft and the entire fuselage from the mainspar

backwards burst into flames. The crew thought that the aircraft had been hit again, but this was probably caused by an explosion in the fuel tanks.

"Bale out! Bale out!" Somers called urgently over the intercom. White handed Somers his parachute pack and clipped his own pack on his parachute harness. He then went forward to the escape hatch beneath the navigator's compartment. Shvemar was having difficulty loosening the hatch but the two men wrenched it until it came free. The navigator was such a big man that, encumbered by his Mae West life jacket and parachute pack, he was barely able to squeeze through and White helped by pushing him. The bomb aimer followed immediately.

Behind Somers, Bone, the wireless operator, pressed the 'destruct' button of his IFF set, clipped on his parachute pack and went forward to the same exit. He paused as he passed Somers and called, "Are you all right?" The pilot replied with a thumbs-up sign and motioned towards the emergency exit. The wireless operator continued forward to find the hatch already open. He sat on the edge, and rolled forward without difficulty into space.

The slipstream tugged at Vern White's flying boots as he left the Halifax and tore them off, leaving him with three pairs of woolen socks on his feet. At about 13,000 feet, he pulled the rip-cord of his chest pack and took a stunning blow on his face as the pack whipped upwards, knocking him unconscious.

But the canopy opened and he was still floating downwards into Holland when he came to. In the darkness and stillness apart from some flares he could see to the east.

Ed.: 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. 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.

DAY 9—Roto 12 Bosnia & Herzegovina

If all the days were as packed full as this one (and most of them are) the time here would pass in the wink of an eye. A five km run at 0545 hrs, followed by breakfast, pre-flight planning, laundry run, and seeing off those departing today on their return to Canada. Those that we on Roto 12 replaced are on their way home after having completed in excess of six months here in Bosnia. They arrived 4 days before the autumn solstice and are hitting the road on this, the first day of spring.

I awoke to the news that the war in Iraq was essentially underway, and took the time to watch the news on CNN in the Ops cell while we (my crew and I) finished off our mission planning for today's flight. I am reminded of the old Chinese adage, "May you live in interesting times", and can't for the life of me remember if it is supposed to be a blessing or a curse. I suspect the latter.

It was a gorgeous day for flying - CAVOK (pronounced "cav-okay", that's pilot talk for ceiling and visibility okay) - with sunny skies, light winds, and temperatures that peaked at 19 C down in the southern portions of the Canadian AO. Today's mission featured a patrol insertion of soldiers involved in Project Harvest, a co-operative initiative lead by the Armed Forces (AF) in Bosnia and Herzegovina (BiH) and local authorities, with the support of SFOR, to remove illegally held weapons, munitions and warlike-materials from circulation among the population. Every weapon and round of ammunition collected and destroyed makes the country a safer place to live.

Project Harvest has been another success story, although there remains much to be done in this area. The first thing we noticed on our return was the number of ground crew out taking advantage of the summer-like conditions. I guess it has been a long winter everywhere.

Today's picture was actually taken a couple of weeks back, but was taken over the area in which my crew operated today - very typical of the topography of north and west central Bosnia. It was

taken by a visiting freelance photographer (a Mr. Pane). Despite the warm temperatures, there remains quite a bit of snow at higher elevations.

I already mentioned the NiteSun (the equipment hanging off the right side of the aircraft) in a previous e-mail. On the left side is a WESCAM Forward Looking Infrared camera, or FLIR. This is a thermal imaging system that allows you to see things by virtue of their heat signature. This particular FLIR is older generation technology, not overly capable by today's standard of technology, and there is currently a project in the works to replace it.

For those that might be interested, I have also included the link to the SFOR website, which contains a lot of good information, including a condensed history of the region.

<http://www.nato.int/sfor/index.htm>

M.R. Dabros
LCol
Commanding Officer
TFBH Hel Det, Velika Kladus



LCol now Col Dabros was the CO of the 427 detachment assigned to SFOR in Bosnia and Herzegovina. The Stabilization Force was there from Jan. 1966 to Dec 2005. This is an excerpt from Col Dabros's 188 day diary of his tour. The full diary is available at www.tachelmemoires.ca

Rules to Fly By:

Try to keep the number of your landings equal to the number of your takeoffs.

MEMORIES OF A LION CF-104 CO

I was the fourth 427 Lion CF104 CO serving from May 1966 to 1 September 1967.

As CO, I was directly responsible for 18 pilots, an adjutant, Al Hoare, and a Cpl clerk. My theoretical establishment of 18 CF104's was pooled with those of the other two squadrons of 3 Wing namely 430 and 434 squadrons. Our 54 CF104's were under the direct control of the Wing Chief Technical Services Officer, Hugh Kerr. Control of nuclear weapons was under the resident USAF Custodian. In effect, I was not CO of a traditional RCAF squadron which was typically made up of air crew, ground crew, aircraft and weapons establishments.

After assuming command of 427, I learned that my primary responsibility was to ensure that I provided two motivated combat ready pilots to man two CF104's for 24 hours, 365 days as part of the NATO deterrent Quick Reaction Alert Force (QRA). Our QRA commitment of two CF104's was a small part of a force of 100 NATO strike aircraft of 36 squadrons, mostly USAF, based in the south of West Germany and in England. The QRA deterrent was on 15 minutes stand-by for 24 hours and loaded out at all times with nuclear bombs. It was designed to pre-empt a sizable Soviet incursion into West Germany. The target strategy was to destroy Warsaw Pact air defences and to catch their strike forces on the ground as well as block their invading armoured columns. It is interesting to note that one QRA CF104 could drop the destructive power equivalent to a bomber raid of 1,000 WWII vintage bombers. The specific duties of my QRA pilots and their general squadron activities is contained in an excellent article authored by Eric Mould, formerly 427 SQN, which was published in the *Legion Magazine* of Jan/Feb 2009.

In view of my comparatively limited experience in jet fighter operations, I decided to command in accordance with the following ranked principles:

- Attend to the career and personal needs of my pilots including their families when appropriate.
- Ensure my pilots were combat-ready

for QRA duty and that they consistently meet the requisite performance standards set by NATO authorities. This involved quality control measures through check rides in CF104D's, chase on cross country missions, bombing range checks and flight simulator training sessions. It also involved frequent liaison and coordination with the Chiefs of Wing Operations, Technical and Administrative services and with other squadron commanders. This was necessary to ensure the safety and security of my pilots and their families from adverse influences.

- Ensure that I maintained personal flying proficiency to QRA standards. This duty was the most difficult for me to perform on a consistent basis unlike more experienced pilots. Albeit, I took part in interwing competitions and TAC EVAL's with varying results .

I am proud to have been a Lion CO of the finest pilots I have ever met and to not have lost any during my watch.

Ferte Manus Certas

Pat Higgs, Wing Commander (Ret)

P.S. Ernie Glover, Larry Spurr, Omar, the tent-maker, Gene Nixon, and Claude LaFrance flew in Korea plus 28 other Sword Pilots. Do I win SAS?

Ed. Pat, see Page 13 for the "technicality"!

CHECK OUT THESE WEB SITES

Copy the URL and paste in your browser address line .

Space Station Construction by Module

http://i.usatoday.net/tech/graphics/iss_timeline/flash.htm

World Statistics Clock

<http://www.poodwaddle.com/worldclock.swf>

QUIZ

Canadair F-86

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

Answer:

We run these quizzes like Jeopardy. If you don't have the answer exact you do not win.

W/C (Ret) Pat Higgs was the closest to providing a winning answer. He identified Ernie Glover, Larry Spurr, Gene Nixon and Claude LaFrance. He also identified Omer Levesque as Omar "The Tentmaker". Rule #1, no nicknames. Sorry Pat, I'm going to have to drink the scotch myself but Sask will buy you one.

Also the official Air Force archives state there were 22 RCAF pilots who served in combat missions with the USAF in Korea rather than 28. Interestingly, the Korea War Vets web site only identifies 21.

One of the other distinguished pilots who served in Korea was Andy MacKenzie who passed away last year.

Helicopter

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

Answer:

- Dragonflies
- CH-136 Kiowa
- CFB Portage la Prairie

No Winners

Mystery Cockpit

Answer:

No puzzle here to a lot of our members. It's a Halifax. Don't know the Mark or which engines were fitted. Can anyone tell me?

No Winners

Mystery Cockpit



CF—104

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

Answer:

A Canadian altitude record was established by the RCAF with a CF-104 aircraft on 14 December 1967. The record was set by Wing Commander R.A. White (a former Lion) from the Aerospace Engineering Test Establishment at the Canadian Forces Base, Uplands, Ottawa. Twelve flights were made near Shirley Bay and tracked by the DRTW 30 foot precision tracking antenna. The flights occurred in a test area beginning some 100 miles west of Ottawa. A small beacon was installed in the nose of the aircraft. The aircraft was accurately tracked during the flight by the 30-foot antenna using the received beacon signal. The aircraft achieved a level air-speed of 1,800 MPH during the record flight which reached an altitude of 100,110 feet. This was a Canadian record. The world record is 113,892 feet achieved by a Russian MIG-21 using a rocket booster in 1961, but International Aviation Federation rules no longer allow rocket booster aid in establishing height records for jet aircraft. The attempt at a record was part of the many special activities of Centennial Year.

No Winners

CANADA'S COLD WAR FIGHTER PILOTS

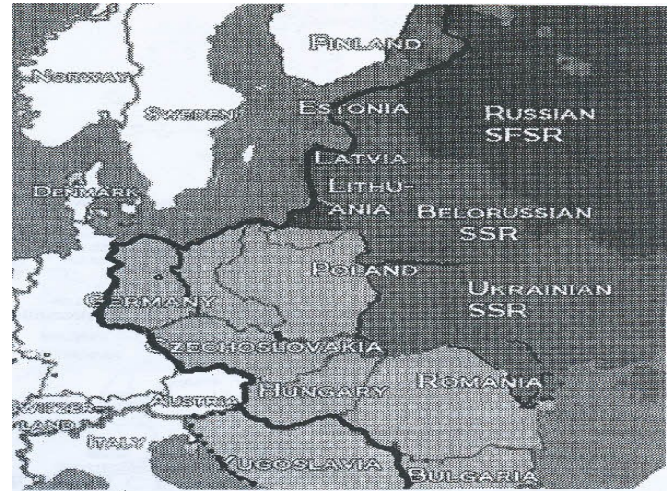
BY COLONEL W. NEIL RUSSELL, CF RET.

Many Canadians have forgotten how close the World came to annihilation through global nuclear war in the 1950s and 1960s. And many readers are not aware of the significant contributions to end the war that were made by Canada and by a small group of young pilots of the Royal Canadian Air Force. This is a review of how the Cold War started and how it progressed; the story of 1 Canadian Air Division based in Central Europe from 1951 until 1967, and particularly the fine young fighter pilots of the Air Division, some of whom paid with their life to do what their country asked. Why do I tell this story? Because I was there and have subsequently done a lot of reading to find out details, some of them reported for the first time.

PART ONE, THE COLD WAR, 1946 TO 1991

As Winston Churchill said in 1946, just as the World was looking for lasting peace at the end of the Second World War, "*An Iron Curtain has fallen across Central Europe.*" The communist Soviet Union, which had been an ally of Great Britain, the United States, Canada and other nations as they fought against Nazi Germany, had ulterior motives. In 1945, as the war was ending, the Soviet Union gained control over the Baltic States, already occupying East Germany, Poland, Czechoslovakia, Hungary, Romania, and Bulgaria, creating what was first known as the "Soviet Bloc" and later "the Warsaw Pact".

Instead of de-mobilizing, like the allied powers, the Soviet Union and its partners maintained conscription, establishing large, strong armies and air forces which threatened Western Europe and North America. In East Germany the Group of Soviet Forces numbered some 340,000 troops; its strongest formation, the First Guards Army, dug in its modernized tanks and artillery just a few kilometres from the border with West Germany. Behind the border, 47 airfields



Map No. 1
Europe, showing the "Iron Curtain" created in 1946
(Yugoslavia, although Communist, was not considered as part of The Soviet Bloc/Warsaw Pact)

were established, equipped, first with MIG-15 and MIG-17s, and later with supersonic MIG-21s and other aircraft presumed capable of carrying nuclear bombs. In the other satellite countries, initially, there were only indigenous armed forces, but in several cases the Soviets moved in, distrusting an increasingly reluctant ally.

Further east in Russia, Belorussia and the Ukraine the Soviet Long Range Air Force [LRA] was activated, first with four engine piston aircraft, copies of the US B-29 Super Fortress, and later with modern jet engine long range bombers capable of launching thermal nuclear bombs and missiles against targets in North America. In 1957, the Soviet Union launched the World's first intercontinental ballistic missiles, later, hardening their launch sites and equipping them with multiple war heads. The Soviet Navy was no match for the combined capability of the USA, UK and France, but it had the world's largest fleet of long range submarines, most nuclear powered, and many with ballistic and cruise missiles aimed at targets in North America.

Churchill's "Cold War" as he called it in 1946, soon heated up. In 1948, to test the determination of the Western Allies, the Soviets, with East German support, blockaded road, railway and canal access to Berlin. This resulted in the Berlin Airlift

Continued on Page 15.....

***CANADA'S COLD WAR FIGHTER
PILOTS CONTINUED.....***

where hundreds of American transport aircraft flew round the clock, in good and bad weather, delivering food and heating coal to three airfields located behind the Iron Curtain in West Berlin. The two million people of West Berlin nearly starved and froze, but they determinedly survived until the Bloc backed down. Later, in 1960, the Soviets and East Germans attempted to squeeze off allied air access to Berlin. This resulted in the Western Allies going to maximum readiness.

The same year, 1960, in order to stop embarrassing defections, the East Germans started to build the Berlin Wall. In 1961, the Soviet Union attempted to deliver and install medium range ballistic missiles in Cuba, resulting in the well known "Cuban Missile Crisis". The World watched with fear as American and allied forces, including Canadians, moved to high alert status. President Kennedy ordered Soviet ships carrying missiles on their decks to turn back. Luckily, they did, for the United States had contingency plans to strike Cuba, an act which could have lit the fuse of global war.

Other crises of the Cold War, now mainly forgotten, included the shooting down of the unarmed American U-2 long range reconnaissance aircraft flown by Gary Powers, and the 1983 shooting down of a South Korean airliner with over 240 passengers aboard which, according to the Soviets, violated their air space in the North Pacific. Although the public was seldom aware, allied intelligence used to closely monitor Soviet nuclear tests; large exercises of the LRA, including the activation of deployment airfields in the High Arctic; deployment of Soviet submarines off the coasts of North America, and test firings of increasingly sophisticated ICBMs.

How soon we forget that the 50's and 60's were very tense years, resulting in the establishment of the North American Air Defence Command [NORAD] with its hardened facility in North Bay, Ontario. The Canadian Government's underground four story emergency command

centre at Carp, near Ottawa, as well as provincial hardened survival centres are just Cold War curiosities now, but they are reminders that governments were serious enough to spend millions of dollars to help ensure the survival of key national leaders.

The Cold War unexpectedly came to an end in the late 1980s and early 1990s. The United States under President Reagan, supported by NATO, increased military, diplomatic and economic pressure on the Soviet Union, which was already suffering economic stagnation. The newly appointed Soviet leader Mikhail Gorbachev introduced "Perestroika" [restructuring] and "Glasnost" [openness], under which the satellite states, starting with Poland and spreading to East Germany and others, elected non communist governments which withdrew from the Warsaw Pact.

The Soviet Union itself broke up in 1991, leaving the United States the world's dominant military power, although Russia retained most of the massive Soviet nuclear arsenal. We know now, that towards the end, the Soviet Union was spending 25% of its gross national product on armaments; it could not keep up with the combined economic strength of the western allies.

The history of the Cold War is a success story of how economic strength, defence preparedness and the maintenance of a balance of power prevented a potentially disastrous global nuclear war.

Colonel Russell served as a Sabre pilot and later as tactical intelligence officer in 1 Air Division Headquarters from January 1959 until November 1963. He was on duty in the 1 Air Div Combat Operations Centre during both the second Berlin Crisis and Cuban Missile Crisis. Later he was posted to the Directorate of Air Intelligence, Air Force Headquarters, Ottawa where his work included monitoring the daily activity of the Soviet Long Range Aviation and Rocket Forces.

This is Part 1 of his four part article. The complete text is on the web site and future ROARS will publish the other three parts.

Lost Trails

The names below are only a few 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 complete list of members with whom we have lost contact will continue to be listed on the web site.

Capt.	Dave	Allison	CF-104	
CWO	Dennis	Becker	Helicopter	NEW
Mr.	Hecken	Berg	WW II	
Mr.	Gordon	Brown	WW II	
Mr.	Jack	Brown	WW II	
Cpl.	Gerry	Browne	Helicopter	
Sgt.	Brian	Burchart	Helicopter	
Mr.	John	Curtin	WW II	
Mr.	P.A.	Dubois	WW II	NEW
Mr.	Thomas	Farr	WW II	
Mr.	James	Finnie	WW II	
Mr.	Edwin	Flemington	Sabre	
Mr.	Ken	Goodall	Sabre	
L/Col	Daniel	Guertin	Hericopter	
Mr.	Merv	Harron	WW II	NEW
Mr.	Billy	Lossing	WW II	
Mr.	Donald	MacDonald	WW II	
Mr.	Bruce	Mason	WW II	
Mr.	Pat	Mitchell	WW II	
Mr.	Ed	Radford	WW II	
Mr.	James(Dusty)	Rhodes	WW II	
Mr.	Mike	Russnak	WW II	
Mr.	Vern	Spruitt	WW II	
Mr.	J.C.	Turnbull	WW II	NEW
Mr.	Gordon	Williamson	WW II	
F/L	Emil	Zuber	Sabre	NEW



HALIFAX LV836 MEMORIAL

Royal Air Force Leeming shares a unique bond with the Royal Canadian Armed Forces as RAF Leeming was a 6 Group RCAF station (part of RAF Bomber Command) during World War II and still serves as a flying base today. Over the period of 1940 to 1946 RAF Leeming was home at various times to 405, 408, 427 and 429 Sqns of the Royal Canadian Air Force. The links between RAF Leeming and their Canadian counterparts was recently resurrected with the agreement of a 'Twinning' Charter, enclosed with this letter.

On the morning of 21 February a Royal Canadian Air Force 427 'LION' Sqn Halifax, LV836, took off from RAF Leeming at 0015hrs on a bombing mission to Stuttgart. Unfortunately, the Halifax crashed approximately 9 minutes later in fields just outside of the market town of Northallerton. All 7 crew members on board were killed on impact.

My Station Commander tasked myself to assist Romanby Golf Course, which is now on the area where the bomber crashed, in researching the crash. Following a successful trawl for historical information, Romanby Golf Course and RAF Leeming have decided to raise funds for a memorial, due to be dedicated on 5 March 2010 by Colonel Doug Neil, Canadian Forces Air Command, Special Representative to the United Kingdom.

Yours Sincerely

Gareth Bradley-Sessions F/L
Officer Commanding Performance Development
Flight
Royal Air Force Leeming

Ed: This letter started a flurry of activity here in Canada and before it was finished 427 SOAS, the Air Force Association and 427 Squadron Association as well as some individuals have donated £300 to the memorial. This contribution was coordinated with our Treasurer Sask Wilford. The memorial dedication took place on March 5, 2010

and due to the short notice a further ceremony will take place, attended by some relatives and interested others later this year. The date will be posted on the web site. Canadians Col. Doug Neil, Maj. Luc Vermette and Capt. Jeremy Fountain serving in the UK, Germany and UK respectively have been liaising with the authorities in the UK to assist F/L Bradley-Sessions in making this happen. F/L Bradley-Sessions has been very active in ensuring the design, purchasing and placement of this memorial. As well as keeping everyone on this side of the pond informed, he completed the research to identify the crew. A huge debt of gratitude is due F/L Bradley-Sessions.

The memorial inscription will read

This Memorial is dedicated to the crew of Halifax LV836 from 427 'Lion' Sqn RCAF who crashed near here in the early morning of 21 February 1944.

F/O R. K. Laut RCAF
Sgt E. J. Rowe RAFVR
F/O W. N. Hegy RCAF
P/O R. W. Moody RCAF
Sgt G. H. Jones RAFVR
Sgt A. F. Fitton RAFVR
Sgt F. A. C. Harris RAF

This Memorial is also dedicated to all members of Bomber Command who gave their lives in the defence of freedom

1939 – 1945.

Per Ardua Ad Astra

SMILE

Grandpa on a Moped

An elderly man on a Moped, looking about 100 years old, pulls up next to a car at a street light. The old man looks at the sleek, shiny car and asks, “What kind of car you got there, Sonny?”

The driver replies, “A Ferrari GTO. It cost half a million dollars!”

“That’s a lot of money” says the old man. “Why does it cost so much?”

“Because this car can go up 320 mph!” states the driver proudly.

The Moped driver asks, “Mind if I take a look inside?”

“No problem,” replies the driver.

So the old man pokes his head in the window and looks around. Then, sitting back on his Moped, the old man says, “That’s a pretty nice car, all right, but I’ll stick with my Moped!”

Just then the light changes, so the driver decides to show the old man just what the car can do. He floors it, and within 30 seconds the speedometer reads 160 mph.

Suddenly, he notices a dot in his rear view mirror and it seems to be getting closer! He slows down to see what it could be and suddenlyWH000SSSHHH! Something whips by him going much faster.

“What on earth could be going faster than my Ferrari?” the driver asks himself. He presses harder on the accelerator and takes the Ferrari up to 250 mph. Then up ahead of him, he sees that it’s the old man on the Moped! Amazed that the Moped could pass his Ferrari, he gives it more gas and passes the Moped at 275 mph.

He’s feeling pretty good until he looks in his mirror and sees the old man gaining on him AGAIN! Astounded by the speed of this old guy, he floors the gas pedal and takes the Ferrari all the way up to 320 mph.

Not ten seconds later, he sees the Moped bearing down on him again! The Ferrari is flat out and there’s nothing more he can do! Suddenly, the Moped plows into the back of the Ferrari, demolishing the rear end.

The driver stops, jumps out and unbelievably the old man is still alive.

He runs up to the banged-up old guy and says, “I’m a doctor.... Is there anything I can do for you?”

The old man nods and whispers, “Unhook my suspenders from your side mirror”.

