



## 427 Squadron Association

[www.427squadron.com](http://www.427squadron.com)

### PATRONS

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

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### Honourary Colonel & Association Chairman W/C (Ret) R.G. (Bob) Middlemiss



Another ROAR. It has been my good fortune to have spent most of the winter in Florida. Consequently, my duties as the Honourary Colonel have not been numerous. However, I have participated in some new (for me) activities since my last ROAR posting. I have been part of a documentary project titled "The Veterans". Daniel Rodrigue Productions has conducted video interviews with veterans throughout the country. I had a forty minute interview with a gentleman named Tim Reesor. The video is posted on Vimeo.com. The direct address is <http://vimeo.com/channels/theveterans#31598079> or go to our [427 Association](http://www.427Association.com) web site where it is posted.

In addition to this video I have been asked to be involved in a new Canadian movie being made about "Buzz" Buerling because I had flown with Buzz in Malta. On April 26 I have been requested to speak at this year's opening dinner at [Vintage Wings](http://www.vintagewings.com). The theme is "Honouring Warbirds of the Med", personnel and aircraft of the RCAF who served in Malta and North Africa.

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**H/Col Bob Middlemiss .....**

I continue with other activities that are more usual for me. In late March and early April I will attend two Mess Dinners which celebrate Air Force Day. Of course, I will be attending the Change of Command ceremony at Petawawa on July 16.

An ex-military friend died recently and a letter he sent me years ago was posted on the web site.

He says some nice things about me but it is his success as a business person that is impressive.

Check out our [web site](#). It is continually being updated and contains Squadron history beginning in November, 1942. Recent additions include material on a reconstructed Spitfire Mk1. A Mark that required the gear to be pumped up. It was recently recovered and restored to flying condition. There is also a story of the "beer carrying" Spitfires.

Remember to mark your calendars for the 70th Birthday of 427 Squadron which will be held next year on November 2nd to the 4th at Petawawa. It promises to be a great celebration.

Hope to see you there.  
Bob

**FERTE MANUS CERTAS.****News Flash**

Air Force Magazine has indicated they will be doing a major story on 427 Squadron because of our 70th birthday. They are unable to say what issue, only that it will be before November.

If you are not a member of the Air Force Association now is a good time to join at [http:// Air Force.ca](http://Air Force.ca)

### 427 Squadron delivers “Special Effects”

427 Special Operations Aviation Squadron (427 SOAS) requires both its personnel and the CH-146 Griffon helicopter to fly a wide range of missions under any conditions to supply dedicated special operations aviation for Canadian Special Operations Forces Command (CANSOFCOM). The CH-146 Griffon is a common sight around Canadian Army bases across the country.

The 427 Griffons were recently in Halifax, N.S., as a part of a maritime counter-terrorism (MCT) training exercise for aircrew and support personnel from 427 SOAS. This MCT training was an important exercise for a new group of pilots and flight engineers who became fully qualified 427 SOAS flight crew after this exercise.



“The MCT exercise is the culminating exercise for those on the advanced special operations aviation course,” said the commanding officer of 427 Squadron, Lieutenant-Colonel John Alexander. “If you can hit a ship that is 100 kilometres out to sea, at night, at various sea states, hold your hover and get the troops on that target, on time and synchronized with other forces, that’s about the hardest thing that we are going to ask them to do.”

Due to its complex nature, maritime counter-terrorism operations require a high level of expertise and specialized equipment to effectively and safely insert, fight and extract from a target area, such as a ship.

On this training exercise, 427 SOAS personnel practiced tracking and intercepting a vessel of interest, approaching a vessel, both at anchor and under way, inserting troops via rappel onto the ship and landing on the deck of the ship for extraction.

Since its primary mission is domestic counter-terrorism, 427 SOAS must be ready to deploy rapidly anywhere in Canada or abroad and fly under any conditions to deliver special operations forces operators to a target. Accordingly, the training undertaken by the squadron includes flying day or night in a wide range of environments, including urban, forested, desert, or mountainous areas or over water.

Source: National Defence & [RotorPad](#)

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**Membership & Finance****Finance:**

In the October issue I mentioned that to date we had received only \$660.00 in donations and no new memberships. I knew that this would cover only about half of our costs so all I could do was keep my fingers crossed.

**Thank you for coming through "at the wire".** As at Dec. 31 we had an operating profit of \$87.02 and actually more than that since two New Members and one Donor had sent their money through the RCAFA Trust prior to year end but for some reason I didn't get the money until the end of Jan. 2012. The condensed (year end) Financial Report table is at the top of Page 5.

*Continued next page*

**Membership:**

Since the fall issue of ROAR we are proud to welcome three New Members to the Association as follows:

Sabre Era - Al McMullan 1958 - 61, CF-104 Era - Charlie Carrington Smith 1966 - 70, Ron Haughton 1968 - 70.

You might note that we are still waiting to hear from the "Early Chopper Era" for new memberships, so if you have any buddies that would love to join but just don't know how, please refer them to me at [wilsask@hotmail.com](mailto:wilsask@hotmail.com) or send them to the website [427squadron.com](http://427squadron.com) for all the necessary "how to" info.

Sending your donations or membership money through the RCAFA Trust works well should you require a tax receipt. Please go to the website for the correct procedure.

Once again thanks to you, I'm happy to report that your Association is alive and well.

**This year is our 70th anniversary - let's make it a banner year for enlisting & welcoming new members.**

**That's all for now—Sask**

<u>ITEM</u>	<u>EXPENSE</u>	<u>DEPOSITS</u>	<u>2011 OPS</u>	<u>BANK</u>
Opening Balance				\$4333.64
Membership		\$50.00	\$50.00	\$4383.64
Donations		\$1155.00	\$1205.00	\$5538.64
Bank Interest		\$2.94	\$1207.94	\$5541.58
ROAR/ Website	\$1073.92		\$134.02	\$4467.66
GOL Dinner	\$47.00		\$87.02	\$4420.66

To these numbers we can add: 2 New Memberships (\$100.00) and \$150.00 in Donations, giving us a corrected 2011 OPS value of (\$87.00 + \$250.00) = \$337.02 and a corrected Bank Balance of \$4670.66.

Thank you all once again.

### 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—Page 5 .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.

## We Will Remember Them

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

### Jean Fontaine

Wireless Air Gunner—1943-44 d:November 2011

### Squadron Leader “Gord” Gordon

Pilot –F-86, CF-104 d: July 9 2011

### J.G. James Robinson

Bomb Aimer - 1943-44 d:July 31, 2010

### Captain Reg Smith

Pilot - d:March 4, 2012

Reg flew Sabre jets with the 427 Squadron (ROAR) in Zweibrücken, Germany and ferried 12 Sabres across the Atlantic with the Overseas Ferry Unit (OFU). He was an Air Canada Captain from 1958 to 1991. A few of his many accomplishments were: President of the International Federation of Airline Pilots Assoc.(IFALPA) representing 70 countries; Chief Accident Investigator Canadian Airline Pilots Association (CALPA); Regional Vice President for the International Civil Aviation Organization's (ICAO) Northern Atlantic Region. His many awards included CALPA Founders Flight Safety Award and the Clarence N. Sayen Award (IFALPA). He was an active member of Retired Airline Pilots of Canada (RAPCAN), Sabre Pilots Association of Air Division Squadrons (SPAADS) and the Club de Ski 100 Years. Reg was also Chairman of the 427 Squadron Association for many years before ill health caused him to resign.

During his 40 years of flying he flew 37 types of airplanes and logged over 17,000 flying hours.

### Flying Officer Emil Zuber

Pilot -F-86, T-33 d:November , 2011

Emil joined the RCAF in 1951 and was posted to 3(F)Wing, at Zweibrücken, Germany in 1953 where he flew the F-86 with 427 Squadron until 1957. His next posting took him to #2 Advanced Flying School (AFS) as an Instructor on T-33s at Portage La Prairie, Manitoba. He left the Air Force in 1958..

**Len Pratt, 427 Association U.K. Director**

Flight Engineer, 1943-44, d. July 3, 2011

*Ed note: This information is taken from an obituary written by Howard Groves, his stepson. The full transcript is available on the [web site](#).*

Len defined his life by his service in the 2nd World War, and talked of little else. He was, I know, also greatly troubled in later life, with the consequences of the destruction caused to civilians, and the havoc that war imposes on many peoples' lives, friends and foes. The crew he flew with were Pilot Clibbery DSM, Jimmy Jardine, Wireless Operator, Richard {Dick} Quale, Shortie Martin, Dick Morrison {only surviving member} and [Norman Nash](#).

Len became lifelong friends with Norman Nash, and was a regular visitor to Norman's home in Canada. Norman and his wife Paula, also were regular visitors to Len's home in England.

Len flew on 34 missions with 427 Squadron and told a few stories about the war, but was reticent about his own deeds. His son-in-law recounts that on one mission the Halifax they were in was involved in a night fighter attack, and the aircraft was on fire, and Len used his parachute, his only means of escape to put out the fire. Years after the war ended, Len was awarded a citation from the Canadian government for Gallantry.

Len's flight book lists the operations in which he took part; operations to Frankfurt, Berlin, Essen, Nurnberg, Villeneuve, Lens, Dusseldorf, Karlsruhe, Aulnoye, Schweinfurt, Somail(sic), St. Ghislain, Ghent, LeClipit(sic), Bourg-Leopold, Mayenne, Versailles-Matelot, Olsemont, Gorenflos, Rennes, Metz, Siracourt, Ardouval, Acquet.

There is mention of a mission to Magdeburg, where they were shot up by a fighter and had to land at RAF Coltishall. The aircraft was destroyed on landing but the pilot F/S Clibbery and gunner Sgt. Quale, who shot down the fighter, were awarded the DFM for their actions. I also remember Len telling me of two belly landings. He told me many times that he attributed his survival to pilot Clibbery, who was a trained pilot before war broke out, and that his skills in flying and sixth sense, always brought the crew back safely.

Len finished operations on the 3rd August 1944, flying for a total of 278.23 hours.

*Ed. note: Len was also a founding member of the Association and was the Association's Director U.K. and Europe.*

### News on the [Web Site](#)

The web site contains much more Association information than could possibly be put in the ROAR newsletter. An advantage of the site is that we are able to add information in a timely manner. As an example, the report on the 2011 Gathering of Lions was on the web site by the end of November, 2011. The [links](#) are updated on a regular basis and stories, articles and biographies are added as they become available. There are presently 26 stories from all eras in— [Bio/Book/Stories](#) .

H/Col. Bob Middlemiss has an [excellent video](#) that was done professionally for a TV series labeled “The Veterans”. Bob’s story of “[My Flight to Malta](#)” which was originally published in ROAR #12, 2002, has been added to the web site and a [book written by Vern White](#) of his WW II military career is half completed on the site and available for reading. There are also 16 [biographies](#) to peruse. Recently added is a [membership directory](#) and last but definitely not least are the 427 WW II [logs by month with route maps](#).

The complete site is searchable. Try it out.

Added recently on the [Home page](#) is a link to Google translation and if you want to read the site in French or German or 47 other languages, it is now possible. After you add the site address it takes about 10 seconds to translate. I can’t vouch for the translation accuracy but it looks good.

If you are reading a hard copy of this newsletter you will notice that some words above are underlined. Those receiving ROAR by email or reading it on the web site will see those underlined words in a different colour. Clicking the mouse on the coloured/underlined words will take you directly to the reference on our web site if you have an internet connection. The other advantage of the web or email delivery is that your copy will have all the photos in colour.

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#### Military Aircraft Available in Europe—WW II

Date	British	US	Soviet	Total	German
<b>June 1942</b>	9,500	0	2,100	11,600	3,700
<b>Dec 1942</b>	11,300	1,300	3,800	16,400	3400
<b>Dec 1943</b>	11,800	7,500	8,800	28,100	4700
<b>Dec 1944</b>	13,200	11,800	14,700	39,700	8500

Source: <http://www.angelfire.com/ct/ww2europe/>



## 427 Squadron 's CF-104 Move to 4 Wing



427 Squadron arrives at 4 Wing in its usual unusual way.

**June 1969**

The highlight of this month in Squadron history was the move of 427 from 3 Wing, Zweibrücken to 4 Wing. The Squadron flew down to Soellingen in a sixteen plane formation led by [L/Col. R.E. "Tappy" Carruthers](#). The Lions arrived in 4 Wing complete with Manes and Tails and were welcomed by Col. F. Kaufman, the Base Commander, and members of the two residing Squadrons, 421 and 422.

The brown soda pop bottles in their hands contained a special mixture that rehydrated the Lions after the exhausting 20 minute flight from Zweibrücken.

Non flying Lions of all ranks had an equally demanding trip during the 140 km. trip (90 km by air). It required several pit stops as well as the need to have conversations with locals regarding directions to Soellingen. Due to language difficulties these conversations invariably led to longer discussions over food and refreshments. However, the Lions did persevere and most of the Squadron had checked in at 4 Wing within twenty four hours.

Although there was a slight slow down in flying due to the move, it was made up on the social side and 4 Wing was well aware that the Lions were on Base.

### **A Day in the Life—WW II**

*Ed note: An excerpt from a book by John Dodge, Navigator. The event was on the night of January 5/6, 1945, a 133 bomber operation. Ten aircraft were lost.*

At 7:19pm we were concentrating on making a perfect bombing run when we were suddenly raked from stem to stern by cannon shells from a German fighter which our gunners did not see. The mid-upper gunner reported our star-board wing was ablaze. At the same time our Engineer reported the whole fuselage from his position back of the main spar was a mass of flames.

Jersey gave the order to abandon the aircraft. In the order of bailing out I was to go first. I rolled out of the escape hatch head first (not recommended), and somersaulted into space. As soon as I could get out of the spin I pulled the rip-cord and thankfully the chute opened.

Several times while I was still at high altitude I was nearly run over by our own bombers and their slipstream bounced me around the sky. The light from the target lit up a layer of strato-cumulus clouds beneath me. I figured when I hit these clouds I would have about 5000 more feet to fall before hitting the ground. When I hit the layer of cloud I also hit the deck with a great jolt.

The white cloud turned out to be ground frost.

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### **Membership policy – 427 Squadron Association**

While the majority of our members are either former or currently serving Lions there could be circumstances which might warrant the awarding of a special category of membership to an individual or group.

The following is a list of the current membership categories. Charter Membership ,Life Membership ,Annual Subscription Membership , Honourary Associate Membership , Associate Membership ,Affiliate Membership and Association Partnership .For a complete definition of the categories please access the web site at: <http://www.427squadron.com> .

To apply for a 427 Lion Squadron Association membership or make a bequest, please cut out, complete and mail the form which can found at <http://www.427squadron.com/membership.html>

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### **Overheard at a “Girl’s” Reunion**

I felt like my body had gotten totally out of shape. So I got my Doctor’s permission to join a fitness club and start exercising. I decided to try an aerobics class for seniors. I bent, twisted, gyrated, jumped up and down and perspired for an hour. But, by the time I got my leotards on, the class was over.

### Lost Trails—Mail is “Return to Sender”

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 number or Email, for anyone on the list please notify Sask ([wilsask@hotmail.com](mailto:wilsask@hotmail.com)) or myself ([macway01@yahoo.ca](mailto:macway01@yahoo.ca)). Thanks to all who have previously helped to reduce the list.

James	Cameron	WW II	Andrew	Morrison	WW II
Fred	Chappell	WW II	John	Mulvihill	WW II
Robert	Conley	WW II	William	Pookhay	WW II
Harry	Echenberg	WW II	Charles	Procter	WW II
Vernon	Farrow	WW II	“Dusty”	Rhodes	WW II
Al	Germundson	F-86	Howard	Salmon	WW II
John	Gordon	WW II	Harold	Smith	WW II
William	Grenville	WW II	James	Spencer	WW II
Merv	Harron	WW II	Vern	Spruit	WW II
Ray	Henault	Helicop	William	Steven	WW II
Rennie	Hollett	WW II	Bernd	Wehmeyer	Helicop
Gregory	Kopchuk	WW II	Harold	Whittaker	WW II
Bert	Lea	WW II	Harold	Widdess	WW II
Kenneth	Lewis	WW II	Willis	Wilson	WW II
Jack	Leroux	Helicop			
Charles	Logan	WW II			
Holgar	Magnusson	WW II			
Bruce	Mason	WW II			
Donald	McCann	WW II			
Alan	McCaskill	WW II			
George	McIntyre	WW II			

#### Moving?

Please notify your new address and email if you move.

email me at - [macway01@yahoo.ca](mailto:macway01@yahoo.ca)

Or mail to:

MacLellan  
PO Box 83  
Riverport, Nova Scotia, B0J 2W0

### Membership Facts

We have a total of 218 members who receive a mail copy of ROAR. We have another 45 members who either receive it by email or read it on the web site. Lastly, we have 55 members who were receiving mail copies but 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.

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### Discount Vacations

If you are a current or former member or family member of the Canadian Forces (CF) you could be eligible for discounts on a wide variety of goods and services offered locally, nationally and internationally through the CF Appreciation Program.

Many hotel properties are offered for as little as \$53 per night. You can join the program today and receive a membership card that confirms your identity for discounts.

More information can be found at [www.cfappreciation.ca](http://www.cfappreciation.ca)

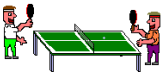
Article from the Jan-Feb 2012 Legion Magazine

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#### Test your skill.

Copy and paste this link in your browser.

<http://flash.pcstuces.com/jouer.asp?Id=26>



#### Don't Ask, Don't Tell

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Man sitting at home on the verandah with his wife and he says, I love you.”

She asks, “Is that you or the beer talking?”

He replies, “It's me ..... talking to the beer.”

### [Mynarski Memorial Lancaster Flight—Video](#)

The aircraft is the Canadian Warplane Heritage Mynarski Memorial Lancaster, one of only two of the type left flying in the world ... and the only one to which the public has access to. The other one is still considered "ON STRENGTH" with the Royal Air Force.

For a Mid-Upper this will bring back memories. For the rest of the crew there will be familiar areas in the aircraft. For those of us who came after, the video brings alive those stories we have read and heard about.

<http://vimeo.com/15498493>

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### **A Day in the Life.....Helicopter**



*Source : Legion Magazine, Nov—Dec 2009*

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### **A Bit of WW II History**

When 6th Group was formed, aircraft were landed at the rate of one every 4¼ minutes. As the Group grew in operational strength, the need for more rapid landing on return from operations became greater. By the end of 1943 the average landing interval was reduced to 3 minutes per aircraft. As a result of a procedure developed by 6 Group by the summer of 1944, the average landing interval was safely reduced to between 1¾ and 2 minutes.

This procedure was adopted throughout Bomber Command in September 1944.

## Great Escape Tunnel Found

Untouched for almost seven decades, the tunnel used in the Great Escape has finally been unearthed. The 111-yard passage nicknamed ‘Harry’ by Allied prisoners was sealed by the Germans after the audacious break-out from the PoW camp, Stalag Luft III, in western Poland.



Despite huge interest in the subject, encouraged by the film starring Steve McQueen, the tunnel remained undisturbed over the decades because it was behind the Iron Curtain and the Soviet authorities had no interest in its significance. But at last British archaeologists have excavated it, and discovered its remarkable secrets.

Many of the bed boards which had been joined together to stop it collapsing were still in position. And the ventilation shaft, ingeniously crafted from used powdered milk containers known as Klim Tins, remained in working order. A total of 600 prisoners worked on three tunnels at the same time. They were nicknamed Tom, Dick and Harry and were just 2ft square for most of their length.

It was on the night of March 24 /25, 1944, that 76 Allied airmen escaped through Harry. Barely a third of the 200 prisoners – many in fake German uniforms and civilian outfits and carrying false identity papers – who were meant to slip away managed to leave before the alarm was raised when escapee number 77 was spotted.



Only three made it back to Britain. Another 50 were executed by firing squad on

the orders of Adolf Hitler, who was furious after learning of the breach of security.

Although the Hollywood movie suggested otherwise, no Americans were involved in the operation. Most were British, and the others were from Canada, (all the tunnellers were Canadian mining personnel) Poland, New Zealand, Australia, and South Africa, (as was Big X, the leader).

The latest dig, over three weeks in August, 2011 located the entrance to Harry, which was originally concealed under a stove in Hut 104.

***Thanks to Jack Frazer and Bill Hind for this.  
The full story, pictures and related links at :***

[http://www.427squadron.com/history/stories/grt\\_escape.html](http://www.427squadron.com/history/stories/grt_escape.html)

### **Stories/Biographies/Books Wanted**

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

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

Please give your permission to allow it to be published on the web site and possibly in ROAR. All mailed material will be returned to the sender.

Email—[macway01@yahoo.ca](mailto:macway01@yahoo.ca)

Mail—MacLellan, PO Box 83, Riverport, N.S., B0J 2W0

### **Search — Earl Mayo**

My father was POW #20 at Stalag Luft 3 and I search for everything to do with SL3. My father died in 2005. He spent a year at the Empire Air Training School, first at Edmonton, then Rivers. I have 45 letters he wrote home from Canada, England and Germany. I hope to find someone that may have known him or have information. He spent time in hut 120 in the North compound then Belariia before the "Long March". Did anyone know him ?

Please reply to [petermayo@optus.com.net](mailto:petermayo@optus.com.net)

## **The Gathering of Lions Report, 4-6 Nov. 2011**

After a brief stop at the Ottawa Gloucester Street Officers' Mess, we headed north, Petawawa bound, for the annual Gathering of Lions. At the guardhouse, a Commissionaire dispensed keys and a map showing our accommodation, the barrack block conveniently located between the kitchen and the Reichwald Mess. Swiftly stowing our bags, we drove to the Squadron hangar where the party was already in full swing.

Lieutenant Colonel John Alexander welcomed the Sabre contingent, comprised of Walt Pirie, Dale Horley, Sask Wilford, Ted Hessel, John & Susi Shute, Wayne & Beth MacLellan, and Dick Dunn, your faithful scribe. Once again in fine form, Honourary Colonel Bob Middlemiss comprised the sole Starfighter representative, whilst the stalwart WWII veteran, Weldon Moffatt had once again journeyed from Regina.

As we sipped our first beverage, we perused the table arrayed with diverse Squadron mementos ranging from hats, shirts, RCAF cufflinks & studs, etc. Nearby a screen displayed photographs encompassing the entire span of the Squadron's history, from World War II, through the Sabre era, the CF-104 and the current Helicopter role, including the recently completed deployment to Afghanistan. L/Col Alexander shared some insights into the activities of the Squadron during its deployment over the past two years, but cautioned that his remarks were not for publication. If you want to learn more, you will have to attend next year's gathering! Afterwards we proceeded to the town of Petawawa where we dined at a local restaurant, delighted that L/Col Alexander could join us.

Next morning after a hearty breakfast at the nearby "all-ranks" kitchen, we drove south to the Whitetail Golf Course for a round in the brisk sunshine. Initially frosty, the temperature climbed to about 10°C. It was a rather slow game with our foursome spending much of the time searching for lost balls in the scrub. Driving back to Petawawa, we barely had time to shower and dress for the cocktail hour prior to the "Dining-in."

Included in the attendees were several of the 427 Helicopter alumni, among them Colonel Christian Drouin, now #1 Wing Commander and L/Col(R) Alex Home, a former DCO and pilot on the Squadron.



At the designated hour the doors opened, the piper (who was L/Col Alexander's son) piped, leading the head table as we followed into the spacious dining hall to our appointed places. After a short but witty grace we took our seats as the PMC introduced the head table. L/Col. Alexander's opening remarks alluded to the activities of the Squadron in Afghanistan. In a divergence from custom, he announced that all speeches and awards would occur before dinner. Thereupon, the guest speaker, Brigadier-General Mike Dabros, a former "Lion" Commanding Officer and most recently, Deputy Commander of the NATO Air Power Transition Force, gave a comprehensive summation of ground and aviation operations in Afghanistan.

A fine dinner was served to the accompaniment of a local string quartet. Just prior to desert, the PMC's heavy gavel mysteriously arrived in front of me. Standing up, I gave the table 3 solid pounds and asked the traditional question, "Who owns this club?" A rather muted reply issued from the Sabre contingent, "4-2-7-Roar!" "That was rather pitiful," I proclaimed, and repeated the question, this time receiving a resounding reply from the entire Squadron.

After a short intermission, we rose for the Loyal Toast, followed by Squadron and Unit marches. The official dinner at end, the youthful danced to the recorded tunes of DJs Jack & Cynthia.

Preparations are well underway for the Squadron's 70th anniversary next year. It will be a very special occasion with a re-dedication of the Colours, hopefully with new battle honors from Afghanistan. Please mark your calendar for the first weekend of November. See you there!

Dick Dunn - November 2011

Photos available for viewing or downloading at:  
<https://picasaweb.google.com/Richard.D427/GoL2011>

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### **Rules of the Air**

Takeoffs are optional. Landings are mandatory.  
Flying is not dangerous; crashing is dangerous.  
The only time you have too much fuel is when you're on fire.  
Trust your Captain ... but keep your seat belt fastened.  
Gravity never loses ! The best you can hope for is a draw.

### **Russian Air Force Recruit...Almost**

As a brand new nineteen year old Flying Officer in Zweibrücken, Germany, my initial RCAF career was somewhat checkered and not forecasted to be lengthy but I did manage to set a “record” which survives to this day.

This feat resulted from being assigned the “joe” job of towing the flag in my F-86, Sabre. Since our main armament was six 50 caliber machine guns, and the German population had had enough of bullets and bombs, we used our gun cameras to practice our gunnery skills. We practiced continually with what in effect was a video camera linked into a gun radar which allowed us to guesstimate our accuracy when the films were reviewed on the ground. We practiced on each other during dog fighting episodes but we also practiced by “shooting” with the gun camera at a flag, a six by thirty foot fiberglass cloth with a bullseye painted on it. This flag was attached to a tow aircraft by a 100 foot cable. The cable was secured in the left speed brake well of the F-86 which was just forward of the jet exhaust. One, never ever turned right because then the cable would be burned through by the jet exhaust. That would result in the cable and a very large bar which tensioned the flag to “bomb” whatever happened to be below.

One of the first jobs in the Squadron for which I was volunteered was to tow this flag so that another four aircraft section could shoot at it (with cameras) and hone their skills. The first part of the task was to climb through twenty thousand feet of cloud towing the flag. The second part was to get into sunlight and establish close to a beacon so that the other four aircraft could find me. Unfortunately, on my climb up I lost the flag. I considered it a mechanical flaw, no way could I have caused it but there would be some skeptics. Some German farmer had just received a gift from the sky which would provide a nice shelter for his cows, chickens or pigs along with 100 feet of very useful steel cable if it hadn't fallen on his head.

I quickly returned to base and picked up another flag. Obviously I was not very popular at this point since the other four aircraft were still up there waiting for me with limited fuel. Idling on the runway with the canopy open as the ground technicians were attaching another flag, I ignored all their comments about “sprogs” and ham fisted pilots primarily because I was receiving further instructions from my Flight Commander. Since he outranked us all, I thought it better to focus on his remarks about “sprogs”, ham fisted pilots and his review of which was my right or left hand.

The second take off went perfectly and climbing through sixteen thousand feet, I began to feel success was at hand and started coordinating with the lead of the four aircraft patiently waiting for me above the cloud. It was about that time that I felt the aircraft give a jerk, and the impossible had happened, another flag gone, hopefully, into another farmer's field. There was a quick decision to be made. Should I inform Base or would it be less painful to put the aircraft into a dive and not pull out or could my parents stand the shame if I defected.

I opted to inform the world I had "lost" another flag.

This time the "Boss" was waiting for me while they loaded yet another flag. He climbed up on the wing and I recall his words as "Red, two weeks on the Squadron and you have set a world record. Losing two flags at \$2000 each and you have probably started WWII if any of those flags have landed anywhere but a field. I have an amendment to your tow order. If you lose this one, head East, we don't want you. Maybe the Russians will take you and you can destroy their Air Force."

This time I managed to get the damn flag up and down as planned, not without a bit of sweat.

I did try and make amends but never realized how much beer people could drink. We never did find the flags.

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### **SPAADS & Gathering of the Lions**

It's going to be a busy year for our Sabre era members. Coming up first is the SPAADS (Sabre Pilots Association of Air Division Squadrons) reunion in Hamilton. The activities start on Thursday, September 6th and continue for four days. All twelve Air Division Squadrons will be represented and 427 always fields one of the largest contingents. Meet & Greet, a wine tour, golf, a trip through the Canadian Warplane Heritage hanger, Squadron activities and a formal dinner and dance make up the activities. Brigadier General (Ret.) Paul Hayes and helpers will be our hosts backed up by the SPAADS Chairman, G/C (Ret.) Walt Pirie and the National committee.

The next "Command Performance" is the Gathering of Lions in Petawawa, planned for November 2nd, 3rd and 4th. As the 70th Birthday of the Squadron it promises to be a memorable affair. Start planning now and try and make this an unforgettable birthday with former and present Squadron members.

**Quiz****CF—104****WW II**

**Q.** a) 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 ?

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

**A.** a) Greater than 6° East longitude would add 4 points.

b) Less than 6° East added 3 points.

*Thanks to Ian Thomson.*

**Canadair F-86**

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

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

**A.** a) 114 total  
b) Out of the 114 total 23 took place at the OTU in Chatam, N.B.

*Thanks to Bob Hyndman &*

[http://www.ejection-history.org.uk/Aircraft\\_by\\_Type/Canadair\\_Sabre.htm](http://www.ejection-history.org.uk/Aircraft_by_Type/Canadair_Sabre.htm)

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

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

**A.** a) 80 total

b) Out of the 80 total ??? took place at the OTU in Cold Lake, Alberta.

*Thanks to Bob Hyndman &*

[http://www.ejection-history.org.uk/Aircraft\\_by\\_Type/Canadair\\_Sabre.htm](http://www.ejection-history.org.uk/Aircraft_by_Type/Canadair_Sabre.htm)

**FIRST EJECTION**

September, 1941

In a modified Junkers JU-87R

[http://www.ejection-history.org.uk/Aircraft\\_by\\_Type/Canadair\\_Sabre.htm](http://www.ejection-history.org.uk/Aircraft_by_Type/Canadair_Sabre.htm)

**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 are 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.

### Helicopter

**Q.** Canada had a requirement in the late fifties for an airborne inspection vehicle.

- a) what was the requirement and
- b) what vehicle was chosen?

**A.** The Mid Canada Line, eight manned stations along the 55th parallel from coast to coast with 90 unmanned stations linked to the eight whose purpose was to detect incoming hostile aircraft who had by-passed the DEW (Distant Early Warning) line.

It was decided that the RCAF would have to meet this commitment. The result was the formation of the first unit in the RCAF to be equipped exclusively with rotary wing aircraft - 108 Communications Flight, born on 1 June 1954, positioned initially at Bagotville. Squadron Leader T.R. Heaslip, then the most experienced helicopter pilot in the RCAF, was appointed CO. Orders were placed for six Sikorsky H34s (RCAF-CH126 Choctaw) and six Piasecki H12s. Six more H12s from Search and Rescue units across Canada were transferred to 108 Communications flight in addition, and six more were "borrowed" from the USAF. June saw the unit begin the task for which it was formed - the transportation of men and materials for the construction of the Mid Canada Line. Often the surveyors and their equipment had to be lowered to the ground from their hovering helicopter by mechanical hoist because the muskeg/bog wouldn't support the weight of the machine in a conventional landing.

In September 1955 when this phase concluded, 108 Communications Flight had four detachments in the field operating from Knob Lake and Baie Comeau, Quebec; Cochrane, Ontario; and Grande Prairie, Alberta. Early in 1956, 108 moved to Rockcliffe (Ontario) and began the major job of hauling supplies and equipment to these sites. These activities continued until February 1957. When its job was completed the unit changed its name to No. 5 Operational Training Unit and began a new tenure, this time training H21 and H34 helicopter pilots.

### What my Mother Taught me

*My mother taught me about -*

#### **Roots**

“Shut that door. Do you think you were born in a barn ?”

#### **Justice**

“One day you’ll have kids, I just hope they turn out just like you.”

## Bomber Command Memorial Dedication London—Green Park

*An email received from the Bomber Command Association via the Air Force Association.*

The Bomber Command Association (BCA) (UK) is using the production company called 'Arena' to organise the main aspects of the Dedication event in the UK. There will be two ticketed areas: the 'Memorial' area which will accommodate up to approx 900 people seated with secure entry, wheelchair/disabled access, three covered areas (marquees), refreshments with a clear view of the Memorial. This area is where the Queen will be seated. The 'Salute' area will be separate from the 'Memorial' area in Green Park and will cater for all who cannot be fitted in the 'Memorial' area (expecting thousands). The 'Salute' area will also have ticketing, controlled entry, some seating and a 'big screen' for viewing of the Dedication Service.

### **Provisional Plan of Events on Thursday, 28 June 2012**

0900	Gates Open, Refreshments available in 'Memorial' area
1115	Guests to seats
1200	HMTQ Arrives through Green Park. Service Commences
1200	1230 Dedication Service
1240	1300 VIP Departures
1300	1500 Wreath Laying at memorial, Veterans to visit memorial, entertainment in Salute Area
1500	Event Concludes

The Prince of Wales and The Duchess of Cornwall are expected to attend. After the Service it is expected they will want to meet with veterans, in particular CAN and NZ Veterans.

BCA will develop a plan to enable those in the "salute" area to visit the Memorial and those in the 'Memorial' area to mingle with those in the 'Salute' area after the VIPs depart.

BCA will request individual nations to have plans to cater for their veterans after the event has concluded.

The Service will include a Welcome, Unveiling, Hymns, Prayers, the Dedication and a flypast by BBMF Lancaster and Tornados.

BCA will develop plans for medical support (Ambulances, first aid etc), carers, ushers (cadets?), security and access control. The Mall will be closed for the event and also (most likely) Constitution Hill.

BCA have received 1400 applications for tickets from the UK alone already. The 'Memorial' area will definitely be over-subscribed. The intent is to accommodate all veterans from AUS/CAN/NZ plus one partner/guest/carer only in the 'Memorial' area. To facilitate this, they need an indication of the expected numbers of veterans from each country ASAP.

BCA are after input on the expected level of media interest in the event from AUS/CAN/NZ. There is expected to be considerable UK media interest. BCA will issue formal invitations soon (at least that's the plan) for the Dedication to High Commissioners and Air Force Chiefs (without partners).

If AUS/CAN/NZ planners want assistance with organising side visits for veterans to Hendon/IWM/Runnymede etc, RAF/BCA will assist if they can.

The Evening Reception on Wednesday 27 Jun 12 is confirmed at the Guildhall 1800-1930. 500 BCA guests paid in full by the Guildhall. Guest list will concentrate on Veterans and invited Service Chiefs (not High Commissioners).

***NEWS FLASH: The Canadian government is providing an Airbus departing from Ottawa to London on June 26. They presently have room for 25 bomber command veterans and their caregivers. If you are interested in applying for this trip a letter of intention should be sent immediately to:***

Dean Black, Executive Director  
Air Force Association of Canada  
PO Box 2460, Stn. "D"  
Ottawa, ON,  
K1P 5W6  
Phone: 1-613-232-4281  
Toll free phone: 1-866-351-2322

***A Physician's health report will be required. Donations are also required to house veterans in London. Make donations to the "RCAF Association Trust Fund "and put on the memo section of the cheque " Bomber Command Dedication Accommodation Fund". Send to the address above. Tax receipts will be issued for amounts over \$25.***

## SMILE

Two girlfriends were out for a Saturday stroll. One had a Doberman and the other, a Chihuahua . As they walked down the street, the one with the Doberman said to her friend, "Let's go over to that bar for a drink."

The lady with the Chihuahua said, "We can't go in there. We've got dogs with us."

The one with the Doberman said, "Just watch, and do as I do."

They walked over to the bar and the one with the Doberman put on a pair of dark glasses and started to walk in.

The bouncer at the door said, "Sorry, lady, no pets allowed."

The woman with the Doberman said, "You don't understand. This is my seeing-eye dog."

The bouncer said, "A Doberman?"

The woman said, "Yes, they're using them now. They're very good."

The bouncer said, "OK, come on in."

The lady with the Chihuahua thought that convincing him that a Chihuahua was a seeing-eye dog might be a bit more difficult, but thought, "What the heck," so she put on her dark glasses and started to walk in.

Once again the bouncer said, "Sorry, lady, no pets allowed."

The woman said, "You don't understand. This is my seeing-eye dog" .

The bouncer said, "A Chihuahua?"

The woman with the Chihuahua said, "A Chihuahua? They gave me a &!\*\$\*# Chihuahua ?!"

