



FERTE MANUS CERTAS

ROAR



427 Squadron Association

PATRONS

LIEUTENANT GENERAL (RET) DONALD MCNAUGHTON CMM CD
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NEWSLETTER

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

427 Squadron CO - LCol J.J. Alexander

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

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From the Honourary Colonel **W/C (Ret) R.G. (Bob) Middlemiss**

It is that time of year again when another ROAR is published bringing former and present members of the Squadron the latest happenings and some historical stories from members of our amazing Squadron.

Early this year temporary duty regulations were introduced causing a restriction for the H/Colonel's travel and visits. In the last six months, I have visited the Squadron only once on April 1 for the RCAF Birthday Party and Mess Dinner. These restrictions have also meant missing the 1 Wing annual Command Training session.

It also forced the cancellation of the annual Air Force Honourary Colonels Conference that was to be held in Halifax. The Conference is most informative with the Chief of the Air Staff and his air staff briefing us on the present activities and future plans of the RCAF.

The annual Conference allows the H/Colonels an opportunity to exchange ideas on the way each carries out their duties in the various units around the country.

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From the CO 427 SOAS

LIEUTENANT-COLONEL J.J. ALEXANDER, CD

What a proud time to be a Lion! Your Lions have just come off a period of the highest operational tempo since the Second World War with all our folks now back from Afghanistan. At last, our professional and personal lives are returning to normal. Well, at least as normal as Special Operations can be!

This year's Gathering of the Lions is shaping up to be another awesome event.

....continued next page

....continued from the CO 427 SOAS

Scheduled for the 4th and 5th of November, we'll commence with a relaxed Meet and Greet in the hangar on the Friday starting at 1500 hrs and will conclude with a mixed dinner and dance on the Saturday up on base. I am excited to share with you on this weekend many of the activities that this unit has been involved with over the last couple of years and to give you the opportunity to see where we are headed in the future.

With 2012 marking the 70th anniversary of the unit, it is fitting that we are able to once again call ourselves members of the Royal Canadian Air Force. Work is already underway to make the 70th anniversary celebrations a most memorable event.

At CFB Petawawa we are seeing significant infrastructure updating and renewal projects. This is particularly evident with the construction of the new Medium/Heavy Lift Helicopter squadron taking place just opposite our Squadron lines. Their first tranche of personnel will be posted-in next summer and they should receive their first CH-47 Chinook-F aircraft 12 months later.

Lastly, while it may seem somewhat premature to be mentioning now, we have set the next Change of Command for 427 Sqn for July 19, 2012.

Although we are all home now, the mission doesn't end. The Squadron's commitment to CAN-SOFCOM has us always prepared to deploy in support of Canada's missions, whether here at home or anywhere in the world we are required.

**Lion niner sends
FERTE MANUS CERTAS.**

....continued from the Honourary Colonel

On May 5th, at Canadian Forces Base Borden, I was honoured with the Dedication of the "Middlemiss Corner" in the Air Museum Hanger 11. Family members Dale, Dan and Rob were present. Following the Dedication, a Mess Dinner was held in my honour and the Graduation class of the Engineer Officers of CFSATE.

On June 11, I carried out an inspection as Reviewing Officer of 242 Air Cadet Squadron at Orangeville and on August 18 attended the Change of Command Parade of 16 Wing from Colonel Wood to Lieutenant Colonel Earle.

Another interesting visit took me to the Royal Canadian Legion Branch 247 in Hamilton for the dedication of a model of a Spitfire that "Buzz" Beurling flew and which now hangs on the wall of this unit. Following the Legion Branch dedication, it was off to the Canadian Warplane Heritage Air Museum where a bronze statue of "Beurling" was unveiled by Rick Beurling, a younger brother of Buzz, after which I delivered a memorial tribute to Buzz. See the [web site](#) for more information.

In September, I was invited to drop the puck for the opening of the OHL hockey season at Windsor. 16 Wing Colour Party and a Spitfire pilot are invited each year by the Windsor Spitfires team for the opening night. The CO of 427 and the Wing Commander of 16 Wing took part in the ceremony.

Recently I spoke to a group of pilots at the Buttonville Flying Club about my experiences in the days when I was CO of No. 1 Overseas Ferry Unit. The presentation was well attended and enjoyed by all. On September 18th, I attended the annual Battle of Britain parade held in downtown Barrie at the War Memorial and on October 6th, I attended the unveiling of a war memorial at Georgian College.

Being close to the Canadian Forces Base Borden I am invited to speak to the young airmen at their graduation parade and also to attend closing ceremonies for Courses which are held frequently. Another visit was for the Change of Appointment of 16 Wing Chief Warrant Officer.

I am now looking forward to seeing many of you at the Gathering of Lions at Petawawa on November 4 and 5. In closing I want to remind all to mark their calendars for there 70th Birthday of 427 Special Operations Aviation Squadron being held next year on November 2nd to the 4th. It promises to be a bang up reunion—so plan ahead. Bob

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Jim Moffat – WW11

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Membership & Finance

Finance:

If you recall, in the April issue of ROAR, I painted a very rosy picture of our finances and then finished with a caution, "Please don't let this bright picture lull you into inaction". Of course I was referring to your generous and much appreciated support in the past.

We now have less than three months to go in 2011 and so far we have received donations from only five of our members (\$660.00) and no new membership applications. This leads me to assume that you have chosen not to heed my caution (or you simply forgot).

On the other hand, our expenses (2 issues of ROAR, the website and other admin. costs) are projected at \$1500.00 to \$1800.00 for the year. Although we do indeed have a "healthy" bank balance, we should also appreciate that without further support we would have less than three years survival considering our current expense budget.

Let's do some simple math: If our 300 members donated \$6.00 each per year, the total would be \$1800.00 and would cover our expense budget nicely. End of story (except to thank you in advance for your help). The donation procedure is reprinted below FYI.

Membership:

To date we have had no applications for membership which means one of two things; First - we have signed-up all available/eligible members, or - Secondly - we "collectively", have not made a concerted effort on the recruitment front.

I humbly submit that I am more to blame than anyone for not doing enough to increase our membership. I know that there are well over 300 possible recruits out there just waiting to be invited to be a part of our Association. I have tried in the past but I promise to revisit the largest group of former "LIONS" who are still non-members, in the coming months. At the same time I will challenge each of you to enter the recruitment arena with your best foot forward. Surely you have a "Buddy" who would be proud to be a part of this great Association, but has never been invited. Please invite him/her. The Membership Policy has been reprinted on the next page FYI.

That's all for now.

Sask

P.S. - While I was away on holiday, Ma Bell arbitrarily wiped out my whole "Bell Mail" account which contained some ten years of stored files and folders. Consequently I have lost all of your email addresses and documents which you might have sent to me. Please send me a short email so that I might rebuild my contact list. Thanks wilsask@hotmail.com.

We have written a new Membership Policy which identifies our different categories of membership and facilitates the management of this portfolio. Please view the complete policy document on the following page.

Membership policy – 427 Squadron Association

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

And continuing on a positive note, I am pleased to reiterate that our "Partnership" agreement with the RCAF Association Trust Fund is working well and many of our members are using this option in order to receive a Tax Receipt for their donations (which exceed \$20.00), or their membership fees. Please review the full details of this new procedure in ROAR, March 2010 or the web site. Many thanks to Lion, Dean Black for providing us with this option.

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 Association will then send a Tax Receipt to you, and then issue a cheque for the same amount to the Treasurer of the 427 Lion Squadron Assn, crediting you with the donation.

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 or copy and paste in your browser <http://www.427squadron.com/membership.html> Print out the form there and send it in.

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

RCAF Memorial

The memorial, a monolith with granite information panels in English and French, is topped with a stone maple leaf and is located at the National Memorial Arboretum in Staffordshire, the UK's year round centre of remembrance. The monolith has thirteen stone markers surrounding it which represent the provinces and territories.

F/L Alfie Hall, a prime mover of this project, from RAF Leeming stated that the Royal Canadian Air Force contributed more than 130, 000 aircrew to the war effort, the fourth largest allied air force. He continued that the Arboretum already contains more than 160 military and civilian memorials including one to the Royal Australian Air Force and the Norwegian Navy, but a monument to the Canadian airmen was conspicuous by its absence.

The dedication of the monument was conducted by the Duke of Gloucester. His text of the service offered a stirring tribute to the Canadian aircrews for their Second World War service.

F/S (ret.)Geoffrey Hood who was with 427 Squadron as a young man of twenty, attended the ceremony. Although with the RAF, he served with No. 6 (RCAF) Bomber Group alongside Canadians. He was very complimentary of his "Canadian" experience.

Donations came from sources in the UK and Canada with LaFarge Canada donating the granite and 426 Transport Training Squadron transporting the granite to the UK on a training flight.

Ed note: This information was cribbed from the Air Force , RAF and Ottawa Citizen web sites.

3rd Hollywood Squares

Those of you old enough may remember some of the wits who peopled this TV show.
More wit and wisdom.

Q. Do female frogs croak ?

A. Paul Lynde: If you hold their little heads under water long enough.

Q. When a couple have a baby, who is responsible for the sex?

A. Charley Weaver: I'll lend him the car, the rest is up to him.

Q. In Hawaiian, does it take more than three words to say " I love you " ?

A. Vincent Price: No, you can say it with a pineapple and a twenty.

Q.If you were pregnant for two years, what would you give birth to?

A. Paul Lynde: Whatever it is, it would never be afraid of the dark.

Stories/Biographies/Books Wanted

We need your input. Consider sending your stories, biographies or books. A guideline for bios might include:

Date of Birth—Birthplace Air Force career with details, the more the better Civilian career—Partner and children -Present location
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For stories and books, the sky's the limit.

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

We should have two personal history books up on the web site later this year: One by Vern White, the other by John Dodge. Watch for them in December.

Email—macway01@bigfoot.com

Or mail to: <div style="text-align: right;"> MacLellan PO Box 83 Riverport, Nova Scotia, B0J 2W0 </div>
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We Will Remember Them

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

George Robert "Bob" Ayers d:May 16, 2011



Bob started his flying career with his private pilot's license, soloing at age 16 in 1940. He joined the RCAF in 1943 instructing on various aircraft until the end of the war. After 3 years of bush flying, he rejoined the RCAF in 1949 and obtained his A1 Instructor ticket. In 1952 he went to Chatham and started flying the Sabre and in 1953 served three years at 3(F)Wing, Zweibrücken, Germany as a Fighter Pilot with 427 Squadron. In 1956 he completed the Empire Test Pilots School at Farnborough, England and returned to Canada as a test pilot. For three years he was involved with cold weather testing of various aircraft and in 1961 was posted to Edwards Air Force base in California where he worked with a joint test force on the F-104. In 1962 he was posted back to 3 (F) Wing, Zweibrücken, Germany flying the CF-104 until 1968 when Bob became the Wing Test Pilot and Flight Safety Officer. Upon returning to Canada,

Bob retired from the Air Force in 1972 and resumed an 18 year civilian flying career until 1990 when he and Mary retired again in Blind Bay, BC. Bob could not stay away from flying and spent another 10 years flying float planes and testing aircraft.

Bob Ayres flew as a professional pilot for over 60 years and accumulated over 34000 flying hours and loved what he did and never flew a plane he didn't like.

More on Bob at www.427squadron.com/remember.html#ayres

Ian H. (Sam) Firth d:June 3, 2011



Sam was a very private person and even his illness and death came as a surprise to many of his friends. Sam had a long and distinguished career in the RCAF and CAF. He completed flying tours on the F-86 then four years as an Instructor at FIS (Flight Instructional School) at Portage La Prairie and then the CF-104. During his military career he was also Commanding Officer of 439 Squadron as well as 417 Squadron at Cold Lake.



Going Around in Circles

Man is never lost - his circle of uncertainty just increases

By F/L R.A. (Bob) Graham

November 30, 1944 was a clear sunny day in all of England, which helped the outlook of our crew as we entered the briefing room for our first night operation. I was the Navigator for a crew captained by Flight Lieutenant Rod Gould, an excellent pilot and very conscientious leader. We were the new crew attached to 427 Squadron based at Leeming, Yorkshire, part of the Canadian 6 Group.

With only one trip to our credit, a daylight to Munster where we had some "flack" damage, the first night operation briefing received our full attention.

The stomach butterflies gave way to concentration on the details I would require to get to and return from the identified target "Duisburg". The designated route, forecast weather and winds, time over target and turning points were transcribed to my charts and log sheet very carefully.

The route to the target would take the Squadron almost due south from Leeming to a point on the English Channel near Southampton, keeping the Bomber stream west of London. Crossing the Channel, landfall would be south of Dieppe and into France before turning northeast to the target. Duisburg is approximately the same latitude as the south of London.

We were assigned the aircraft ZL "Y", a Mark III Halifax which had just returned to the line after engine work. After being dropped off at the aircraft the crew boarded and did their pre flight inspection before getting out for a last breath of fresh air and relieving themselves on the tires or having a cigarette.

Take off time was 1630hrs and uneventful. Flying south in daylight hours we were on track and could see other bombers on the same course. After flying for some time and before reaching our turning point on the coast, smoke started to come from the main navigational aid, the "GEE" box. The wiring to the back of the box got hot and soon the signals disappeared and the tube went black. The Wireless Operator, Frank Manzo took care of the fire with an extinguisher.

The other navigational aid, the H2S set, was still working so the decision was made to continue the flight. Crossing the English and French coast we were on track and on time, this was verified by clear images on the H2S and visual sighting.

In France we turned to a northeast course for the target area when we started flying into heavy rain and turbulence. The pilot identified a variation in degrees between magnetic and the DR compass. The decision was made that the magnetic compass would be the most accurate and was used for the rest of the trip. It was approximately in the same time frame that our problems increased with the H2S set shutting down, the scanner stopped rotating and the tube also went black. All electronic navigation aids were now out of service.

As my last fixes showed we were on track and on time, we continued with the mission hoping the rain would stop and an astro fix could be obtained to verify our location. If this "dead reckoning" did not work we would fly to the searchlights and anti-aircraft fire generated by the rest of the bomber stream.

The scheduled "time on target" for the bomber stream, came and went without a sign of anything lighting up the sky so we started to fly in large circles to increase our search area with no results. We were lost. As a navigator it gave me a feeling of failure that I had let the other six others in the aircraft down.

The rain had stopped and the clouds were breaking up when German fighter flares started dropping in the area. Rod requested a course for home, which I could not give because location was so unknown and I now had no faith in my navigation. I suggested we fly west until we reached the coast and then our wireless operator could request a fix from stations in England.

The pilot and I had no faith in the compass so to have a westerly course I stood by him and kept the north star over my right shoulder whenever we would come out of the broken clouds. After flying this way for about fifteen minutes, we sighted a coastline through a break in the clouds. Assuming this was the coast of Belgium, the wireless operator, Sgt. Frank Manzo, sent an "SOS" to verify our position. An immediate reply came back locating the aircraft over the north end of the Zuider Zee. Due to the occasional dropping of fighter flares in the area

we were forced to wait for some time before transmitting for another fix of our location. A second request was sent which was quickly answered and verified that we were over Holland, north of Amsterdam. With these two fixes and an alteration in course we got back to England and with the fantastic support of the ground wireless operators, back to base.

Our aircraft was the last to return and we were met and interrogated by W/C Ganderton. The next morning I was told to report to 6 Group Headquarters at Allerton Park where I presumed they shot you for getting lost or sent you for more training. Air Vice Marshall McEwan conducted the interview and wanted to know what happened and why we were cruising around northern Germany. After hearing my story he told me not many aircraft from our 6 Group had been successful due to the heavy cloud cover. I was told not to worry about the trip and returned to the Squadron.

Returning to the Squadron Rod Gould and I were told to report to W/C Ganderton. He had ordered an inspection of the aircraft that morning and found that after the engine changes no magnetic compass swing had been completed. This oversight created large variations and compass error especially on northern headings. My respect for Gandy was increased by the initiative shown in getting to the cause of this nightmare.

Two nights later we took the same aircraft to Hagen without a problem. That one night of being lost made me respect the navigators in the early war years when radar and wireless were not available and they had no help when navigating through stormy weather and lost.

That night also taught me to pray with emotion.

F/L R.A. (Bob) Graham
Navigator - 427 Squadron



The Ingress system

Canadian Air Force Griffon helicopters were outfitted with additional surveillance equipment as well as new weapons for missions within Afghanistan .

The Air Force initially deployed eight Griffon helicopters, outfitted with 7.62mm miniguns, to Kandahar. The helicopters had a standard sensor capability with an L-3 Wescam forward-looking infrared system.

But helicopters deployed later in the mission carried the new Interoperable Griffon Reconnaissance Escort Surveillance System (INGRESS).

INGRESS involves installing specialized mission kits , producing two variants of Griffons - an escort variant that accompanied and protected Canadian Chinook helicopters in Afghanistan, and one for domestic operations. Both would use a similar electro-optical/ infrared sensor system package..

The INGRESS helicopters eventually deployed to Afghanistan were different from those first Griffons there in that they carried more sensors as well as a heavier weapon, a .50-caliber machine gun.

The biggest difference is capability of the sensor suite. The new system had infrared, visible optics with extended range, and also the ability to determine range through a laser range-finder. That is overlaid onto a moving map display that the unmodified Griffons did not have.

The INGRESS escort configuration consists of cockpit mounted sensor controls, imagery and a multifunctional digital moving map display, but does not include a data link.

The intelligence, surveillance and reconnaissance (ISR) configuration for domestic missions consists of cabin-mounted sensor controls, map and imagery displays; a cockpit-mounted multifunctional digital moving map display; and a data link.

The ISR configuration will be able to detect, recognize and identify objects as small in size as a human being and transmit video imagery via a data link.

The Griffons in Afghanistan did more than just escort Chinook helicopters. They were used on surveillance missions, provided overflights for convoys as they traveled roads, as well as conducted operations to try to spot insurgents laying bombs.

Taken from "Defense News" - A Gannet company

Quiz**WW II**

Q. In 1944 what was the longitude in degrees that you had to fly beyond on a bombing operation before you could be awarded four points towards your “Tour” total of 120 points ?

If your operation didn’t go beyond the above longitude, how many points were you awarded ?

Canadair F-86

Q. How many ejections took place from all causes on the Canadair F86 from April 1952 to May 1964?

For bonus points what was the breakdown between the OTU and Air Division ?

CF—104

Q. On the same subject. How many ejections took place from all causes on the Canadair CF104 from November 1961 to June 1983?

For bonus points what was the breakdown between the OTU and Air Division ?

Helicopter

Q. Canada had a requirement in the late fifties for an airborne inspection vehicle. What was the requirement and what vehicle did they chose?

Air Transport Auxiliary(ATA)

A British WW II civilian organisation that ferried new, repaired and damaged military aircraft between UK factories, assembly plants, scrap yards, transatlantic delivery points, and active service squadrons and airfields. It also flew service personnel on urgent duty from one place to another and performed air ambulance work.

There were 166 women pilots (one in eight of the entire service) who volunteered from Britain, Canada, New Zealand and South Africa, United



States, the Netherlands, Poland, and one from Chile. Fifteen lost their lives in the air.

What my Mother Taught me

Q. *My mother taught me*
RELIGION.

A. “You better pray that will come out of the carpet.”

Q. *My mother taught me*
LOGIC

A. “Because I said so, that’s why”

Q. *My mother taught me*
FORESIGHT

A. “Make sure you wear clean underwear, in case you’re in an accident”.

Q. *My Mother taught me about*
ENVY

A. “There are millions of less fortunate children in this world who don’t have wonderful parents like you do.”

Check Out You Tube

Bob Middlemiss has five videos posted. One on Remembrance and the other four on his wartime career. Copy and paste in your browser <http://www.youtube.com/watch?v=E5l-NyApWag&feature=related>

The other videos are selectable from the above web page.

6 Grp. RCAF

RAF Leeming, N. Yorkshire, WW II. Those who served sought for memories of historic training facility. Alfie Hall, 609 Sqdn., RAF Leeming, Northallerton, N. Yorkshire, DL7 9NJ, UK or alfie1.hall@virgin.net.

Alfie has been instrumental in having a memorial erected to honour the RCAF contribution in WW II. See Page 6

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 and web are PDF files with colour photos and 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

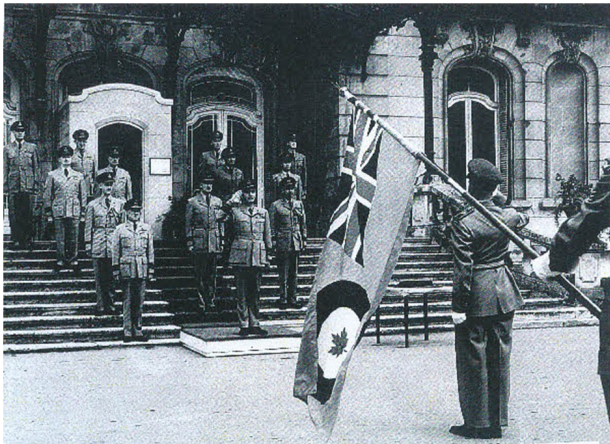
CANADA'S COLD WAR FIGHTER PILOTS—PART IV

BY COLONEL W. NEIL RUSSELL, CF RET.

THE SABRE PILOTS—1 AIR DIV

FROM GOLDEN AGE TO SILVER SERVICE

To review, by definition the "Cold War" was the period of tension which existed between the Soviet Union and its allies and the United States and its allies, during the period 1946 until the dissolution of the Soviet Union in 1991. Canada contributed to the balance of power by joining NATO and supplying military forces among which the most effective was 1 Canadian Air Division, headquartered at Metz, France, with its twelve squadrons and over 300 front line fighter aircraft.



The Chief of Air Staff, Air Marshal Hugh Campbell visits 1 Air Div HQ, 1961
[The administrative headquarters was in the Renaissance Chateau de Merzi, but the war HQ and Combat Operations Centre were located underground in hardened tunnels created for the defence of Metz after the War of 1870.]

The mission of the Air Division was to help protect Central Europe in the event of air attack. In their day, from the mid 50s to early 60s, the pilots of 1 Air Division, flying the made-in-Canada Canadair F-86 Mark VI Sabre, were known as the best air fighters in Europe, proving themselves unquestionably by consecutive winnings of the Guynemer Trophy for excellence in air-to-air gunnery. Among the pilots of the Air Division, the most effective were young high school graduates on a five year short service commission, many of them just 21 or 22 years old. These young pilots worked hard, played hard, were fearless in air combat, and made excellent leaders. Was their style of life and type of flying danger-

ous? Yes, some 107 died, many of their bodies interred in France and all of their names recorded in granite on a memorial at the RCAF Memorial Museum in Trenton, Ontario.



RCAF Cemetery, Choley, near Metz, France
Sometimes referred to as "Five Wing"

However, the vast majority of Sabre pilots would not trade their life for anything. They were confident and proud that they were performing a worthwhile function, contributing to the balance of power, during the years which many would consider the "Golden Age of Canadian Aviation".

But, the "Golden Age" could not last forever. In 1961 NATO was confident that it had enough day fighters and asked Canada to amend the role of 1 Air Division. Canadair reached an agreement with the American Lockheed Aircraft Corporation to build under licence the high performance F-104 Starfighter, improved in Canada, as the "CF-104". The Canadian 1 Air Division was reduced from 12 Squadrons to eight and later six, with two squadrons in the role of tactical photo reconnaissance and the remainder as low level nuclear strike bombers. It could be said that the new war time role of the Air Division was to deliver tactical nuclear bombs "with sterling silver service". Flying the supersonic, single seat CF-104, with its sophisticated all-weather sensors, navigation and fire control systems was undoubtedly the greatest challenge ever faced by Canadian pilots [For an excellent description read "Reflections of a Nuclear Strike Pilot, by Eric Mold, Legion Magazine, Jan/Feb 2009".] Pilots completing a tour on Sabres were natural first choices for postings to fly the new fighter bombers. But many on the short service commission were not given the

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

chance. In 1963, calculating that there was a surplus of aircrew, Air Force Headquarters published the list known as "The Famous 500". While the list, contrary to public perception, included navigators and air traffic controllers as well as pilots, many on the list were Sabre pilots of 1 Air Division. The pilots which were affected, many by then married with family responsibilities, were extremely disappointed, feeling betrayed by their government. Times were tough at first; however, eventually nearly every Sabre pilot released turned out to be successful, either in business or as a senior airline pilot.

There was also another change which effected the change from "golden age" to "silver service". In 1966, France, led by President Charles de Gaulle, withdrew its military forces from NATO and announced that Canadian and American bases in France must be closed. Eventually, 1 Air Division became 1 Canadian Air Group with headquarters at Lahr, Germany and just two air bases, Lahr and Baden-Soellingen. Ultimately, in 1994, these two bases were also closed and all of Canada's forces in Europe returned to Canada. This also was a great disappointment to the personnel involved; however, not entirely a sad event, but full confirmation that the Cold War was over and NATO had won.

In total, during the period of the "Golden Years", 1951 to 1963, in the order of 1,625 Canadian pilots flew Canadair F-86 Sabres. Almost without exception, if interviewed today, every one of those pilots would say that the years of flying the Sabre were the best in his life. It was not just a matter of the human-machine interface that pleases all pilots, but the comradeship among squadron mates which surpassed rank, background and position. There was the sense of pride, knowing that you were among the best and most respected military professionals in NATO, fulfilling an important function, contributing to the balance of power that helped prevent global nuclear war. This sense of comradeship and status among Sabre pilots has outlived the Cold War. Today, the 21 to 22 year old pilots are in their 70s, many active in "SPAADS", the association with the name contrived to give it a connection to the fighter pilots of the First World War, "RCAF Sabre Pilots Association of the Air Division Squadrons".

Due to age attrition Association membership has declined from its high of 729 members; however, it is still one of the most active veteran associations in Canada. If interested further visit <http://www.spaads.org>

So, that's the story of Canada's Sabre cold war fighter pilots, starting from the first, a review of the Cold War, then through the forming of 1 Air Division in Europe to the pilots themselves, their war-time role, how they trained for it and the results. This is intended to be a living story. If you have comments or if you wish to add to the story, the author would be pleased to hear from you via Wneilrussell3@aol.com.



The Author, F/O Russell, 1960, in a light mood, posed on the tail of a Mark VI Sabre
[Photo by F/O Wongkee]

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. That is why, in relation to the Cold War, he says, "I was there".

Lost Trails—RTS

The names listed here 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.

CWO	Dennis	Becker	Helicopter
Cpl.	Gerry	Browne	Helicopter
Mr.	Merv	Harron	WW II
Mr.	Rennie	Hollett	WW II
Mr.	Randy	Johnston	Helicopter
Mr.	Gregory	Kopchuk	WW II
CWO	Jack	Leroux	Helicopter
Mr.	Charles	Logan	WW II
Mr.	Bert	Lea	WW II
Mr.	Kenneth	Lewis	WW II
Mr.	Holgar	Magnusson	WW II
Mr.	Bruce	Mason	WW II
Mr.	Donald	McCann	WW II
Mr.	Alan	McCaskill	WW II
Mr.	George	McIntyre	WW II
Mr.	John	Mulvihill	WW II
Mr.	William	Poohkay	WW II
Mr.	Charles	Procter	WW II
Mr.	James(Dusty)	Rhodes	WW II
Mr.	Howard	Salmon	WW II
Mrs.	J.E.	Slocombe	WW II
Mr	Harold	Smith	WW II
Mr.	William	Stephen	WW II
Sgt.	Bernd	Wehmeyer	Helicopter
Mr.	Harold	Whittaker	WW II
Mr.	Harold	Widdess	WW II

YELLOW WINGS



A Triumph for Canada

In 2011, Vintage Wings will pay tribute, by touring across Canada, to one of the greatest military and industrial achievements in Canada, indeed, the world, during the

Second World War. The British Commonwealth Air Training Plan (BCATP) was a stunning achievement in planning, construction, community involvement and aircrew training that involved every province of Canada, hundreds of small and medium sized communities across the country, and hundreds of thousands of airmen from Canada, the British Commonwealth and the United States of America.

A Stunning Achievement

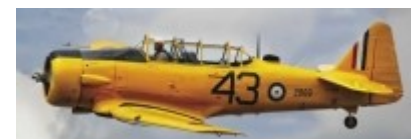
Inside two years from the inception of the “Plan”, an astounding infrastructure for training aircrew was planned and constructed across the nation. During its five year life, the “Plan” involved almost 360 units and schools operating from approximately 230 sites, not including relief airfields. There were over 131,000 aircrew from four nations trained as well as some 80,000 ground crew, including approximately 17,000 in the Women’s Division.



The Yellow Wings Project was the most ambitious flying program Vintage Wings has put together. Engaging the grassroots aviation community from coast to coast. Operators of BCATP training aircraft were encouraged to join the tour with the Cornell, Tiger Moth, Finch

and Harvard departing Alberta and flying across the country.

See the complete article at VintageWings.ca



The Canadair CF-104 - Specifications

The Orenda Engine: J79-OEL-7 rated at 10,000 lbs. static thrust dry and 15,800 lbs. s.t. with afterburner.

Fuel: Internal 5,750 lbs - Total with tip and pylon tanks 10,495 lbs.

Performance:

Maximum speed (dash): 1550 mph (Mach 2.35) at 40,000 feet,

915 mph (Mach 1.2) at sea level.

Climb to 30,000 feet in 1.5 minutes.

Service Ceiling 58,000 feet

Zoom Climb capability 90,000 feet plus! (W/C Bud White (427 alumna) reached 100,110 feet in December 1967, a Canadian altitude record)



CF-104 Conventional Weapons Layout:

The weapons are laid out as follows from front to rear and from the outsides to the insides:

Laid out in V-shape in front are 6 100-round belts of 20 mm ammunition for the M61A1 Gatling type cannon.

Behind the 20 mm rounds are 72 CRV-7 rockets, which are laid out 38 to a side representing the maximum rocket load of the aircraft.

On both extremities of the main row are BLU-1 (on the left) and BLU-27 (on the right) Napalm (fire) bombs.

The white containers on the inside of the Napalms are CBU-1 Cluster bombs. They would make use of ram air to assist in the ejection of the bomblets out of the dispenser, thus the red cap in front.

Next in dark blue, we have BL-755 Cluster bombs of British design and conception. They

contain 147 bomblets which open up in flight releasing the bomblets that are distributed to an area roughly the size of a football field.

In olive drab colour with a black circle on the nose are LAU-5003 rocket launchers, which are comprised of 19 tubes enabling the transport and firing of 19 CRV-7 rockets. As seen on the aircraft behind two per side can be carried to account for the 76 rockets in front.

Of smaller diameter and blue in colour are the 500 lbs MK 82 General Purpose Bombs (Snakeye).

The inside most piece on the left is a MN1A Practice Bomb Dispenser. They are mounted on the centreline of the aircraft and once the bomb bay doors are opened it allows for the release of 6 practice bombs being either the BDU-33 to simulate the MK 82 in low drag or the MK-106 to simulate the MK 82 in high drag.

The inside most weapon on the right is the M61A1 20 mm Gatling type cannon on a stand which was belt fed with up to 600 rounds and driven by an electric motor.

Under the wings of the aircraft are two TSC (Twin Store Carrier) supporting 2 BL-755 Cluster Bombs each.

External stores could be carried on five hardpoints (one underneath the fuselage, one underneath each wing, and one at each wingtip). More information at [Canadian Starfighter Association.org](http://www.CanadianStarfighterAssociation.org)

US Army Air Corps—WW II Casualties

According to the AAF Statistical Digest, in less that four years (December 1941—August 1945), the US Army Air Forces lost 14, 903 pilots, aircrew and assorted personnel as well as 13, 873 airplanes..... inside the United States.

Overseas 43,000 aircraft were lost, 23,000 in combat. In a single 376 plane raid in August 1943, 60 B-17s were shot down, almost 600 crew. In 1942-43 it was statistically impossible for bomber crew to complete a 25 mission tour.

Test your skill.

Copy and paste this link in your browser.

<http://www.bbc.co.uk/science/humanbody/body/interactives/senseschallenge/senses.swf?>

Crew Brief

This is a link to the latest edition of Crew Brief, published on the authority of Lieutenant-General André Deschamps, Chief of the Air Staff, which is now posted online.

<http://www.airforce.forces.gc.ca/v2/cb-ca/nr-sp/index-eng.asp?cat=309>

Crew Brief is distributed to Air Force stakeholders such as defence industry representatives as well as academia, current and former Air Force members, and others interested in Air Force affairs.

It is also available in a printed edition by emailing crewbrief@forces.gc.ca. Attention Joanna Calder, Editor. There is no charge for this publication.

You Tube from Khandahar

Copy and paste -

<http://www.youtube.com/watch?v=GHdiW4wV73c&feature=related>

Confucius no say...

Woman only a whiskey maker, but he love her still.

Man who jump off the bridge in Paris, be in Seine .

Membership Facts

We have a total of 238 members who receive a mail copy of ROAR. We have another 29 members who either receive it by email or read it on the web site. Lastly, we have 57 members who were receiving mail copies that now have an invalid address. We have been unable to contact these members by any means. Please check the web site for the full list and advise [Sask](#) or [myself](#) if you have information.

SMILE

True Reports from British Newspapers

Commenting on a complaint from a Mr. Arthur Purdey about a large gas bill, a spokesman for North West Gas said, 'We agree it was rather high for the time of year. It's possible Mr. Purdey has been charged for the gas used up during the explosion that destroyed his house.'(The Daily Telegraph)

Police reveal that a woman arrested for shoplifting had a whole salami in her underwear. When asked why, she said it was because she was missing her Italian boyfriend.(The Manchester Evening News)

Irish police are being handicapped in a search for a stolen van, because they cannot issue a description. It's a Special Branch vehicle and they don't want the public to know what it looks like.(The Guardian)

A young girl who was blown out to sea on a set of inflatable teeth was rescued by a man on an inflatable lobster. A coast guard spokesman commented, 'This sort of thing is all too common'.(The Times)

At the height of the gale, the harbourmaster radioed a coast guard and asked him to estimate the wind speed. He replied he was sorry, but he didn't have a gauge. However, if it was any help, the wind had just blown his Land Rover off the cliff. (Aberdeen Evening Express)

Mrs. Irene Graham of Thorpe Avenue, Boscombe, delighted the audience with her reminiscence of the German prisoner of war who was sent each week to do her garden. He was repatriated at the end of 1945, she recalled - 'He'd always seemed a nice friendly chap, but when the crocuses came up in the middle of our lawn in February 1946, they spelt out "Heil Hitler." (Bournemouth Evening Echo)



Gathering of the Lions

Meet & Greet

Jack & Cynthia's Karaoke
4 Hangar, 427 SOAS
Friday, November 4
3:00pm

Hors D'oeuvres to follow
Dress of the Day or Relaxed

Name: _____

Guest(s): _____

RSVP By October 20

Colleen Young
427 SOAS
CFB Petawawa
PO Box 9999 Stn Main
Petawawa, ON
K8H 2X3

Telephone: 613/588-7600
colleen.young@forces.gc.ca



427 Special Operations Aviation Squadron



Dinner & Dance

Reichwald WO's and Sgts' Mess
CFB Petawawa

Saturday November 5

5:30 pm - Cocktail Hour

7:00 pm - Formal Mixed Mess

Dinner

Mess Kit/Formal

DEU 1A with bow tie

Name: _____

Guest(s): _____

Catering by Ullrich's

Entrée choices:

Chicken Cordon Bleu or

Beef Rouladen

No. of Chicken _____

No. of Beef _____

\$60.00 per ticket

Payment due at time of
reservation

Cheques payable to:

427 Squadron Fund – GOL 2011