



427 Squadron Association

www.427squadron.com

PATRONS

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

VOL 2 – ISSUE 13(AA)

April 2013

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



Greeting Lions, It remains my honour and pleasure to be included in so many military occasions, both ceremonial and social. I

am proud to be associated with such an illustrious squadron.

One highlight of my 2012 fall schedule was the Gathering of the Lions at Petawawa to celebrate the squadron's 75th anniversary. The weekend was reported in a special edition to the November ROAR. It was especially pleasing to see Brigadier General Coates attend, one of 427's great Commanding Officers.

Also in the fall, there was an unusual ceremony featuring the Totem Pole, recently re-discovered, from 3 (F) Wing, Zweibrucken. A dedication was held in Barrie. The Mayor of Zweibrucken attended along with the Mayor of Barrie to re-dedicate the

427 Squadron Commanding Officer

L/Col. T. A. Morehen



Fellow Lions, Here is a recent update I just sent out.

Exercise Frosty Mane - We deployed the squadron in the field in

the third week in Jan at -35. Really cold. We had to come back in because it was too cold, our generators froze, our bowsers froze, and our heaters froze. However, personnel and aircraft were still good to go. Although challenged by weather I accomplished my aim of having the sqn deploy in the winter to re-establish winter operating skills. It was also the first time in 15 years that 1 SOA (B Flt) and 2 SOA (A and C Flt) have worked together tactically. This interaction needs to continue.

Exercise FLINTLOCK. - 3 x Griffons deployed to Mauritania supporting the Canadian Special Operations Regiment training of African nations. The

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H/Col Bob Middlemiss

totem pole and place it safely in Barrie City Hall.

Remembrance Day was observed in several different ways. I spoke at two school assemblies emphasizing the significance of young people understanding the importance of remembering and honouring veterans and those who gave their lives .

I also attended the Gray and Simcoe Regiment annual Remembrance dinner. A number of Air Force personnel attended . On November 11, it was pleasing to see so many attend the parade at the Cenotaph in downtown Barrie. All branches of the Armed Forces were represented along with Air Force Cadets as well as many veterans.

Social occasions included visits to

16 Wing, CFB Borden and 441 AFAC (Huron), the Garrison Ball in Toronto, Trenton for the investiture of Col. Doug Annis as well as attending the St. Jean Richeleau graduation and parade.

My involvement with the Air Aces television series was interesting. They wanted my remembrance of Buzz Beurling, specifically at Malta with 3 Squadron. The program has now aired but will repeat I'm sure in the future.

The final two events will require my best behaviour. The first is the Air Force Anniversary Mess Dinner in late March and following that on April 1, 427 will hold a get together and Mess Dinner in Petawawa.

I hope to see many of the "old" Lions there.
Bob

FERTE MANUS CERTAS.

**From the records of 41 Squadron, RAF -
Pilots -1939-45**

<http://brew.clients.ch/RAF41Sqdn.htm>

<u>MIDDLEMISS</u>	Robert George 'Bob'
Number	R.56405
Rank	Sergeant Pilot, Flight Sergeant
Nationality	Canadian
Born	Montreal, Quebec, Canada, 30 July 1920
Arrived	25 September 1941
Departed	27 April 1942
Decorations	DFC (1944)

detachment has returned and is considering lessons learned. It is hard to communicate the positive tactical, operational, and strategic effect this deployment has had for us. We are planning a similar to deployment back to Africa next year.

Aircraft Maintenance. I acknowledge it has been a struggle to get all the birds "S" but we should always strive to meet our daily standby commitment. I am proud of all your efforts in spite of all the challenges that have been thrown in front of you.

Basic Special Operation Aviation (BSOA) Course. From now until end April we are running a BSOA course which requires 2 sorties of 2 aircraft a day. This course will qualify up to 9 pilots and 4 Flt Engs in Special Operations Insertion and Extraction (SOIE). This is a key course to sustain 427 SOAS.

Support to CANSOFCOM. Although the BSOA is important to us, we also supporting the JTF-2 Assaulter and CSOR Special Forces Operator courses. Support of these courses will include small SOAD deployments throughout North America. In fact, from April till end June we will be deployed for up to 6 weeks with 2 to 6 Griffons. I would encourage all of you to seek a position on these deployments to broaden your expertise.

1 April AIR FORCE Birthday. On 5 April we were joined by 450 Tac Hel Sqn and other Petawawa Air Force officers to celebrate the RCAF Birthday. Events were a beer call Friday afternoon for all. The Officers then had a Flight Suit Formal Parade at the O Mess that evening. We ended up burning a piano under the watchful eyes of LCol Duart Townsend, CO 450 THS and former Lion.

CO / SCWO Town Halls. I intend to hold Town Halls with each of the sections as I did in the fall.

450 SQUADRON. Although beyond 90 days, 450 will be receiving their first aircraft in June / July. We need to be ready to support them as much as possible in getting up to speed. While awaiting their facilities, we will be opening up our hangars to them as they commence operations in June.

Parting Thoughts. Over the past several weeks I have attended a SOF Symposium and a SOF Conference. Common to both events was the identification that SOF operations are critical for Left of Bang or Phase 0 operations. That is to say that SOF efforts can shape events and stabilize areas so as to avoid open conflict. This will become even more important in a financially constrained environment.



Some of the great quotes I have heard.

"Equip the man, don't man the equipment" - Speaks to SOF Truth #1
Humans are more important than hardware.

"Don't be a rock in a rucksack" - Be value added and don't drag the organization down.

"Don't confuse enthusiasm for competence" - Move with purpose.

"Communication" - Don't wait for the information to come to you, challenge yourselves to be proactive and think about second and third order of effects. I vow to do the same.

Every Lion has a role to play in this squadron. You are all essential to putting the aircraft in the air. The SCWO and I thank you for that.

Niner Sends

Travis Morehen

Lieutenant-Colonel -Commanding Officer
427 Special Operations Aviation Squadron

FERTE MANUS CERTAS

A Letter to the Editor

I am glad to have found a page such as this to honour the memory of the members of 427. My father, Maj. E. E. Ross, flew the Hueys during his time with 427 in the '70's. He died in Dec. 1980, performing active duty in peace time during a passenger flight, returning from course in the USA. I believe the flight origin was the Norfolk, VA base.

I am proud that my father was a pilot with the 427. I grew up across from Petawawa Point Beach and would often see the 427 choppers flight path following along the Ottawa River. It was always a proud reminder of the work he did while serving in the RCAF.

Thank you for hosting a page to honour the airmen known as Lions.

Jonathan Ross

Treasurer & Membership

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wilsask@hotmail.com

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Richard (Dick) Dunn - NATO

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Membership & Finance**2012 ANNUAL REPORT - ASSOCIATION FINANCES**

Overview: There are four parts to the financial recording/reporting process.

- 1. Recording each Donation/Membership "amount" in the dBase, in the applicable year.
- 2. Recording each Donation/Membership "amount" on the Bank Deposit Slip (Day/Month/Year).
- 3. Reporting the financial performance of the Association to the membership at year end.
- 4. Reconciling the Bank Statements with our own financial records.

Prior to 2010, it was a simple procedure. It was straight forward and easy to reconcile the "books".

When the Association opted for the "Tax Receipt" procedure for donations, as offered by the RCAFA Trust Funds in 2010, it presented us with a possible reconciliation quandary at year end:

example: John Doe donates \$100.00 to the Association by sending a cheque to the RCAFA Trust (desiring a tax receipt). His cheque is dated Dec. 28, 2012 and he expects to be given a tax receipt for the tax year 2012. The RCAFA Trust receives the cheque on Jan 4, 2013 but still issues the Tax Receipt for the year 2012. They then send a cheque to our Association dated Jan. 4, 2013 which I receive several days later i.e. 7/1/2013.

And here's the problem:

- I record the Donation in the dBase as a 2012 Donation. Which was the intent of the donor.

- I record the Donation on the Deposit Slip on the date in which I make the deposit 7/1/2013.
- Therefore the Financial Report for 2012 will not agree with the bank statements for year 2012.

Another quirk in the process is that our bank "Monthly Statements" are dated usually around the 24/ 25th of each month and thus the reconciliation dilemma increases.

As Treasurer, I have chosen the following procedure:

- <http://www.427squadron.com/membership.html>
- I will record all donations in the dBase in the year for which they were intended (not received).
- I will record all donations on the Deposit Slips consistent with the date of deposit. (required).
- I will report the financial data annually which will give a true and accurate account of the financial transactions which were intended for that time period but may not necessarily be reconcilable with the Bank Statements for that period. In such a case I will annotate the Financial Report with an appropriate explanation.
- I will retain in my file a statement of reconciliation between the bank statements and our records.

2012 Finances

2012 was yet another good year for the Association as follows:

Revenue:

Memberships-	\$390.00
Donations -	\$1,674.46
Bank Interest -	<u>\$3.33</u>
TOTAL	\$2067.79

Expenses:

ROAR & Admin- \$1,793.39

Net Operating Profit **\$274.40**

For a complete financial report please go to the web site at <http://www.427squadron.com/membership.html>

Membership

Year 2012 plus the Squadron's 70th Birthday Party provided great membership returns. We are delighted to welcome the following "New" members for 2012:

Maj. Wes Bowers (Heli), Cpl. JC Gauthier (Heli), Maj. Keith Lavender (Heli), WO. Stephen Marinelli (Heli), Capt. Bruce MacLaurin (CF-104), Capt. Marshall MacLeod (Heli).

In the first Newsletter Vol.1 No. 3, 1996, our founder Al d'Eon wrote:

“427 Lion Squadron has a proud history. By organizing our members, past and present, into a formal Association in the Spring of 1996, the intent was to help ensure that the achievements, traditions and memories of this famous squadron are maintained and perpetuated.”

These words form the basis for our current Objective & Motivation statements. The key words here are "maintained and perpetuated" and they can only be achieved through the continuing efforts of a few dedicated individuals. The current crop of volunteers have been in the saddle for ten plus years and are ready for some new blood to come forward and take the helm. Please read-on.

"Passing the Torch" or "The Rule of Nine"

427 Squadron Association - **The** following is a timeline of who has carried the torch of leadership this far and what a succession plan might look like.

1996 - 2004 (9 yrs)

Chairman & founder Al d'Eon (Dec), Mem'ship/Treas. Stan Miller (Dec).
Directors - Verne White (Dec), Roy Inkster (94), Sask Wilford (TOS-2003)

2004-2013 (9 yrs)

Chairman - Bob Middlemiss (92), Mem'ship/Treas. Sask Wilford,
Editor ROAR & Website Mgr. Wayne MacLellan
Directors - Dale Horley, Dick Dunn, John Shute, Ted Hessel, Walt Pirie.

2013-2021 (9 yrs)

"The Rule of Nine" suggests that the CF-104 lads will step up to the plate.

2021-2029 (9 yrs)

Now it's the Kiowa/Huey era's turn

2029-2037 (9 yrs)

Bring on the Griffon personnel.

2037 and beyond

- Sask will be 100 yrs old and will no longer be able to take a leading role.

MAYDAY MAYDAY MAYDAY - I have been active in the association since its formation in 1996 and I have witnessed how the "old dogs" tired and needed relief. Stan Miller pleaded with me to take his position as early as 1999. He was in his eightys and although still a strong supporter and believer in the mission of the association, he felt that it was time to "Pass the Torch" to the young "Sprogs" from the Sabre Era. Al d'Eon on the other hand, had a vested interest in the association because he started it. It was his baby, and to make matters worse he was also the Honourary Colonel of the squadron and therefore he felt that he had to provide the leadership right to the end, and this he did, God Bless his soul. Verne White and Roy Inkster others) were contributors but the backbone of the association has always been the publication of our newsletter ROAR which was also Al's baby. When Al died our association was left with a huge void.

ROAR is the association. When Al died in 2004, I struggled to get the next issue (#17) in the mail but for sure I would not be able to continue with the same passion that drove Al and therefore we had a crisis on our hands. Do we fold the association or continue to limp forward?

Thankfully, Wayne stepped into the breach and the rest is history. We now have a newsletter which is second to none and a website that is the envy of all other military associations.

ROAR and the website, are the glue that binds us all together as a family. BGen. Chris Coates in his speech to the Gathering at our 70th birthday Mess Dinner stated that 427 was the only squadron in the RCAF that could boast such a close-knit family. He not only praised the association for its contribution to the family through the newsletter and website but made us all feel embarrassed when he named all of the Sabre Era pilots who have continued to be a strong and visible part of the 427 Family.

However, the current crop of volunteers are getting a little long in the tooth and are hoping that this letter will motivate some of you to join our ranks as understudies for 2013 and then take-over in '14. We are willing to carry the torch for yet another year but would really appreciate some back-up.

Positions in need of back-up: Chairman, Mem'ship/Treas., Editor of ROAR, Website Manager, Director.

**WE NEED YOUR HELP
FERTE MANUS CERTAS**

Membership policy – 427 Squadron Association

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>

Donation Procedure

See previous ROARs or the website at http://www.427squadron.com/news_file/tax_deduction.html for details

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.



9-10

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**"I don't trust those newfangled,
battery-powered pacemakers."**

Lost Trails—Mail “Returned to Sender”

The names listed here are only a few of the Association members whom we are no longer able to contact. After a minimum of four postings in ROAR we will no longer publish them here. The complete list of 54 members is however 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).

Thanks to all those who have assisted in identifying and locating members previously posted here.

James	Cameron	WW II	Nickolas	Melymick	WW II
Fred	Chappell	WW II	Andrew	Morrison	WW II
Vernon	Farrow	WW II			
John	Gordon	WW II	James	Spencer	WW II
William	Grenville	WW II	Vern	Spruit	WW II
Ray	Henault	Helo	Michael	Ward	Helo
Gordon	Heselton	CF-104	Harold	Widdess	WW II

Moving?

Please notify me of your new address and email if you move.

Email Sask at - wilsask@hotmail.com

Or regular mail to: **A.W. Wilford**

427 Lion Squadron Association

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Stories/Biographies/Books Wanted

We need your input. Consider sending your stories, biographies, books or photos. As little or as much as you want. 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

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@gmail.com

Regular Mail—MacLellan, 10 Park Ave., Oakville, ON, L6J 3X8

We Will Remember Them

At the going down of the sun and in the morning
We will remember them - Laurence Binyon

Lawrence "Larry" Reid Kaiser

d: February 2, 2013
Navigator

P/O Emery Joseph Gruninger

d: September, 7, 2010
J19386

Major E.E. Ross

d: December, 1980
Pilot

R.G.Wall

d: December 24, 2010
Pilot

P/O John Sherwood Williamson

d: October 4, 1944
WAG



Mr. Rodney Rynor contacted me several months ago as he was researching P/O Williamson's RCAF career. P/O Williamson was a crew member of S/L Mosley-Williams whose aircraft was the only one to not return from a mining operation to Oslo on the above date.

Mr. Rynor also sent the picture of the family memorial with P/O Williamson included.

Mr. Rynor also included this link to the Croft memorial to 6 Group, RCAF.

[http://en.m.wikipedia.org/wiki/No. 6 Group RCAF](http://en.m.wikipedia.org/wiki/No._6_Group_RCAF)

Our thanks to Mr. Rodney Rynor

My Third Last 104 Flight—3 Wing—Summer of '69

by Bill Best



I had flown about half of the low level CPM (Combat Profile Mission) sortie that I was planned for and after getting reasonably close to/ over the target, pulled up and started looking around for other

airplanes. It's what we did. It was always neat to bounce someone who wasn't watching out for bad guys, who were everyone else if they were conning or leaving an exhaust trail. Nobody in sight so I started back to Zwei and had the thought, "why not try the confidence manoeuvre which I missed out on at Cold Lake in training on the 104".

As you may recall, the confidence manoeuvre required pulling up to a high angle of flight, rolling to the nearest horizon (knife edge) and letting the airplane sort of fly an artillery shell trajectory with a slight positive angle of attack up and over the top until it turned itself into an airplane again. Then you went and did some touch and goes. I was then at 20,000' and about mach 0.9 and had a quick self briefing about this manoeuvre which I had never done. I thought how high angle wise? 70 degrees max. I was always afraid of a straight up hammer head stall. How to enter the manoeuvre? I intended to pull up first and then roll to the horizon. I pulled up (pitched up is a bad term), with max AB (afterburner for the unwashed). After settling in at 70 degrees up and max AB, I thought this was going to take too long. I came out of AB to military power and thought this is still going to take too long and came back to idle power. I glanced at the airspeed indicator and it was a blur unwinding to the slow part of its world maybe 60 knots or so but nobody cared that day but me.

You should understand the time frame here. I was going almost straight up and decided to cut half of my thrust (nearly 15000 pounds) and about a second later with the cunning of a fighter pilot cut the remaining thrust to idle which was pushing about 14,000 pounds of metal and me nearly straight up. Pretty simple math; $F=MA$ Let $F = 0$ or a minus and one slows down rapidly.

Seeing the airspeed indicator a blur and I knew it wasn't increasing, I looked over at the APC gauge (Automatic Pitch Control) which is an angle of attack indicator(AOA). Normally it sits quietly at 0 to 0.5 with 5.0 as max and as the airplane slowed down it started to climb as the AOA increased. At about 3.5 the control stick started shaking to warn the pilot he was going too slow or was pulling too much gee and at about 4.5 the control stick is pushed forward to decrease the AOA. The APC gauge needle moved nervously off the zero indication and then quickly, like right now, swung over to full scale up or severe bad. I immediately shoved the control stick full forward and hoped for the best. Rolling to the near horizon did not enter my mind but probably that should have been done before pulling the power off. This was not looking good in my mind. Thoughts of Chuck Yeager testing this airplane and leaving one up there for this very reason flitted through my mind.

In very quick succession as I recall, the airplane stopped going up, maybe 50,000' plus. With the AOA vane showing full deflection up or beyond the stall boundary, the machine shook itself violently, with severe buffeting, and then rolled to the right three times. I recall seeing the same external feature go by three times and then stopping. It then shook itself violently again and I was thinking I should pull the drag chute to get this program back on track but was unable to reach the drag chute handle due to negative gee. I was pushed up into the canopy, hands and legs totally off the controls and my helmet pressed against the canopy momentarily.

The shaking stopped and the airplane rolled again three more times to the right but by this time it was pointed almost straight down. I recall on the way up going through 40,000' and that the airspeed was decreasing rapidly through 200 Kt and the next time I noticed it was when the airplane started to act like an airplane again going straight down and accelerating through 200 Kt very rapidly and passing through 20,000'. This didn't seem to take very long, under a minute I would estimate

I pulled out of the dive, wiggled the controls and not seeing any thing missing, told the airplane that if you do that again, I'm leaving you up here!. Back to Zwei and hope nobody cares. I heard another pilot talking later about seeing a 104 spinning over the Vosges that afternoon. Surely it wasn't me. I think the airplane just ran out of energy and mshed forward which quickly shoved the vane full up and then it took a few moments while it tried to figure out if it was super stalled or just falling backwards/down which I think it was. Anybody's thoughts on the aerodynamics of an F-104 dropped backwards from 50,000' are welcome. I guess it got into an incipient spin and I got away with it. It was what we call an ape shit exercise and I am real glad I did not have to explain why I did not have a drag chute after landing. I always brought all of mine back. Lack of adequate briefing at Cold Lake is my defence. We should practice this more or ban it!

I met S/L Len Fitzsimmons at the bar that afternoon. He was an instructor at Cold Lake when I trained there almost four years earlier. I mentioned to him that I thought they might rename the Confidence Manoeuvre as I had just tried it and it did not instill any confidence in me at all. He asked me about the flight and about how I had pulled up at 4 gee, and if I had selected the flaps to Take Off. I said I had not done that as I never had been briefed on the manoeuvre. I had thought that as I slowed down below 300 Kts I would select T/O Flaps but events overtook me. He shook my hand bought me a drink and we talked of other things .

Bill Best

Bill was the editor of Der Flugplatz for six months in 1967 and drew the little lion that had a



roar balloon beside it on the 427 Sqn page. A copy of his last farewell is on the page opposite. Due to the above event which he has shared with us he also has more grey hair than his age would warrant .

A photo of Bill's favourite airplane

HELLO
FROM
THE
DEN!



- 29

Well fellow 3 Wingers, the inevitable is about to occur and with the passing of an era, we on 427 say well done to everyone who contributed to the success and pride of an exceptional Air Force station. We believe that 3 Wing has bowed out as a Canadian Forces Base with head high. This was only accomplished through the conscientious efforts of every member of the station and we are sincerely proud to have served with you. Because this is the last edition of “der Flugplatz”, we will take this opportunity to say thank you for your support over the last sixteen years and in particular over the last four months. Your performance during our current state of upheaval has been outstanding. We would particularly like to recognize the accomplishments of our Servicing personnel who have been untiring in their efforts to provide flying hours for current operations—Congratulations. In bidding farewell we would be remis if we did not pay tribute to the staff of “der Flugplatz” and to the members of SAF who assemble it each Friday. Too often we ignore the behind-the-scenes personnel—Thank you.

- To the members of CFN-Z - Well done, even through the static of trans-oceanic airways.

- To L/Col Villeneuve and the “Falcons” of 430—thank you for your contribution to last Saturday’s fly past, it was most appropriate that the last two operational squadrons at 3 Wing could get together and say farewell to Zweibrücken.

- Finally, to our German friends of Zweibrücken, “Auf Wiedersehen”, you have become a part of our way of life and wherever we go we will remain “Zweibrückers”.

In closing, 427 Squadron was the first Canadian NATO Squadron in Zweibrücken and fittingly, mid-June, will be the last to leave. If we can leave you with one thought, it would be this. It has been said that the meek will inherit the earth, however, even the meekest Lions Roar-r-r-r-r-r-r-r-r-r-r-r.

To all “3 Wingers” - Auf Wiedersehen and Good Luck.

HEAVY BOMBER ERA



1942-1946

MGM Film Found

The ceremony which took place when MGM adopted 427 Squadron officially on May 24, 1943 was photographed and filmed. John Berg, the son of deceased Group Captain Berg, a CO of 3(F) Wing, Zweribrücken recently advised the Association that a film of the event was available in Library and Archives, Canada. We now have permission to use the film and it is posted on the web site at http://www.427squadron.com/all_videos.html

Kaathoven Memorial

A memorial will be dedicated to a 427 Squadron crew that was shot down by a German nightfighter on the night of 22/23 June 1943 during an operation on Mulheim. The aircraft was Halifax DK141, ZL-N. The memorial will be unveiled on Saturday, June 22, 2013 by crew relatives. Embassies of NZ, GB and Canada will attend. The crew was F/Sgt. J.D. Hamilton, Sgt. J. Spenser, WO2 J. Reansbury, Sgt. G. Sharp, Sgt. N. Whiting, F/Sgt P. Dennis and F/Sgt G. Tyrone. Sgt.s Sharp and Whiting were RAF; the rest of the crew were RCAF. Sgt. Spenser was the only survivor and became a POW.

From a letter written by Adrian van Zantvoort who is a keen historian and has been the driving force behind this memorial. Anyone who can attend would be welcome. Mr. van Zantvoort has arranged a discount at a local hotel good until May 15. The hotel email is sales@nuland.valk.com or regular mail at Hotel Nuland, Rijksweg 25, 5391 LH, Nuland, The Netherlands.

The following information was received from Dean Black, Executive Director of the Royal Canadian Air Force Association.

VERY IMPORTANT MESSAGE FOR OUR BOMBER COMMAND VETERANS AND SURVIVING FAMILY MEMBERS

On Monday, 15 April 2013, the National President of the Air Force Association of Canada, [Colonel \(Ret\) Terry Chester, CD](#), participated in the unveiling of the Bomber Command Clasp. [A photograph of the unveiling ceremony can be found here](#) - [Lieutenant-General Bill Carr](#), joined Terry Chester, [the Minister of National Defence](#), the Honorable Peter Mackay, and the [Minister of Veterans Affairs](#), the Honorable Steven Blaney. The clasp is presented to veterans of the strategic bombing campaign, including ground-crew, and is to be affixed to the Canadian Volunteer Service Medal (CVSM). [Further details about the unveiling ceremony can be found here](#). The purpose of this e-mail is to encourage all members of the Air Force Association of Canada who may know of a bomber command veteran in their community to share this information with their veteran friend, or the surviving spouse of a bomber command veteran, or with family members of a bomber command veteran. [An Application Form for the Clasp can be found here](#).

55,573 bomber command aircrew lost their lives during the Second World War. These losses have never been acknowledged, in the context of a nation's gratitude for those who were prepared to sacrifice everything, as part of the only option available to the allies to take the fight to the enemy. It would be years before the allies were prepared to invade, on 06 June 1944. Until that time, the strategic bomber command airmen and women held the line. Their efforts and their sacrifices have finally been acknowledged, and the bomber command clasp is a symbol of that acknowledgement and of a nation's gratitude. The bomber command memorial unveiled in 2012 in London, England, also serves that purpose. Please help get the message to everyone that needs to hear it.

Dean Black, director@airforce.ca

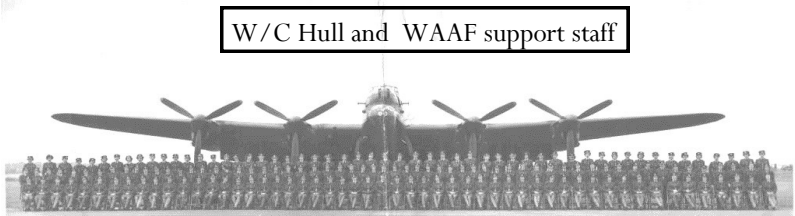
Dean C. Black, CD, CAE, Executive Director, (Royal Canadian Air Force Association)

Leeming Photos—Circa 1944-45

Major Luc Vermette has come across some photos of 427 's time at Leeming. If you can identify or provide any information regarding the photos we will publish it in the next ROAR and it will accompany the photos to RAF Leeming for their Museum. Captions are from the originals.

Please send any information to macway01@gmail.com

W/C Hull and WAAF support staff



MINES



Loading Mines—XMAS 1944

Standard 8 Drophead Coupe & ?



LEEMING 1947



LEEMING, 1940.



XMAS 1944

Leeming HQ - 1944



Flying Control—G/C Evans—XMAS 1944

21003.DIP

SMILE—The Speeder

A mature (over 65) lady gets pulled over for speeding:

Older Woman: Is there a problem, Officer?

Officer: Ma'am, you were speeding.

Older Woman: Oh, I see.

Officer: Can I see your license please?

Older Woman: I'd give it to you but I don't have one.

Officer: Don't have one?

Older Woman: Lost it, 4 years ago for drunk driving.

Officer: I see. Can I see your vehicle registration papers please.

Older Woman: I can't do that.

Officer: Why not?

Older Woman: I stole this car.

Officer: Stole it?

Older Woman: Yes, and I killed and hacked up the owner.

Officer: You what?

Older Woman: His body parts are in plastic bags in the trunk if you want to see.

The Officer looks at the woman and slowly backs away to his car and calls for back up. Within minutes 5 police cars circle the car. A senior officer slowly approaches the car, clasping his half drawn gun.

Officer 2: Ma'am, could you step out of your vehicle please! The woman steps out of her vehicle.

Older woman: Is there a problem sir?

Officer 2: One of my officers told me that you have stolen this car and murdered the owner.

Older Woman: Murdered the owner?

Officer 2: Yes, could you open the trunk of your car, please.

The woman opens the trunk, revealing nothing but an empty trunk.

Officer 2: Is this your car, ma'am?

Older Woman: Yes, here are the registration papers.

The officer is quite stunned.

Officer 2: One of my officers claims that you do not have a driving license.

The woman digs into her handbag and pulls out a clutch purse and hands it to the officer. The officer examines the license. He looks quite puzzled.

Officer 2: Thank you ma'am, one of my officers told me you didn't have a license, that you stole this car, and that you murdered and hacked up the owner.

Older Woman: Bet the liar told you I was speeding, too.