



FERTE MANUS CERTAS

ROAR



427 Squadron Association

PATRONS

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

www.427squadron.com

NEWSLETTER

VOL 2 – ISSUE 8(AA)

October 2010

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

427 Squadron CO - *LCol J.J. Alexander*

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

Message from the Honourary Colonel

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Once again it is time to bring you up-to date on my happenings since the last Newsletter.

Early this year I was asked by the CO, L/Col Whale if I would consider remaining as the Honorary Colonel for another three years. It took all of a few seconds for me to agree so approval from higher authority was set into motion. A number of months later I received an e-mail confirming my appointment for another three years taking me to October 30, 2013. Now the hard part comes and it is up to me to remain healthy and active so that I meet this objective.

In July I attended the Change of Command parade with the Squadron Colours being passed from L/Col Whale to the new CO L/Col Alexander with the Reviewing Officer being Brigadier General Coates a former CO of 427 Squadron.

On the 18th of June was I was awarded the 16 Wing Fellowship along with the other “Original twelve” Fellows.

The H/Col’s Annual Conference was held at CFB Trenton bringing us up to date on the activities of the Air Force and Canadian Forces in general. During our stay we had the honor to form part of the Ramp Ceremony on the return to Canada of one of our brave soldiers. A most moving and impressive ceremony.

I had the good fortune to fly out to Yuma, AZ. and watched the Squadron in action.

Continued on Page 3.....



Honourary Colonel W/C Bob Middlemiss (Ret) being presented with a replica of the Spitfire he flew in Malta. Presented by the Officers of the Aerospace Engineers at their graduation dinner at Camp Borden.





CO 427 SOAS

LIEUTENANT-COLONEL J.J. ALEXANDER, CD

Let me begin by saying how proud I am to have taken the reins from **Lieutenant-Colonel Kevin Whale**. We formally transferred command on the 15th of July with the Change of Command presided over by **Brigadier-General Chris Coates**, Commander 1 Wing and former CO of 427 from Jul '04 to May '06 and **Brigadier-General Mike Day**, Commander of Canadian Special Operations Forces Command. Kevin leaves the Squadron at a time of unprecedented operational activity, not seen since the Second World War. We currently have close to half of the Squadron committed to operations!

What a tremendous time to take over! I am continually in awe, but not surprised, by the outstanding achievements of our personnel to get the job done. Whether it is contributing to the

national counter terrorist response, deploying to the conventional battle in Afghanistan or continuing with the multitude of force generation activities back home, our personnel have risen to the challenges. Every day we demonstrate the first SOF truths that humans are more important than hardware; and, where quality is better than quantity. At the core of every activity is the relentless pursuit of excellence and I am extremely proud to see the members of the Lion's Den reflect that throughout.

These achievements are not merely the boastings of an overly proud CO. The Air Force Association in consultation with the Chief of the Air Staff has chosen to recognize the achievements of this Squadron by rewarding the unit with the Air Marshal W.A. Bishop, VC, Memorial Trophy to be presented at the annual AFAC Honours & Awards banquet on 16 October.

As we move towards the Government of Canada's mission termination in Afghanistan, I look forward to gently pulling back on the throttle and giving our personnel a much needed breather. We have committed to the current fight at considerable cost to our own much needed force generation.

This year's Gathering of the Lions will take place in Pembroke on the weekend of the 23rd of October with invites going out of the Squadron the week of 20 September. I look forward to meeting all current and former members of the Lion's Den.

**Lion niner sends
FERTE MANUS CERTAS.**

Biography

Lieutenant-Colonel John Alexander enrolled in the Canadian Forces in 1989. Upon completion of pilot training, he joined 450 Tactical Helicopter Squadron flying the CH-135 Twin Huey. While at 450 THS, he proudly served as the Squadron's only Standard bearer, having received the Standard from Governor General Hnatyshyn in June 1994. Upon disbandment of 450 THS in 1996, he was posted to 427 Tactical Helicopter Squadron, flying the CH-135 and CH-146 Griffon. He was subsequently posted in 1998 to Joint Task Force Two as the Aviation Liaison Officer. In 2001, he was posted on exchange to 33 Squadron Royal Air Force, flying the Puma HC1 helicopter, where he conducted operations in Bosnia (2002-3), the War in Iraq (2003-5) and Northern Ireland (2004).

In July 2005, Lieutenant-Colonel Alexander was posted to 403 Helicopter Operational Training Squadron as the Deputy Commanding Officer. In 2008, he was selected for the Joint Command Staff Program in Toronto. Upon completion of this program, he was posted to Canadian Special Operations Forces Command in Ottawa as the Headquarters' Commanding Officer.

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Lieutenant-Colonel Alexander graduated from the University of Western Ontario (1989) with a Bachelor of Arts. He is also a graduate of the Royal Military College's Master of Defence Studies program (2009).

He is married to Tamra and together they have two sons, Joshua and Kiernan. An avid woodworker, Lieutenant-Colonel Alexander is also involved in the Scouts Canada program and coaching kid's hockey.

*continued from Page 1**Honourary Colonel Bob Middlemiss*

I was invited to the Graduation Mess Dinner for the Aerospace Engineers Officers Basic Course and during the dinner L/Col Jacobs, Commandant CFSATE presented me with a large model of a Spitfire, one that I had flown during WWII. This along with other memorabilia will be showcased in the "Middlemiss Corner" in the Base Borden Museum, Air Annex.

In September I attended a "SPAADS Reunion" at Penticton, BC. and as usual the 427 members formed the largest group. It was well attended some 475 members in all. Music was great and the dance floor was crowded during the whole evening.

I was invited along with two other Canadians by the Earl of March to attend the 70th Anniversary of the Battle of Britain held at Westhampnett aerodrome. It was quite a show with seven other wartime pilots that had flown from this Base during WWII. (see photo below) There were all kinds of aircraft with special demonstrations of a number of Spitfires, Hurricanes, Mustangs, Avengers and many others. On the final day the ten wartime people toured the 2 mile car race track in WWII jeeps. We were given a rousing welcome by an estimated, 150,000 people in the grandstands. The evening ended with a Gala Ball, this year's theme being Dracula. I should mention that at all the receptions and Ball the Champagne flowed very freely.

Unfortunately, being in the UK, I missed the Mess Dinner for General Coates and the Change of Command parade at 1 Wing that took place the following day.

I ended coming home with a terrible cold which prevented me from presenting the Memorial Cup to the Windsor Spitfires and attending the Family Day at Petawawa.

Ferte Manus Certas

Bob



Membership & Finance

It's all good news.

First, this report will be a short one combining my two hats of Membership and Finance.

On the membership side, we have written a new Membership Policy (below) which clarifies our different categories of membership and facilitates the management of this portfolio. An example of this was a recent request for membership from 427 Greater Geelong Squadron (Australian Air Cadets). They have been approved under the category of "Affiliate Membership". Please visit our website (427squadron.com) to view the complete policy document and also to see a picture of the membership certificate that these cadets are proud to display at their squadron.

We welcome new members; Walt Pirie as a "Life" member and for the first time in our history the children" of A recently deceased Lion, Norm Guizzo (Sabre era) : Greg, Loreen and Lesley as Associate members.

Secondly I am pleased to report that our "Partnership" agreement with the RCAF Association Trust Fund is working well and many of our members have used this option in order to receive a Tax Receipt for their donations (or memberships). Please visit the website for full details of this new procedure. Many thanks to Lion Dean Black for providing us with this option.

On the financial front there is more good news. We are keeping the expense side of the ledger under control while at the same time your welcome donations will see us end the year in a revenue neutral position or slightly in the black. Our bank balance is strong and I will provide a full financial report in the spring issue of ROAR and on the website. Please don't let this bright picture lull you into inaction. Each year we budget \$1800.00 just to cover operating expenses (ROAR, the website and Admin) while our only sources of revenue are from an occasional new membership (at \$50.00) and your kind donations – so please keep them coming – Thank you.

Sask

Membership policy – 427 Squadron Association – 2010

While the majority of our members are either former or currently serving Lions, the Executive Committee appreciates that there could be circumstances develop from time to time which might warrant the awarding of a special category of membership to an individual or group. The following list identifies the current membership categories plus "special categories" and their associated restrictions.

Membership categories:

Charter Membership – A member in good standing who paid the required \$50.00 for "Life Membership" during the first year of the formation of the Association – namely 1996.

Life Membership – A member in good standing who has paid the required \$50.00 for "Life Membership" subsequent to 1996.

Annual Subscription Membership - A member who has elected to renew his membership on an annual basis for the fee of \$10.00/yr.

Special Categories of Membership:

Honourary Associate Membership – A special membership category which may be conferred upon widows/widowers of "Life" members at the discretion of the Executive Committee. No fees required.

Associate Membership – A special membership category which may be conferred upon individuals who were not members of the squadron, but are accepted as “Associate Members” by the Executive Committee for various reasons which are consistent with the aims of the Association. Regular membership fees are required.

Affiliate Membership – A special membership category which may be conferred upon individuals or groups who have aims and objectives which are consistent with those of the 427 Lion Squadron Association. No fees required.

Partnership Agreements :

Association Partnership – A unique agreement between the 427 Lion Squadron Association and another body for mutual benefit. Such agreement must not in any way restrict or reduce the autonomy of the 427 Lion Squadron Association and its ability to determine its own future.

All “Special Category” applications for membership and or requests for “Partnership” with the Association, will be considered by the Executive Committee on an individual basis.

Donation Procedure

All memberships fees and 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 when sending a cheque:

- * 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:

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.

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 plan to include a bequest to the Association in my will yes ().

I have sent my membership or donation cheque to the Air Force Association of Canada . () See the procedure detailed on the previous page.

Please mail this form to:

A.W. "Sask" Wilford
427 Lion Squadron Association
9129 Side Road 17
RR #2, Hillsburgh, ON, CAN
N0B 1Z0

Hollywood Squares

Those of you old enough may remember some of the wits who peopled this TV show. Some examples.

Q. True or False, a pea can last as long as 5,000 years.

A. George Gobel: Boy, it sure seems that way sometimes.

Q. When you pat a dog on its head he will wag his tail. What will a goose do?

A. Paul Lynde: Make him bark?

Q. According to Ann Landers, is there anything wrong with getting into the habit of kissing a lot of people?

A. Charley Weaver: It got me out of the Army.

Q. If you're going to make a parachute jump, at least how high should you be?

A. Charley Weaver: Three days of steady drinking should do it.

Helicopter Pilot Test

Copy and paste in your browser:

www.addictinggames.com/helicopter.html

Biographies Wanted

We are trying to build a database of member biographies. Please consider submitting yours by email or snail mail. As a guideline include:

Date of Birth—Birthplace

Air Force career with details, the more the better

Civilian career

Partner and children

Present location

Also indicate whether you would be willing to allow it to be published on the web site and possibly in ROAR.

Email—macway01@bigfoot.com

Or mail to:

Maclellan

PO Box 83

Riverport, Nova Scotia, B0J 2W0

We Shall Remember Them

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

Walter Norman Nash, DVM, DFC

Navigator, d:August 15, 2010

Norm passed away peacefully, in his sleep, at his treasured Sunset Beach cottage, on August 15, 2010 at the age of 87. His loving wife of 60 years and his children were by his side.

Born November 9, 1922, in Reston, MB, Norm lived a rich and fulfilling life. He attended Prairie Rose School and graduated from Reston High School. In 1941, he joined the Royal Canadian Air Force 427 Squadron as a navigator bombardier. He survived two tours of duty and was awarded the Distinguished Flying Cross by King George VI. The friendships he made during the war continued for the rest of his life. He graduated from the Ontario School of Veterinary Medicine in 1950, taking up practice with the federal government. In retirement, Norm entertained family and friends for hours with stories of his youth.

Colonel Ron Russell- d:November 2, 2009



Ron was the son of a member of the RAF and was born in Alexandria, Egypt on June 2, 1930. At the age of 18 he enlisted with the RAF and served from 1948 to 1950. In 1951 the young pilot became a member of the RCAF and his first tour was as an Instructor on Harvards from 1953 to 1956.

In 1957 he transitioned to F-86s and was posted to 422 Fighter Squadron at 4 Wing based at Baden Sollingen. His next posting took him to Air Division HQ in Metz, France where he remained until 1961. His next posting was Cold Lake, Alberta and by 1965 he had become the Chief Flying Instructor. In 1965 Ron headed back to Germany as Deputy Squadron Commander of 427 Squadron on CF-104s. He continued on 104s, flying in Zweibrücken and Decimmannu, Sardinia. Ron was Chief Operations Officer of the Tri-National (Canada, Germany, Italy) Air Weapons Unit for which he was honoured by being made an honorary pilot in the Italian Air Force.

After Staff College in Toronto he became a staff officer in the Directorate of Air Equipment Requirements in Ottawa. He left there in 1972 to attend a one year French Immersion course in Quebec City and after completion was posted to helicopters. His facility in his second language allowed him to become CO of 430 Tactical Helicopter Squadron, a designated French language unit. In 1975 he was appointed Canadian Forces Attaché in Rome, Italy. He impressed his NATO allies by learning Italian to communicate in the language of the host country.

In August 1978 he was the Base Commander at CFB Trenton. CFB Trenton had always been a major base in the Forces strategic plans and has been the launch pad for a number of tactical exercises and operations. Colonel Russell thrived in the challenges of a busy and complex operation. One of his last postings was to SHAPE (Supreme Headquarters Allied Powers Europe) in Casteau, Belgium. Colonel Russell was an enthusiastic supporter of the military family and actively participated in the F-86 and CF-104 reunions. Ron passed away in Trenton Memorial Hospital after a three year battle with ALS.

Captain Colin Sonoski—d: July 18, 2002

Capt Colin Sonoski and Capt Juli-Ann (Jules) MacKenzie lost their lives and Sgt Mario Michaud and Cpl Dave Pawulski were seriously injured in the tragic crash of a Griffon helicopter while on a search and rescue mission, north of Goose Bay, Labrador. A presentation of the Memorial (Silver) Cross was made to Sharon Singleton, widow of Capt Colin Sonoski, and to Jenna and Liam Sonoski, Colin's children. There also was a presentation of the Memorial Bar and Scroll made to Colin's father, Frank Sonoski. The presentation ceremony took place at Branch 136 of the Royal Canadian Legion, Milton ON, 7 March 2009. A presentation for Captain MacKenzie will take place at a later date.

Many of Colin's friends and former squadron associates attended the ceremony. Among them were Major Mike Day, Captain Mike Csisztu and Mr. Sask Wilford from the Association. Sharon, his

F/L Larry Van Kleeck—d: April 16, 2010

On September 25, 1944 F/L van Kleeck lost one of his four engines on his Halifax while taking off. Too late to abort, he managed to get airborne. The pilot canvassed the rest of the crew and they agreed to continue to the target over enemy territory in Occupied France although they would trail the rest of the bombers from 427 Squadron. "The flak was worse than usual and we were on our own." he told a newspaper reporter years ago " But we wanted to do the trip. We had made all the preparations, had the bombs loaded. I was confident I could fly on three engines." They successfully completed the mission.

F/L van Kleeck was awarded the Distinguished Flying Cross for "...pressing home his attack with outstanding determination."

He completed 34 sorties before the war ended.

After a successful post-war career in Vancouver he and his wife did charitable work in the downtown eastside area during his retirement.



RAF BOMBERCOMMAND MEMORIAL

The Bomber Command Association, with the help of the Heritage Foundation, is raising funds to erect a permanent memorial in Central London to the 55,000 bomber aircrew killed in WW2. The fund has reached £1.7 million on the way to the £3 million required for the Memorial.

To check out a proposed design and further information for the site, copy and paste in your browser address bar the following addresses.

www.theygaveeverything.com or www.rafbombercommand.com

Four Years and a Bit By Vern White

Vern as POW

It was about 1.00 a.m. on June 25, 1943 that I touched down in a soft meadow in Holland. Parachutes had indeed been kind to me in an all-too brief flying career: a bailout over England, a miraculous deflection of flak over Frankfurt, and now a baleout from our stricken aircraft over Holland. Some of us are luckier than others and who knows the reasons why.

My injuries were minor and I began to collect my thoughts - all that I knew was that I was near the coast. I buried my parachute and harness as we had been taught to do. In wandering about I soon realized that I was at a disadvantage since my flying boots had blown off during the bailout. My footwear consisted of three pairs of woolen socks and it would be difficult to move quickly out of the area. There were small canals or drainage ditches everywhere which added to the problem. I kept my MaeWest (life jacket) in case I needed it for safety in the water. After a time, I became very weary and lay down to rest and must have fallen asleep.

I awoke and heard the sound of aircraft engines, lots of them passing overhead. It was Bomber Command returning from Wuppertal and it gave me a sad feeling to know that my squadron and all the others were returning to England and I was not. I decided to stay put until morning when I could get my bearings.

In the early dawn the North Sea was in full view not more than 200 yards from my hiding place. It was blind luck that in the darkness I had landed on dry land. I could just as easily have gone into the drink. In the opposite direction there was a farmhouse and a cluster of outbuildings with nobody in sight. I was uncertain what to do and decided to remain concealed in the tall grass for the rest of the day, and after dark, move to higher ground along a dike that was visible. It seems strange to me now that I saw no sign of any farm people or Germans searching the area.

I don't recall being hungry however I did

find some carrots that were growing nearby and chewed several Horlick's tablets that were in my escape kit. We had water purification tablets and I dissolved one in handfuls of canal water with no ill effects.

It was a long day lying there in the tall grass and I was glad to leave my hiding place as soon as it was dark. I had to cross two canals before reaching the dike and searched for fence rails or tree limbs that I could use. There were none around so I decided to wade or if necessary, swim across the narrow stretch of water. I was wearing my Mae West so there was no danger of drowning. I ventured in and found the water was only about two feet deep so I splashed across.

I was glad to reach the firm footing and even in my soggy socks it felt secure. I walked along in the darkness without any idea where I was heading. I didn't even know I was on an island, Rozenburg, as it turned out to be. There was no moon, however I could make out the outline of trees and bushes off to the side. The main problem was the lack of shoes and I had to pick my way carefully. After a time I could hear aircraft engines again and could see anti-aircraft fire in the distance. It was the Rotterdam defenses blasting away at the squadrons of Bomber Command who were once again on their way to the Ruhr, this time to Gelsenkirchen which would claim two more crews of 427 Squadron including Francis Higgins who was my pilot when we had successfully crash landed in England after the Frankfurt raid in April.

There was no sign of civilization as I trudged along and after two hours or so, I was exhausted. I could make out some farm buildings and decided to rest and take my chances in the morning. I slept off and on and in the early dawn I could see that I was at the end of a lane leading to a farmhouse. Soon, a man came out of the house and headed down the lane in my direction probably to bring in the cows for milking. As he came opposite my hiding place, I stood up and it gave the farmer quite a start. I pointed to my uniform and explained that I was a British flyer. I spoke first in English and then in my best high

school French. He didn't seem to understand, then I pointed to the sky and held my arms in the air as if coming down by parachute. This he understood and beckoned me to come with him to the farmhouse. There seemed to be no one else around at this early morning hour and the farmer produced a mug of milk and a chunk of cheese. It was the first real food I had tasted in nearly two days and then realized how hungry I was.

A short while later, the outside door burst open and two Luftwaffe airmen brandishing rifles appeared. For me the war was over. One of the Luftwaffe guards pointed to my stocking feet and asked the farmer for boots. He produced an old beat-up pair and I put them on. Off we marched down a narrow road leading to the coast. The young Germans spoke a little English and seemed friendly enough. We soon arrived at a small cluster of buildings which was an outpost of some sort. It may have been a wireless detachment although there were no massive aerials to be seen and no sign of anti-aircraft guns. They ushered me inside and offered me a chair. I probably looked rather haggard at this stage. To my surprise they produced a great bowl of strawberries and cream which I devoured. I don't remember much of what happened the rest of the morning. There were a few Germans about and one of them, a non-commissioned officer, I think, told me that I would be taken to the mainland. I could see the shoreline in the distance and knew then I was on an island.

In the afternoon, a German soldier arrived on a motorcycle equipped with a side-car. He looked like a typical German wearing a stove-pipe helmet and had a sub-machine gun. He motioned me to get in and I didn't argue. We roared away and headed down the road. In no time at all we arrived at the docks where a small ferry was moored. We drove on board and the ferry-pulled out immediately as if it had been waiting for us. We disembarked on the Rotterdam side and my escort drove at quite a clip through the city. There was a large section that had been bombed and only partially cleared devastation from 1940 when the Germans blasted Rotterdam after the Dutch had surrendered.

We soon arrived at a large military establishment which seemed to be an estate of some sort. By now it was early afternoon and there were lots of troops around, mostly army. I remained on the base until around 5.00 p.m. when two Luftwaffe guards arrived to take me to the train station. We boarded an electric train and headed I knew not where. There were a few civilians in our railway car and no one paid any attention to me although my 'Canada' badges were in clear view on my battledress. An hour later we arrived

in another large city which turned out to be Amsterdam. The first stage on my trip into German POW camps.

To Be Continued.....

Ed: With kind permission from Mrs. Enid White we will be serializing Vern's book in ROAR and posting it on the web.

Halifax LV 829—P/O Olsvik

Several month ago I received an email from a German researcher, Jörg Heilbig, who had been documenting WW II bomber crashes in his area. He had a question about a 427 Squadron aircraft, LV829 (our records show LU829). Why were eight crew members on board? After I had given him an explanation he continued to correspond. Although he and a colleague had started on a story about German Night Fighters they became interested in the bombers and have since researched and published a book.

According to Jörg, it is uncertain which night fighter shot down P/O Olsvik's aircraft but the crash time was 0320 hours. The crash site was one kilometre east of Gohre (150km east of Hamburg). In that area there were seven losses that morning resulting in 48 deaths. They were all buried near Gohre 20.2.44 and 25.2.44.

Apparently there is a women eyewitness who was saying goodbye to a soldier returning to the front. She described the morning as terrible, tracers in the air, exploding and crashing aircraft, engines howling and she thought the end was near. Come dawn the village was surrounded by parts of aircraft and dead airman. It took five days to clear the area and bury the dead.

This was a raid on Leipzig on February 19, 1944. P/O Olsvik, F/S J. Burke, Sgt. J. Richard, P/O J. McKenzie, P/O R. Warren, P/O D. Janasson, Sgt. J. Tallion and WO2 W. Tobin all perished.

F/Sgt. Burke was a new Captain completing a familiarization flight.

Copy and paste in your browser: http://www.427squadron.com/history/wartime_logs/feb_1944.html

QUIZ PAGE

Answers for the Quiz from the March 2010 ROAR

WW II

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

Answer:

- 215,200
- End of 1946—12,735

No Winner

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?

Answer:

- Bagotville, Goose Bay, Bluie West One, Keflavik then to Kinloss or Lossiemouth(Scotland) and then to one of the 4 Wings in Europe.
- No exact number but well over 200

No Winner

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?

Answer:

- 427 Squadron
- December 7, 1962

No Winner

Helicopter

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

Answer:

- 48 feet
- Tail rotor— 8 feet 6 inches

No Winner

Bible Story

Nine year old Joey was asked by his mother what he had learned in Sunday School, “Well, Mom, our teacher told us how God sent Moses behind enemy lines on a rescue mission to lead the Israelites out of Egypt. When he got to the Red Sea, he had his army build a pontoon bridge and all the people walked across safely. Then he radioed Headquarters for reinforcements. They sent bombers to blow up the bridge and all the Israelites were saved.”

“Now Joey, is that really what your teacher taught you?” his mother asked.

“Well , no, Mom. But if I told it the way the teacher did, you’d never believe it!”

History Byte

The first operations carried out by 6 Group were three mine laying missions which were all abortive due to low cloud and severe icing conditions. The total effort for the month of

January was 348 sorties and 395 tons of bombs and mines dropped.

Contrast 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 time of cessation of hostilities in Europe

New Quiz

Helicopter:

In 1970 how many CH136 Kiowas were ordered for the Air Force?

In appearance, how did you identify a Kiowas from a Jet Ranger?

CF-104

What roles were assigned to the Canadian 104s by NATO? How many Squadrons were assigned to each role?

Canadair F-86

What was the max. take off weight for the Mk. 6 with two 100 Imp. Gallon drop tanks? What take off distance was required in this configuration ?

WW II

What was the range of the Avro Lancaster with Mk III Rolls Royce engines with a:
7000 lb bomb load
12,000 lb bomb load
22,000 lb bomb load

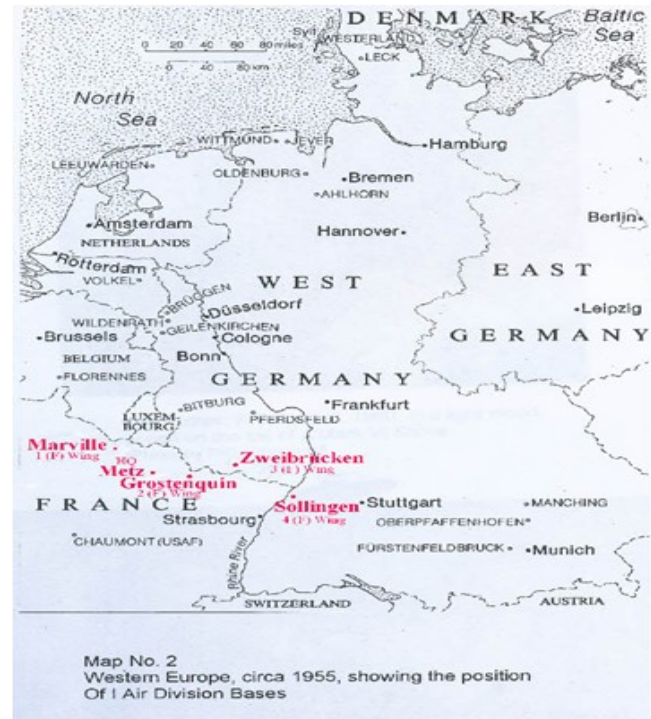
CANADA'S COLD WAR FIGHTER PILOTS—PART II

BY COLONEL W. NEIL RUSSELL, CF RET.

While the preceding paragraphs in ROAR, March 2010 issue, gave an overall view of the Cold war, there is much more to relate from the Canadian perspective. In April, 1949 Canada signed on to the multinational North Atlantic Charter under which an attack against any member was considered an attack against all. Military planners concluded that Canada needed an air defence force of nine squadrons of all-weather fighters, while also assisting the defence of Central Europe by deploying twelve fighter squadrons. The Canadian commitment to Europe was designated "1 Air Division". Temporarily its headquarters was in Paris, but it later moved to Metz in north eastern France. In addition to an Air Officer Commanding with his headquarters staff, the base at Metz included a state-of-the-art British made long range radar unit code named "Yellow Jack", a combat operations centre, a communications centre and a support unit. A logistics base was established at Langar, England, supported by a detachment of multi engine transport aircraft, Dakotas and Bristol Freighters, flown by pilots from Air Transport Command.

Initially, one wing of the Air Division was formed at North Luffenham, England, but by 1955 four wings were located in Western Europe as follows: No. 1 Wing, Marville, France; No. 2, Grostenquin, France; No. 3, Zweibrücken, West Germany; No. 4, Baden Soellingen, West Germany. Looking from above the four wings formed an irregular diamond, all within a day's drive of Metz.

Each wing, commanded by a Group Captain [Colonel], was like a small city with a large airport. Wing Operations under a Wing Commander [Lt Colonel] was responsible for the airfield, including an air traffic control tower and ground control approach radar which could recover aircraft when cloud ceilings were as low as 200 feet.



The "city" included housing for single and married personnel, food services in officer, NCO and airmen's messes, a hospital, schools for dependent children, civil engineering, supply, ground transport, ground communications, and the most vital element, a large aircraft maintenance unit responsible to keep the air squadrons supplied with serviceable aircraft. The operational forces at each wing consisted of three fighter squadrons, each originally equipped with 25 Canadian-built F-86 Sabre aircraft. 1 Air Division's total of 12 squadrons with 300 aircraft [plus spares] constituted "...the largest RCAF fighter force ever assembled". [Quote and details above from Canada's Air Forces, 1914-1999, by B. Greenhouse and H. Halliday, air force historians]

This mention of the Canadian F-86 Sabre aircraft introduces a good time to describe the Canadian production of this highly successful aircraft. Designed by the [American] North American Aircraft Corporation, the F-86 first flew in 1947 and, in the hands of pilots the United States Air Force, plus 22 selected Canadians, achieved success against Russian-designed MIG- 15s in Korea. With Canada's need for a fighter for home defence as well as in Europe, the Government encouraged an agreement between the North American Corporation and Canadair Limited, Montreal, to manufacture

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

improved versions of the F-86 in Canada. The prototype Canadair Sabre Mark I and production Mark IIs used the original American engine, but had better, power-assisted controls. Between 1952 and 1953, 350 Mark IIs were produced,



A Mark VI Sabre of 427 (F) Sqn over Norway
[Photo by F/O Hessel, 1963]

most for the RCAF, but 60 for the USAF for use in Korea. There was only one Mark III, used as an engine test bed and for publicity, Jacqueline Cochrane's Woman's Speed Record.

The Sabre Mark IV, of which 438 were produced in Montreal, was outwardly similar to the Mark II, but transferred directly to the British Royal Air Force for use in NATO. By July, 1953 the first Canadian jet engine was ready, the Avro Canada Orenda 10, rated at 6,500 pounds of thrust.

These improved engines, plus a larger solid leading edge wing, gave the next generation Sabre, the Mark V, improved rate of climb and ceiling. Canadair produced 370 Mark Vs, most for the RCAF to replace Mark IIs, with 75 transferred to the newly emerging West German Luftwaffe.

The ultimate version of the Canadian F-86 was the Mark VI. These carried the two stage Orenda 14 engine rated at 7,275 pounds of thrust and reintroduced leading edge slats which had been developed for earlier versions of the Sabre. The increased thrust gave the Canadian fighter more speed and a higher ceiling [54,000 feet], while the leading edge slats allowed a tighter manoeuvring

radius. The Mark VI, like its predecessors, was armed with six .50 calibre machine guns, controlled by a radar ranging gun sight. As again quoted from Greenhouse and Halliday, "In its day the Mark VI, was known as the best "dog-fighter" in NATO and probably, in the World". It certainly was highly respected by pilots of other NATO air forces and in the event of war would have measured well against aircraft flown by the Warsaw Pact. Canadair produced a total of 655 Mark VI Sabres; 390 of these went to the RCAF for use in the Air Division; others ended up in a total of ten friendly air forces, as well as Canada's celebrated aerobatic team, the Golden Hawks. In all, a total of 1815 F-86 Sabre aircraft were built in Canada. These, along with the advanced Orenda engines, contributed to the building of Canada's significant aerospace industry.

Returning to 1 Air Division, I will now describe a typical squadron, 427 (F) [Lion] Squadron which I joined in January, 1959. The Squadron was based at Zweibrücken, in the Saar region of West Germany, three kilometres from the French Border. In NATO terminology, 427 was designated "Interceptor Day Fighter", meaning that it was expected to operate mainly in daylight. The squadron's war mission was to help protect Central Europe from air attack by the Soviet Bloc. Squadron personnel included an Officer Commanding [OC] with the rank of Squadron Leader [Major], two Fight Commanders, nominally with the rank of Flight Lieutenant [Captain], a maintenance officer, an admin clerk and 30 line pilots, mainly Flying Officers [Lieutenants]. Aircraft maintenance was provided by Wing Central Maintenance with a detachment of technicians assigned to the Squadron for daily servicing. Normally the Squadron operated from home base; however, it was to be prepared to deploy on short notice.

Every nine months there was also a pre-planned deployment to Sardinia, for the use of the NATO air-to-air gunnery range. Squadron pilots practiced their war mission through daily exercises during which Yellow Jack, the long range radar at Metz, vectored them to intercept "aggressors" from another wing. Periodically there were larger exercises sponsored by the Air Division's higher authority, 4th Allied

Tactical Air Force, and, a few times per year, NATO wide exercises, simulating a large scale attack from the East. For these rehearsals of the war role, the whole Wing would go to high readiness, including the activation of semi hardened bunkers to protect key personnel in the event of nuclear and/or biological attack. If no formal exercises were scheduled, the Squadron could organize its own training. In this case a flight of four aircraft would take off, climb through the haze and cloud until "on top" and look for targets of opportunity. These sorties occasionally resulted in as many as 32 fighters, American, French, Belgian, Dutch and eventually German, swirling on high in a grand aerial circus. In peacetime, of course, guns were not armed.



An F-86 Sabre on alert, Zweibrücken, West Germany
[Note, sheep were used to trim the grass and keep birds away]
[Photo by F/O Hessel, 1961]

The objective of each pilot was, while avoiding getting an "enemy" on his own tail, to get behind a target aircraft, close to 1500 feet or less and capture the "enemy" on the film of a cine camera which recorded images through the gun sight. On return to base, each flight would "debrief" and a fighter weapons instructor would assess each pilot's film after which he could, or could not, claim a "kill".

Beginning in 1956, one squadron of each 1 Air Division wing was replaced by a squadron of CF-100 all-weather fighters; however, for simplicity and continuity, the text which follows will continue to concentrate on the Sabre aircraft and their pilots.

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 2 of his four part article. The complete text is on the web site and future ROARS will publish the final two parts.

The Halifax at Trenton

Ed. Note: I want to thank all of you out there who get back to me to correct my errors, omissions, mistakes and finger trouble. Keep it coming. We have a great newsletter but its only because of your support and feedback. Here is a good example.

"I received my copy of ROAR yesterday and enjoyed it, as usual. There is however one glaring error in reference to the Halifax Mk111 at Trenton. It is **NOT** a bomber. It is a Halifax Mk 111 **A** and was **NOT** a bomber. It was used for dropping men or equipment into enemy territory but it wasn't a bomber. The bomber was designated as a Halifax Mk 111B, as we knew it or perhaps should be properly designated as a Halifax B Mk111 but the Halifax in Trenton is not a bomber because it does not have a Mid-Upper Gun Turret. The turret had to be removed in order to make room for men or supplies to be dropped from the bottom of the a/c.

If there are any former Gunners still alive and who were there for the "unveiling" they will tell you how very disappointed they all were at discovering their Mid-Upper Turret was not there. Please understand I'm not trying to nit-pick but I believe that "History should be accurate and it should be fully understood that the Halifax, in Trenton, although definitely a Handley-Page Halifax Mk 111, was never a bomber and still isn't."

The author, a former Halifax pilot, has requested that his name be withheld but many thanks for this correction.

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	
Mr.	Gordon	Brown	WW II	
Mr.	Jack	Brown	WW II	
Cpl.	Gerry	Browne	Helicopter	
Sgt.	Brian	Burchart	Helicopter	
Mr.	Fred	Chappell	WW II	NEW
Mr.	John	Curtin	WW II	
Mr.	P.A.	Dubois	WW II	
Mr.	Thomas	Farr	WW II	
Mr.	James	Finnie	WW II	
Mr.	Edwin	Flemington	Sabre	
Mr.	Ken	Goodall	Sabre	
Mr.	Gregory	Kopchuk	WW II	NEW
Mr.	Merv	Harron	WW II	
Mr.	Billy	Lossing	WW II	
Mr.	Donald	MacDonald	WW II	
Mr.	Holgar	Magnusson	WW II	NEW
Mr.	Pat	Mitchell	WW II	
Mr	Ed	Radford	WW II	
Cpl.	Christine	Saunders	Helicopter	NEW
Mr.	Harold	Smith	WW II	NEW
Mr.	Vern	Spruitt	WW II	
Mr.	John	Turnbull	WW II	
Sgt.	Bernd	Wehmeyer	Helicopter	NEW
F/L	Emil	Zuber	Sabre	

A DAY IN THE LIFE OF COMMANDER TASK FORCE SILVER DART

by Colonel Christian Drouin



In honour of the anniversary of the 100th year of the first flight in Canada, my **Wing Chief Warrant Officer Gaudreault** suggested that we rename the Joint Task Force –Afghanistan Air Wing as “Task Force SILVER DART”. I thought it was a great idea and we made it happen. I assumed command of TF SILVER DART on 17 November 2009 and the plan is for my Air Wing to support our Canadian Mission in Afghanistan until we are replaced in September 2010.

Now, it’s 0500 in the morning on Sunday 9 May 2010. My alarm clock just went off, but it is actually half an hour later than the time I usually get up. I usually get up at 0430 to go for a run or for a

workout at the gym. It is imperative for me to maintain my physical fitness regime as this is a long ten-month tour and one has to stay fit and alert to tough it out. However this morning is a special morning as I’m going flying. I fly approximately every 7 to 10 days. I’m a Griffon pilot, which is the militarized version of the Bell 412 helicopter. Moreover, today marks the six month point to our deployment and an extra 30 min of sleep is welcome since I went to bed later than usual, after a “Ramp Ceremony” in honour of another young US Army soldier who lost his life in support of our mission in Afghanistan. Unfortunately, we attend way too many of those and as the poppy harvesting season is almost complete, the insurgents are about to get even more active, which is not something any of us is looking forward to, although we’re ready to face the music.

I always look forward to a day of flying but it’s a bit of a drag this morning as I feel more tired than usual. I guess the long tour is starting to wear a bit on me. We had a BBQ last night at the Wing HQ to highlight the 6 month mark. I can see that all my HQ staff are getting tired and ready to go home. Unfortunately there are still four months to go before we can reunite with our families. Furthermore, the most difficult part of our mission is about to begin with the temperature starting to rise in the forties and the fighting season about to get going for the summer. That is the main reason why I called a BBQ with my HQ Staff and also invited the Commanding Officers and Squadron Chief Warrant Officers of both Task Force FREEDOM (helicopter squadron) and Task Force EREBUS (Heron UAV Detachment) that are here in Kandahar Airfield under my command. I believe that it is important to take the time to reflect on the accomplishments of the last six months, but more importantly my intent was to pass along the message that we still have four months to go and that complacency is the biggest threat for us out there. The fact that insurgents’ activity is increasing is certainly a threat, but the harsh environmental conditions of Afghanistan are an ever present threat. An already long tour, high temperatures, high density altitude, dry and dusty conditions set ideal conditions for a catastrophic accident waiting to happen. A great advantage is to have battle hardened aircrew that have been flying in these conditions day-in and day-out for at least 7 months. Nevertheless, fatigue and complacency remain the most important threats we are facing when flying out there.

Back in November, when we first arrived here, I was always keen to go flying as flying in a combat environment is the pinnacle of any tactical aviator’s career. It is certainly the pinnacle of my flying career. Although I have flown in exotic places such as Central America, Kosovo, and Bosnia; flying in combat in

the Afghanistan theatre of operations is what I have been training for during my whole career. Nevertheless, after 6 months at it, it has lost some of its lustre to say the least. And that's only me who has flown just over a hundred hours out there so far. The TF FREEDOM's aircrew are getting close to 400 hrs of flying time in combat, and will get close to 600 hrs by the time they are done their tour. I am extremely proud of these guys and gals as they keep Canadian and American soldiers off the roads and have supported multiple deliberate operations, air assaults, and Close Combat Attack overwatch tasks.

Chinook crews show up in theatre with a minimum amount of hours on type. Their flying training is conducted in the USA and the first time they see the Chinook helo they are going to fly is when they show up at the Aviation Battalion in Kandahar. Once in theatre, they go through some desert and night training and off they go in support of my number one priority – keeping soldiers off the road. Indeed, I worry a lot about my aircrew flying in huge dust balls and rolling a helicopter in a fire ball like last year when we lost two airmen and one UK passenger. I also really worry about our Canadian and American soldiers out there. My number one priority is to make sure that no Canadian soldiers take the road during the relief-in-place (RiP) phase when they come in and out of theatre, and also when they transit in and out for leave. It would be tragic to lose soldiers to an IED explosion during their way out of theatre after a full tour in support of the Canadian mission in Afghanistan.

Now, there I am walking on the flight line



and it's 0600. I love coming a bit earlier to enjoy the sun rising on the horizon just above the ramp with all our Chinooks and Griffons quietly lined up in the freshness of the morning. As I'm making my way to my aircraft, I can see the ground crew working on the aircraft on the ramp. This afternoon they will be working in scorching heat. They perform in outstanding fashion in keeping an excellent serviceability rate in a safe fashion in difficult conditions. I remember not too long ago that the sun would not come up before 0700 and the Flight Engineers and Door Gunners would have to fly with winter gear until the day's sun would be warm enough for them to peel some stuff off. Flying doors off on the Griffon makes for demanding conditions for our guys manning the M134 Gatling guns in the back. Looking further down the ramp I see one of our three CC130 Hercules aircraft parked on the ramp. TF CANUCK is my transport and theatre support squadron.

TF CANUCK is my number two priority, although one can argue that my number one and two priorities are interchangeable. It is imperative for me that they maintain the air bridge between Kandahar Airfield and our staging base at Camp Mirage. Unless all three Hercs go unserviceable, which has never happened in my six months in command so far, they have never dropped a priority mission and they always make sure to take care of all of our soldiers as if they were all VIPs. They also support a standing sustainment task with NATO in support of inter-theatre transport support within Afghanistan. Being a tactical aviator and remotely familiar with the transport world, I keep being impressed by their professionalism and dedication to conduct their task. I have recently witnessed the whole unit, including the Commanding Officer, load and unload aircrafts in 58 degrees Celsius at Camp Mirage during the RiP's strategic and tactical flights. TF CANUCK is not only the backbone of the Air Wing, it is also the biggest enabler of our Canadian Task Force in Kandahar.

At 0645 the briefing room is filled with aircrew and the Intelligence Sergeant (Int Sgt) proceeds with his threat briefing for the mission.

Today will be two ring routes in support of RiP for US Army and our Canadian Battle Group. Two flights of one Chinook and two Griffon Weapons Team in escort. The Int Sgt confirms



that it is getting nasty in west Panjwai area and to stay out of there if we can. Today's flights are planned to take place just east of that area, but we'll keep an eye out for TIC (Troops in Contact) support as required to assist our brothers in arms on the ground.

The normal series of pre-flight briefings continue with a mission brief from the Chinook Mission Commander. Once everyone is clear on the multiple Forward Operations Bases (FOBs) we will be going to and the tactics and routing that will be flown enroute, we then proceed to the Ops Walk briefing. The Ops Walk briefing is a briefing provided by the squadron operations staff covering ground troops activities, airspace coordination, and any other important points the aircrew should be aware of before flying the mission. Then, the Escort section lead proceeds with his section formation brief. Finally, I walk to the aircraft to proceed with the crew brief before we go flying. As I'm walking towards the ramp, it's starting to get hot already. I'm happy that I came in early to get my flying kit to the aircraft. All is done and I'm ready to go as I have already signed the aircraft book and all other required paperwork. I can now concentrate on the actual flying of the mission.

Once at the aircraft I don my protection equipment and my survival vest. This adds a good 50 to 80 lbs of extra weight on my shoulders, depending on how much ammo I carry. Although I love flying, I know that this long day in the cockpit, squeezed in the very uncomfortable armoured seat will be a test of physical endurance.

The aircraft is started and flight checks are carried-out serviceable and we're off to the Fuel & Ammunition Replenishing Point (FARP) to top up on fuel before carrying out our escort mission. A few minutes later, we're off "walking the dog" in escort of our Chinook in a back and forth ballet between the FOBs and the FARP at Kandahar Airfield. Kandahar City and the surrounding districts depict beautiful and unique landscapes. Indeed, the windscreen is filled with the views of a mix of lunar landscape from the red sand dunes of the Reg Desert to the rugged and sharp looking Ghars (Mountains) standing a few thousand feet tall over the flat Kandahar valley floor. The arid desert landscape is a sharp contrast to the lush green colours of the Arghandab River Valley, where only three weeks ago, the poppy fields were covered with flowers. It is a shame that so much beauty creates such dependency and pain. Nevertheless, every time I fly over Kandahar, I'm always impressed by the people of Afghanistan. They are very resourceful and true survivors. They have certainly mastered their harsh environment and they are getting the most out of it. Around villages and farms, we can see hundreds of huge holes manually dug into the ground. These holes serve as water wells. Once a well runs dry; they dig another hole beside the original one and so on. We've grown accustomed to seeing farmers digging around their fields in an never ending effort at surviving. Herds of sheep and camels are everywhere and we attempt to fly around them to avoid scaring them. Kids are playing and running around, sometimes waving at us, and other times throwing rocks at the helicopters. In the afternoon, we often see groups of men sitting around in the middle of a field in discussion. It is very impressive to watch them from up here and to wonder how they can live and survive

with such limited resources. When I look at them and think back to the stories my parents were telling me of their youth, I can somewhat relate. Just as the Afghans, my parents did not have electricity in their houses and everything was done manually. Some, like the Afghan Cucci nomad tribes, live out of tents and only have what they can carry with their camels and donkeys. Most of them have never seen a shower head and hot water coming out of it. I feel guilty at times when I take the time to think about our livelihood compared to theirs. If only a small portion of what the international community is doing out here can one day truly improve their quality of life to a similar standard as ours, then it would be a huge victory. I hope that all these kids running around will one day get the chance to get an education and then lead their country to success and prosperity.

Now, here we are back at the ramp after having extended our mission twice in support of two emergency aviation mission requests, once again demonstrating one of the main tenants of aviation: 'flexibility'. It turned out to be a good flying day with a total of 5.2 hrs. It often happens that a mission will last up to eight hours plus. Anything past three hours is very demanding as we usually have to fly straight without any shut-down, enjoying short breaks at the FARP while waiting for the Chinook enroute to another destination. Satisfied with our day, we come back with a serviceable Griffon. The Door Gunners had no work to do and that's the way I like it! It is the main reason why it is so important for me to keep flying our soldiers in an out of FOBs because it is safer to do so than riding the IED infested roads. As I'm on short final I see one of my Heron UAV being towed back after a mission. I make sure I don't go too close as it is easy to flip them over with the helo downwash. Canada has built us a nice ramp and we're making good use of it with all of our assets moving around and sharing limited space for combined fixed-wing and helicopter operations. Nevertheless, out of my four previous operational deployments, this is the best Air Force deployed installation I have had the chance to work out of.

As I'm hauling my stuff back to the sea containers where we store our flying kit, I can see

the Heron UAV crew walking back from the Ground Control Station after completing their mission. I stop by and chat for a bit. They tell me that they just completed another successful surveillance mission, over 21 hrs in duration. The UAV is definitely an enabler that directly contributes to saving our soldiers lives out there. The majority of the personnel that are part of that unit come from 14 Wing Greenwood and are mostly part of the Long Range Patrol community. Their Intelligence Surveillance and Reconnaissance experience is invaluable as they keep pushing the limits of the Heron's operational capability.

Now, that was a full and fun day! I'm sweaty and smell like an old wet dog but I couldn't be happier. As a Wing Commander, I'm very fortunate to be able to fly as there is nothing like being able to lead from the front and contribute to the fight. Furthermore, it gives me a better understanding of what kind of conditions my airmen and airwomen fly in and what they have to endure to get the job done. I'm happy, but the hundreds of hours flying with night vision goggles have taken a toll on my back and neck and I'm hurting like hell. Oh well! All will be fine tomorrow, but now is the time to get to the office and get through the work that has piled up while I was having fun flying out there. As I'm walking across the flight line back to my HQ, I'm beaming with pride as I realise what great support we are providing, not only to our Canadian soldiers, but also to all Coalition Force soldiers we are supporting throughout NATO. The Canadian Air Force has a great tradition that the Joint Task Force Afghanistan Air Wing airwomen and airmen are upholding with pride and professionalism. I am humbled and proud to have had the chance to contribute to our country's mission to improve the lives of Afghans while protecting our soldiers.

Colonel Drouin was the Commanding Officer at 427 Special Operations Aviation Squadron from May 2006 to Aug 2008. He has also commanded 430 Tactical Helicopter Squadron Valcartier in Bosnia-Herzegovina (2001/2002). He deployed to Kabul (2005/2006), Kosovo (1999/2000), and Central America (1990). He is one of a few Canadian Wing Commander to have flown in combat in a theatre of war since WWII. He will assume Command of 1 Wing in Kingston, "The Home of Tactical Aviation" upon his return from Afghanistan on 23 Sep 2010.

The Lions at SPAADS

Penticton, BC, September 2010

“SPAADS?” “Where did the extra ‘A’ come from?” asks Colonel Bob Custer (USAF ret’d.) Bob assumed a reference to the SPAD, the legendary French fighter of World War I. The answer to his question lies years ago when western democracies formed NATO to counter the Soviet threat. In the early 1950's Canada deployed 3 squadrons of Sabres to North Luffenham, England. Subsequently, they re-deployed to Marville as part of the Canadian Air Division comprised of 12 fighter Squadrons at 4 bases or “Wings,” 2 in France and 2 in West Germany.

At the height of the Cold War in 1961 the Soviets erected the Berlin Wall, triggering the activation of Bob’s unit, the 197th Fighter Squadron of the Arizona Air National Guard. Transferred from sunny Phoenix to the American Base at Ramstein, 30 kilometres northeast of Zweibrücken, their F-104 Starfighters often tangled with the Sabres of # 3 Wing. In a time-honoured aviation tradition, the 197th were invited to a party at Zwei. It was a most memorable party!

Syd Burrows of 434 coined the name for the 1988 reunion of the Sabre Pilots Association of Air Division Squadrons, hence the “extra A.” Three years ago, a number of us attended the USAF F-86 Association reunion at Las Vegas. Dale Horley was standing at the bar, and a chap asked him “What squadron were you with?” Dale replied, “I’m just a visitor, from the RCAF.” Then the chap asked “Where,” and Dale replied “Zweibrücken.” “Wow- that was the party of the century!” And that exclamation led to Bob and his wife Kay’s presence at SPAADS 2010 as Honorary Lions.

For the 12th biennial SPAADS reunion at Penticton, BC, Lions descended from all over North America and abroad, including Dorothy Mayberry, all the way from the “Land of Oz.” Registration at the aptly named Lakeside Resort proceeded very quickly and smoothly thanks to the tremendous pre-planning and efforts of Bud White. Each identification placard, colour

coded by wing, included the squadron insignia, the pilot’s name, city of residence, years with the Air Division, other squadron affiliations and his OTU photo. The welcoming kit included the current SPAADS directory, a vest and a miniature RCAF wing. Following the “Meet and Greet,” Lions made their own arrangements for dinner. Some of us, including our Honorary Colonel Bob Middlemiss, and former C/O Doc Payne dined at the restaurant on the dock.

Friday morning dawned bright, and much like standing Zulu alert, 64 golfers arose at the crack-of-dawn for a round at the Summerland Golf Course. Tucked behind the hills, the flat front nine gave way to a challenging elevated back nine bounded by a deep gorge. The weather, scenery, and companionship were superb, even if the golf scores were pitiful. Meanwhile, other SPAADS spent the morning and afternoon strolling the city, with none taking up the offer of the preeminent attraction, the canal float from Okanagan Lake to Skaha Lake.

Immediately upon returning to town, I set off to procure supplies for the Lion’s Den. As is the custom, Dale Horley and myself hosted the hospitality suite, supported by generous contributions from Walt Pirie, Sask Wilford and Wayne MacLellan. John and Susi Shute decorated the spacious salon with the Lion Banner, a Sabre Scissors print, and the Lion Squadron pennant. A screen displayed Ted Hessel and Bud White’s photos of Lion activities on the ground and in the air, ranging from Morocco to Norway; as well as Keith Rattew’s photos of the 1986 Vancouver reunion. Also on display was the 427 Wartime Log. A formidable project, Col Ed Haskins had composed a series of slides illustrating all 427 bomber missions throughout the war. Each slide showed the date, number and type of aircraft, route in and out, the losses on the mission, as well as cumulative losses. Half the screen of the last slide was overlain with aircraft losses, a poignant reminder of the immense sacrifice of our wartime Lions.

A newly contrived ritual required all visitors partaking of Lion hospitality to don a tacky “Lion” headdress and be photographed in front of the banner. As John Shute remarked, “It is amazing what a pilot will do to get a free drink!”

At 6:00 p.m. the Grand Salon opened for the Gala Dinner & Ball. I had taken the liberty of reserving 8 tables in the 3 Wing section for 427, each marked with the Squadron crest and a small lion anchoring red and yellow balloons, courtesy of **Kathy Dicken**. **Walt Pirie**, our newly appointed SPAADS President gave a short address thanking the organizers, and presented a bottle of bubbly to the 3 members, including our own **Bob Middlemiss**, who had reached the exalted age of 90. Walt also announced Hamilton, Ontario as the venue for SPAADS 2012.

After dinner the Bruce James Swing Band led off with the iconic Glenn Miller's "In the Mood," continuing with tunes ranging from those of Vera Lynn, Louis Armstrong to Elvis Presley. Serious imbibers gravitated to the Lion's Den, where as Orderly Officer, I was confined until the last departed about 3:00 am.

Arising late due to the aforementioned duties, I missed the wine tour; but from all reports it was a grand success. **Jack Frazer** acted as a wrangler "herding cats" on and off one of the 6 buses, each of which visited 3 vineyards along the Naramata Bench overlooking Lake Okanagan. After strolling amongst the grape-laden trellises of the Red Rooster Winery, the lads trooped directly to the tasting room, whilst the ladies chose the path to the artist compound to fondle "Frank," the controversial nude sculpture hitherto banished from the Penticton roundabout.

Following a buffet lunch in the Grand Salon and on the adjacent lawn, we drifted toward the shore to view the "Air Salute," scheduled for 2:30 p.m. Blessed with a blue sky day and dead calm, the show commenced bang-on-time with an Aurora from Comox, bomb bays open as it demonstrated antisubmarine maneuvers with 45 degree bank turns, albeit at a much higher altitude than their operational 100 feet. The **Granley** family and partners wowed us with their audacious aerobatics with Yak and Harvards. As a finale, the Fraser Blues gave an awesome demonstration of precision formation maneuvers in their multi-liveried Navions. Few watching knew that **George Miller**, Chairman of the SPAADS 2010 committee was leading this team on their "Swan Song," for they are ceasing aerobatic demonstrations after 12 years, although they may

continue with more sedate fly-bys.

At 6:00 p.m. the Lions assembled at the nearby Villa Rosa, **Elli and Beau Warrian's** excellent choice for the squadron dinner. The 5-course meal, ambience, and service were outstanding, with all 80 Lions served in a timely fashion. **Bob Ayres's** capacious album of Sabre and CF-104 photos was displayed at the restaurant entrance for perusal. During the cocktail hour, **Beau** gave a brief address welcoming **Bob and Kay Custer**, and the 4 families attending: **Vincent 4, Guizzo 5, Both-Gardiner 2, and White 4. Sask Wilford** conferred the "Lion Heart Award" to **Bob Middlemiss** which read: "In recognition of his outstanding military career, his tour of duty as Commanding Officer of 427 Squadron, his current status with the Squadron as Hon. Colonel, and his leadership as Chairman of the 427 Squadron Association." Thence to the Lion's Den for a last burst of camaraderie.

Sunday morning, it was brunch and farewell; all in agreement that it was a most memorable and enjoyable re-union.

Dick Dunn

Sept 2010

Dick's Pictures from SPAADS 2010

Copy and paste in your browser:

<http://picasaweb.google.com/lh/sredir?uname=Richard.D427&target=ALBUM&id=5519096483198593521&authkey=Gv1sRqCLrUyi3LsLvRRw&feat=email>



Mareth, cub of the Prime Minister's lion, Rota, was officially adopted as mascot of the "Lion" Bomber Squadron, R.C.A.F., but will remain at the Zoo. W/CDR. R. S. TURNBULL, D.F.M., is behind the banner (left)

Report: Project Management—MHLH

Fellow Lions: Greetings to all from our Nation's Capital and the hallowed halls of NDHQ, Project Management Office - Medium to Heavy Lift Helicopter (MHLH)! A quick update on the future of our beloved Mattawa Plain, our little home away from home at CFB Petawawa for so many years. As most of you will now know, we are about to receive 15 new "big brother" helicopters to share our airspace starting in Summer 2013 in the form of a Canadian version of the CH47F Chinook currently being rolled out to the US Army and supporting operations in Afghanistan. The key changes on our version of the F model Chinook (CH147F) are: "fat tanks" with double the effective range of the standard F, an enhanced self protection suite featuring Directed IR Countermeasures (DIRCM) and a Laser Warning receiver, EO/IR sensor incorporated into the cockpit for enhanced situational awareness and pilotage, and a completely upgraded electrical system sufficient to power these systems. Fully IFR (RNP/RNAV) with Digital AFCS combined with Full Authority Digital Engine Control will combine to make this one of the premier helicopters in the Canadian inventory, under the very capable escort of our beloved Griffons in operations.

The Boeing company is building the helicopters and will be "in-house" to manage in-service support and maintenance training ("power by the hour" with "blue suit" maintenance). CAE has been contracted separately as the Operational Training Systems Provider (OTSP) and they will provide the full range of training devices (full motion simulator, tactical flight device, deployable flight training device, integrated rear gunnery trainer, desktop trainers etc) and all courseware for operators (pilots, FE, LM). CAE will also have employees in-house for ongoing management and maintenance of the training systems. Of course it will take a significant addition to the Mattawa Plain to house this new capability and starting this Fall (2010) we hope to be breaking ground on a rather massive new facility (40,000+ square meters) to accommodate all of this capability under one roof including 396 military personnel.

The new unit will be located immediately opposite (West) of the current 427 Sqn location and will incorporate approximately 1200 feet of the grass strip

as part of the new run-on landing area for the Sqn. Imagine approximately three football fields worth of building with the associated tarmac and paving for parking all around and you begin to get the idea of the scope of the new, yet to be named Sqn. 450 Sqn would be a suitable choice in my humble opinion.....might make a double reunion possible for some of us in the future, but my roots remain firmly in the Lion Family!! Hopefully the construction effort over the next 3 years doesn't cause too much disruption for the ongoing operations at 427 Sqn. Most of the construction traffic flow should be re-directed into the work site via Brindle road from the West so with any luck that won't have adverse affects on current traffic patterns. It is certainly the beginning of an exciting new chapter for tactical aviation and particularly the 427 Sqn "neighbourhood".

There has been quite a slate of ex-Lions in and around the Project Office that have had their hand in the implementation of the MHLH Project since its inception in Summer 2005.... to name only a few: **Col Marc Bigaouette** as the first Project Director (PD), **LCol Duart Townsend** as the PD who got us to effective project approval stage (under contract with Boeing), supported on his staff by **Maj Gavin Balfour** then **Maj Bert Bolderheij**. Rounding out the NDHQ Lions involved is the Director of Air Requirements, **Col Randy Meiklejohn**. 1 Canadian Air Div Staff coordination by **LCol Travis Morehen**, 1 Wing staff coordination by **LCol Scott Clancy** and assisted by **Maj Al Ireland**, 427 Sqn CO **LCol Kevin Whale** and his key in-house infrastructure "guru" **Maj Pud Jefferies** has been invaluable. Inside the PMO is **WO Bill Osmond**.... an impressive group of Lions all conspiring to introduce this new capability adjacent to the Lion's den. There were many other equally important players but this is a ROAR issue..... so I think I've got it about right!

Also a special welcome and congratulations to **LCol John Alexander** on his Command appointment, continuing the tradition of exceptional leadership at 427 Sqn. Well done and best wishes to all.

Ferte Manus Certas

LCol R.C. (Rick) McLaughlin
Operational Requirements Manager
PMO MHLH

SMILES

A Maritimer walks into a bar in Halifax, orders three drafts of Keiths and sits in the back of the room, drinking a sip out of each one in turn. When he finishes them, he comes back to the bar and orders three more. The bartender approaches and tells him "You know, a draft goes flat fairly quickly after I draw it - they'd taste better if you bought one at a time."

The Maritimer replies, "Well, you see, I have two brothers. One is in Toronto, the other is in Boston, and I'm here in Halifax. When we all left home we promised that we'd drink this way to remember the days when we drank together. So I drink one for each o' me brothers and one for myself."

The bartender admits that this is a nice custom and leaves it at that. The Maritimer becomes a regular in the bar and always drinks the same way. He orders three pints and drinks them in turn.

One day, he comes in and orders only two pints. All the other regulars take notice and fall silent. When he comes back to the bar for the second round, the bartender says, "I don't want to intrude on your grief, but I want to offer my condolences on your loss."

The Maritimer looks quite puzzled for a moment, then a light dawns and he laughs, "Oh, no, everybody's just fine." He explains, "It's just that my wife had us join the Pentecostal Church and I had to quit drinking.

Hasn't affected me brothers though."

A Real Man

A real man is a woman's best friend. He will never stand her up and never let her down. He will reassure her when she feels insecure and comfort her after a bad day. He will inspire her to do things she never thought she could do; to live without fear and forget regret. He will enable her to express her deepest emotions and give in to her most intimate desires. He will make sure she always feels as though she's the most beautiful woman in the room and will enable her to be the most confident, sexy, seductive, and invincible.

No wait... sorry... I'm thinking of wine. It's wine that does all that... Never mind.

Thanks to the Editor of the Vernon Flying Club newsletter, John Swallow, ex 434 Sqn via a female friend.

Do You Use the Web?

We are always looking for volunteers to take ROAR as an email attachment or to read it on the web. The email goes out as a PDF file with colour photos which is also highly readable with the free Adobe Reader software. You are also able to increase the size of the font. The reason for this request is that it will save us the cost of printing and mailing as well as the time taken to prepare it for mailing.

Moving?

Please notify us of your new address and email if you move.
email me at - macway01@bigfoot.com



427 Squadron

Invites you to the 68th

GATHERING OF THE LIONS

Saturday, October 23

Best Western Pembroke Inn & Conference Centre
 \$40 per person
 Mess Kit / Formal Attire
 Cocktails 5:30pm (Upper flyer)
 Dinner & Dance 6:30pm (Main Banquet Hall)

Limited Seating Available
 R.S.V.P by
 October 13th
 to Colleen Young

Catering Services by Westwinds Restaurant
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