



427 Squadron Association

www.427squadron.com

PATRONS

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

VOL 2 – ISSUE 15(AA)

April 2014

This will be the first ROAR issue of Volume 2 that we have not been able to provide a message from either our Chairman or the Squadron Commanding Officer. The passing of Wing Commander (Ret) Bob Middlemiss took our Chairman from us as well as the Squadron's Honourary Colonel and a new Honourary Colonel will not be appointed until this summer. There will also be a Change of Command in June as L/Col Travis Morehen will be posted and we have no information about the new CO. Given the many world "hot spots" it is assumed that the Squadron is being tasked to their limits. We wish the Squadron well and our thoughts and support are with them.

As an example of the proud link with the Squadron felt by Association members read Ian Thomson's email on page 19. Ian has been a supporter and contributor to the Association since its inception. From the Rotorwing era, see an article from a few years ago when a new Special Operations Aviation Squadron was conducting an exercise in Kamloops under the direction of a Major Travis (last name protected). I believe we can identify him now. From the Starfighter era, BGen (Ret) Jack Partington has a great article, too large for ROAR, but we have printed his forward and a link to the web site. In the Sabre era, Col (Ret) Neil Russell muses on some of his postings especially in Air Division Intelligence. There is also some interesting information regarding the Dresden controversy in the WW II era. Lastly if you are a veteran of D-Day go to Page 5 for important information.

Membership & Financial Report

Sask's Easter Egg Hunt - 2014

Hopefully my search will find at least the following three "eggs".

1. That many more new members will join the Association in 2014.
2. That more donors will support the Association this year (before Dec. 31).
3. Someone will volunteer as back-up for Wayne & Sask (before it's too late).

The Membership Report

First the Bad news:

Our revenue (Membership & Donations) has virtually dried up. (to date \$10.00).

New members are not beating down the doors - one Associate Member this year.

Our 12 month search for members who might volunteer as back-up for the people who keep the Association "in the air" has still not been fruitful.

Now the Good news:

The Directors have identified an excellent candidate to replace "Bob" as our new Chairman. He will be approached after the Squadron has appointed their next Honourary Colonel.

Although revenue was way down last year, and looks even worse for this year, we still have a healthy \$4100.00 bank balance.

Our ROAR and Website are gratefully appreciated by people from all over the world. Many information or web searches for Uncles, Grandfathers etc. who were members of 427 at one time, are in almost all cases, able to provide the data or the link to the information that is desired.

As of this publication date, the current BOD of your 427 Squadron Association is still "on board" to keep the

Association active, however we must have help. Therefore, to any and all volunteers who might be willing to assist us in perpetuating this noble society, we extend a warm invitation,
WE NEED YOU.

Financial Report for 2013

I am changing the reporting format for this year to a narrative report for two reasons. First, as a means of saving paper and secondly because there wasn't much activity in the financial world of your association in 2013.

2013 was a good news bad news year. On the good side, Wayne was able to reduce our expenses for ROAR and the Website to a mere \$1122.17 and we had no other claimed expenses. Therefore, you might ask, if that is the good news then what is the bad news?

Well, on the revenue side, we received less than half of the support you sent us in 2012 (\$840.00 vs \$1814.46) and in addition our bank interest plummeted from \$3.33 to a mere \$2.67. Can you believe it ?

We welcomed two new members in 2013 (\$100.00) and received donations of \$740.00 plus the paltry bank contribution. I'll save you some head scratching by doing the math for you - the net result is that we operated the year at \$279.50 in the red and that is indeed bad news.

Our bank balance remains solid at \$4165.56 (down from \$4445.06) and your Executive Committee is hopeful that last year was just an anomaly and we can look forward to a brighter future in 2014.

If you would like an itemized report, please email me (it saves us money).

Respectively submitted,
Sask

wilsask@hotmail.com



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wilsask@hotmail.com

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Wayne MacLellan - NATO

Quebec

Jim Moffat – WW11

S. Ontario

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N. Ontario

vacant – WW11

Ottawa

Allan Todd – WW11

Manitoba

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Alberta

Jim Gillespie - NATO

B.C.

Richard (Dick) Dunn - NATO

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Doug Nicholson - NATO

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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>

Membership Facts

We have a total of 208 members who receive a mail copy of ROAR. We have another 49 members who either receive it by email or read it on the web site. Lastly, we have 51 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 [Wayne](#) if you have information.

Donation Procedure

See previous ROARs or the website at [http://www.427squadron.com/news file/tax deduction.html](http://www.427squadron.com/news_file/tax_deduction.html) for details. 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.

Lost Trails—Mail “Returned to Sender (RTS)”

Please take a few minutes and check out the full membership list at ,

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

Members we have “lost” have an RTS beside their name. If you can identify someone identified as RTS and know of an updated address or obituary please notify Sask (wilsask@hotmail.com). Thanks to all those who have already assisted in identifying and locating members

Moving ?

Please notify us 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

9129 Side Road 17

R.R. #2, Hillsburgh, ON, N0B 1Z0

Are you a veteran of D-Day or the Battle of Normandy?

Veterans Affairs Canada is offering financial assistance to help Veterans of D-Day and the Battle of Normandy who wish to attend Canadian 70th anniversary events in France from June 5-8, 2014.

Canadian Veterans are eligible to apply for a travel subsidy and are encouraged to do so as soon as possible. A number of tour operators are offering travel packages for Veterans who wish to travel to France in June. These organizations are listed on the Veterans Affairs website. For more information

visit: veterans.gc.ca

or email: normandy-normandie@vac-acc.gc.ca

or call: [1-866-522-2122](tel:1-866-522-2122)

We Will Remember Them

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



ALEXANDER "LOU, CHOPPY" FELLNER WW II PILOT

d: January 11, 2014

Alex was born in Saskatchewan near Weyburn. He was conscripted at age 21 and trained as a pilot. He was among the first pilots flying Wellingtons when 427 was first formed in 1942. He was eventually posted to Leeming, Yorkshire and flew the Wellington and Halifax with 427 Squadron. He had completed 17 ops before he was shot down on June 12/13, 1943. The plane crashed on the island of Texel, Holland. He was taken prisoner and was a POW until being repatriated through Sweden in January 1945. He had been badly injured and he attributed his survival to the heroic efforts of fellow prisoners. Returning to Canada he underwent many surgeries before rehabilitation. He met his wife Helen in Weyburn and they married in Toronto in 1948. See also "Two Lads from Weyburn" at :

<http://www.427squadron.com/history/stories/weyburn.html>

An Email note from his daughter :

Recently a gentleman by the name of Rob van Ginkel made contact with my family. He lives some 500 yards from the site

where the Halifax that my father piloted crashed. It so happens that he recently published a book about the commemoration of WWII in the Netherlands and that the local Texel newspaper featured a story about it. See Wartime Crash at:

<http://www.427squadron.com/history/stories/fell.html>

This initiated a discussion between a couple of neighbours, including himself, who then decided to commemorate the crash and the four crewmembers who died on the 13th of June 1943. I have attached some photos that he said were from the Texel Air and War Museum's collection, along with the article translated in English. The gentleman in the red jacket in one of the photos was 13 years old when he saw the scene of the crash the morning after.

Patty Howard, daughter
on behalf of Alex Fellner

Thanks also to Bill Hind and Ted Hessel for their contributions.

MICHAEL FITZSIMMONS

d:December 12, 2013

Mike was a former Lion and technician who started out with 427 squadron working on jets. He was a very quiet and private man and was extremely proud of his affiliation with the Squadron.

*These words taken from an email by a friend Camil (Ted) Poirie,
Life Cycle Materials Specialist(LCMS)*

IMPORTANT NOTE

Any and all 427 Squadron members, Association members or not, deserve to have recognition of their service displayed on our website Remember Page as well as a notice appearing in ROAR. We depend on you to notify us if one of your comrades dies. Military record information is requested if available, otherwise as many details as possible.

Sask at wilsask@hotmail.com or
Wayne at macway01@gmail.com



MR. ROY INKSTER

d:January 11,2014

Roy joined 427 Squadron in December, 1942 among the first group of squadron members but was later posted to 433 squadron. He was a Radar Technician among the elite group of men who serviced GEE and later H2S and IFF which became essential for the navigation of operations to and from targets. See

“Lions Among Radarmen” at:

<http://www.427squadron.com/history/stories/radarmen.html>

Roy met Joyce in Skipton on Swale and they were married four months later. Joyce came to Canada in 1946 and they made their life together with their three children. In 1977 Joyce and Roy became active with the reunions of RCAF personnel and specifically 6 Group Bomber Squadrons. These reunions which honoured different 6 Group Squadrons each year were organized, with many volunteers, by George Sutherland a former adjutant of 407 and 434 squadrons. In 1980 it was 427's turn to be recognized.

Al d'Eon, Vern White, Stan Miller and Roy became a committee that began the task of contacting a possible 200 alumni of 427 squadron. Joyce became involved and was energetic and persistent in finding as many as possible. Once she had finished she had identified over 600 alumni of 427 squadron. This now became a project for Joyce and Roy and by the time they had finished they had identified over 12,000 members of 6 Group and were the go-to people for comrades trying to contact a long lost wartime friend.

One day when Norm Shannon was visiting the Editor of Air Force Magazine he asked who "the Inksters" were. After hearing the story, he set up a two day interview with "the Inksters". After hearing the many stories of their success and

their many "happy ending" reunions, he featured them in an article in Esprit de Corps called "Tracer of Lost Aircrew". See Roy Inkster's Biography at:

http://www.427squadron.com/roy_inkster.html

**WING COMMANDER(RET)
EARL CHARLES MAYO**
Pilot - WW II - d:January 23, 2014

Earl served as a bomber pilot with 427 Squadron, RCAF, completing a tour of operations for which he was awarded the DFC. He continued to serve in the RCAF after the war as a pilot and administrative officer. He retired in 1968 from the Canadian Air Force Headquarters. After retiring he worked as Secretary to the Royal Architectural Institute.



P/O R. (BOB) A. SHANNON
J18167
Air Gunner - d:March 30, 1944

Bob was a member of 427 Lion Squadron and on his second tour. Roughly two hours after taking off in Halifax LV898 on the evening of March 30, 1944 to attack Nurnburg they were set upon by a night fighter and shot down south of Aachen. All were KIA. Ironically, P/O Shannon had just received notice of his promotion to Flying Officer (F/O). On the same operation both A and B Flight Commander's aircraft and crews were lost. See March 1944 Operations History at:

http://www.427squadron.com/history/wartime_logs/mar_1944.html

The above from a son(G. Johnston, PO1 ret'd, CD2) of a friend who served with Bob in 6 Group.

Part of his email is as follows.

Bob grew up in Winnipeg but spent most summers assisting his cousin's family (my father) on their farm, just north of Brandon. Needless to say his mother was devastated to hear of the death of her only son, from what my father recalls, as a single mother she never got over it. During the war my father served overseas with 418 (City of Edmonton) Squadron and on several occasions met Bob in London when he was on leave from Leeming, Yorkshire. My father stated on several occasions while in conversation with Bob the premonitions Bob expressed regarding his future survival on Ops.



**FLYING OFFICE (RET)
MURRAY (MUZZ) JO-
SEPH WONGKEE**

**Pilot F-86, d: December 3,
2013**

Murray retired from the military after his Short Service Commission and joined the Prescott Coast Guard as a pilot where he spent over thirty years before retiring. Murray at 3 (F) Wing in Zweibrücken was an excellent pilot and in his spare time an excellent hockey player.

IN THE AIR WITH CANADIAN FORCES SPECIAL OPERATIONS

Sometime ago tactical helicopter aviators from 427 Special Operations Aviation Squadron (SOAS) on a major exercise in Kamloops, British Columbia proved once and for all that life in the Canadian Forces can change on a dime. Until last February Maj Travis (last name protected), Aviation Detachment Commander for the exercise, was a 1 Wing Air Force pilot supporting



Land Force and routine Air Force missions with the CH-146 Griffon helicopter. Although his job as a tactical helicopter pilot was always to fly missions in support of the Army, among other things, this is different.

A CH-146 Griffon Helicopter from 427 Special Operations Aviation Squadron (427 SOAS) transported soldiers for insertion in a field near Kamloops, BC as part of an exercise designed to train and select candidates for the Canadian Special Operations Regiment (CSOR). Maj Travis still flies a helicopter, still wears a flying suit, and still calls himself a pilot; however he no longer "flies" for the Air Force on a day-to-day basis. He and his colleagues from 427 SOAS are now under OPERATIONAL COMMAND (OPCOM) of the newly created Canadian Special Operations Forces Command (CANSOFCOM).

"We still fly missions for the Army, Air Force, and other governmental departments, but our bread and butter is to provide agile and flexible aviation support to CANSOFCOM." The Air Force still has residual Command and Control responsibilities such as Flight Safety, aircrew flying training,



aircraft maintenance procedures and other "core" Air Force responsibilities, but everything else is being directed by CANSOFCOM.

The exercise in Kamloops was the first opportunity for everyone to test their new roles and responsibilities in a truly joint operating environment, and so far it's been an exciting ride.

"It's great. It's what I signed up for," says Maj Travis of the invigorating night flights, the troop insertions, the get-in-and

-get-out as fast as possible pace of operations, and the "bunking" with the Army in tents and eating rations, for example. Tactical helicopter squadrons have done this kind of training for years, however, under CANSOFCOM, operations are more apt to be about combating terrorism and supporting our Special Forces than peacekeeping.

"One of the things that's changed for us is that our maneuvers have to be much more exact, much more tactically precise," says Maj Travis. "If we're extracting troops in a hostile environment, for example, where we have to get in and get out in a hurry, precision is everything or lives could be lost."

CANSOFCOM is the new CF organization that will be capable of responding to terrorism and threats to Canadians and Canadian interests around the world. It is composed of the Canadian Special Operations Regiment and 427 SOAS in Petawawa, the Joint Nuclear, Biological and Chemical Defence Company in Trenton, and Joint Task Force 2.

Reprinted from [Shadow Spear](#)

1 Air Div Intelligence Officer—NATO



I must admit I was not a natural fighter pilot, but thankfully people above me seemed to think I was worthy of saving. Unexpectedly, after a year and a half on 427 Squadron I found myself posted to 1 Air Div HQ in Metz as "tactical intelligence officer." I found myself in a section of about eight officers and NCOs, familiar with intelligence, the study of the enemy, but with little knowledge of what our fighter pilots needed .

I found that the 1 Air Div intelligence section was sitting on a wealth of information about Soviet Bloc aircraft, how their pilots were trained and the tactics they would likely use when trying to shoot down 1 Air Div fighters. I quickly put together a series of 35mm slides and got permission to visit the four wings, giving a lecture and discussion titled "This is Your Enemy." I recall some of the points were:

- [1] their tactical bombers, capable of carrying nuclear weapons, are vulnerable, but if escorted by fighters, watch out.
- [2] most of their fighters are Mig-17s; the Canadian F-86 Mark VI can likely beat them in a dog fight, but they have a 20mm cannon with longer range than our 50 caliber guns.
- [3] they fly in a formation of three aircraft; our finger four should have an advantage.
- 4] a new fighter, the delta wing Fishbed, is coming in; supersonic in level flight, if their pilots are smart and zoom in, fire and zoom out they could spell trouble.

I think these lectures and follow-ups were well received. I guess I made a point for later I was posted to the Directorate of Air Intelligence in AFHQ, another detour before I returned to flying, eventually on the C-130 Hercules where I became very comfortable, eventually becoming the CO of 436 Trans-

port Squadron and deputy commander of Air Transport Command.

**ROAR,
Neil Russell, Colonel retired**

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::

Check out the current bios and stories at:

<http://www.427squadron.com/memoir.html>

All mailed material will be returned to the sender.

Email—macway01@gmail.com

Letter—MacLellan, 221-11 Bronte Rd., Oakville, ON, L6L0E1

PUZZLE

The sixteen pictures were taken by an aircraft and your job is to identify the location. When you open the link there are four answers below the picture with the first answer checked. It may or may not be correct, Check your answer. Get 12 or more correct and you are a true world traveler.

<http://guessthespot.com>

Colonoscopy Comments

Colonoscopies are no joke but these are real comments by patients, mainly male, while having a colonoscopy.

- Take it easy Doc you're going where no man has gone before
- Are we there yet? Are we there yet? Are we there yet?
- You know in Arkansas Doc, we're now legally married.
- Any sign of the trapped miners Doc ?
- If your hand doesn't fit, you must quit
- Find Amelia Earhart yet ?
- Hey, now I know how a Muppet feels
- Could you write a note to my wife saying that my head is not up there.

[Cold Warrior—The Story of a Starfighter Mission](#)



We have been fortunate to have received from BGen (Ret) Jack Partington his “Story of a Starfighter Mission”. It is too large to print in ROAR but Jack has given his permission to publish on our website. As a preview, included below is BGen Partington’s forward to his article.

“Cold Warrior” puts the reader into the cockpit with the fighter pilot, looking over his shoulder and experiencing the thrills and challenges of high speed, low level flight during a critical period in world history. It is a story that needs to be told.

Set in West Germany during the Cold War, it is an account of a Combat Profile Mission (CPM) flown in a Canadair built CF104 Starfighter. CPMs were training sorties flown routinely throughout western Europe, preparing Royal Canadian Air Force and allied pilots to strike assigned Warsaw Pact military targets in response to a Soviet attack on NATO or one of its constituent states.

The Cold War was a clash of ideologies of almost Biblical proportions between Western democracy and Soviet communism backed by weapons of incredible destructive power. East–West encounters and their converging interests throughout the world invariably raised tensions of regional, continental or intercontinental magnitude. “Mutually Assured Destruction” became an accepted and oft-quoted term used to describe the outcome of a nuclear war between the superpowers.

Few people today understand just how close the world did come to an exchange of nuclear weapons, notably during the Cuban Missile Crisis in 1962 and the invasion of Czechoslovakia in 1968. The Cold War lasted from 1946 until the Soviet Union collapsed forty-five years later.

Allied Armies and Navies performed outstandingly during the Cold War, but this is an Air Force story. It describes the era of the times and describes the aircraft they flew to help maintain peace and stability in an uncertain world.

The Royal Canadian Air Force's nuclear role had its genesis in a question posed by the late Lubor Zink, a World War II veteran and respected Canadian investigative journalist, to US General Lauris Norstad, former Supreme Allied Commander, Europe during his visit to Ottawa in January 1963.

Zink's question and Norstad's reply triggered a House of Commons debate leading to the fall of John Diefenbaker's Conservative government, the election of Lester B. Pearson's Liberal Party and Canada's entry into the nuclear club.

This story also describes some of the measures taken by the Soviet Union to enslave its subjects and to promote its aim of world domination. It centers on the actions taken by one small slice of NATO's strategic forces to ensure that it didn't happen on their watch.

Thirty-seven Canadian CF-104 pilots gave their lives for this noble purpose, unsung heroes of the Cold War, known and remembered only by their wives and families, their friends and their God.

Jack Partington
Brigadier General (retired)
Ottawa, 2010

The full story can be accessed here:

[Cold Warrior—The Story of a Starfighter Mission](#)

A reminder, all previous Volume 2 ROARs are available at:

<http://www.427squadron.com/roar/roar.html>



Debate: How Many Died in the Bombing of Dresden?

Now, more than 60 years later, it seems we must lower our estimates. After four years work, an impressive commission of German historians this week filed its report on this issue, and it seems that even the lowest figure so far accepted may be an overestimate.

Drawing on archival resources, many never previously consulted, on burial records and scientific finding -- including street-by-street archaeological investigations -- plus hundreds of eye-witness reports, the "Dresden Commission of Historians for the Ascertainment of the Number of Victims of the Air Raids on the City of Dresden on 13/14 February 1945" has provisionally estimated the likely death-toll at around 18,000 and definitely no more than 25,000.

Previous estimates have ranged from 35,000 through 100,000, and even up to half million at the wilder fringes of speculation.

From the article "The Destruction of Dresden from the Air" by Fredrick Taylor, Spiegel Online International . See the complete text:

<http://www.spiegel.de/international/germany/death-toll-debate-how-many-died-in-the-bombing-of-dresden-a-581992.html>

Interview

*Ed. Note: **Ted Hessel** has been conducting interviews with some of our members. The following interview is with Allan Todd see: <http://www.427squadron.com/todd.html> for his biography. A continuation from the November 2013, ROAR..*

Ted: What was your target marking system ?

Alan: The Bomb Aimer was provided with a detailed map of the area. The Pathfinders would go in and mark the target (see back to 3rd answer). In the case of cloud cover markers with parachutes were dropped above the cloud.

Ted: On Ops did you fly in bomber streams ?

Alan: We called it a shoebox formation. The route, height, turning points and timing came from the office of Air Marshall Harris. Each aircraft navigated on its' own. We dropped our bombs at +/- 30 seconds of a specified time.

Ted: What was your bomb load ?

Alan: We were told that a mix of HE and incendiary bombs would do the most damage to an industrial site. We would sometime also carry delayed action bombs.

Ted: Could you navigate with your radar ? Was it called H2S ?

Alan: It worked very well for land and water, but was difficult to use for city areas. It was operated by the Bomb Aimer who gave the Navigator bearing and distance to a particular city. The H2S was connected to the Distant Reading Compass to provide bearings and distance.

Ted: Flying day missions, did you have fighter escorts ?

Alan: We would have fighter escorts unless it was considered a safe area in France.

Ted: Did you always carry "window" and how effective was it?

Alan: We did carry this but I don't think we ever had to use it.

Ted: How were crews chosen ?

Alan: This was interesting. The personnel for each new Course were assembled in a hangar and asked to choose their own crew mates to form a crew. It seemed to work well.

EMAIL: My name is Ian C. Thomson, formerly a pilot with 427 Sqdn., flying out of Leeming, Yorkshire, in 1944. Ted Hessel's interview (ROAR, November 2013) with Allan Todd made me check my log and there they were, two (2) Ops to Duisberg, on Oct. 14th, 1944. We carried out a daylight raid, first, and were sent back, immediately, to carry out a second raid. See:

http://www.427squadron.com/history/wartime_logs/oct_1944.html

I can't recall if we had time for a meal of any kind but I know it was an almost immediate return to the same target, Duisberg. On the daylight raid my aircraft carried nine (9) 1,000 lb bombs and two (2) 500 lb bombs.

On the first raid we were hit by FLAK and a bit of it hit me on my noggin which made me grunt. It scared the bejeezus out of my Bomb Aimer because after it hit me and made me grunt, it hit his foot, as he was lying prone, trying to hit the target. The Master Bomber of the day, knowing we could not hit the target because of cloud cover, gave us the order "Freehand" which meant we could hit any target of opportunity. My Bomb Aimer laid a lovely stick across some Jetties we could clearly see so I felt we'd had a rather good result. On the 2nd raid we carried the same load of bombs. My log says "Searchlights were clueless." I didn't have any trouble avoiding them that night!

I reckon the "Window", etc., that had been dropped was sufficient to give the enemy a lot of trouble with their radars which led to my conclusion that their radar was clueless. I apologize for my long windedness but wanted to add something relating to his story.

F/O Ian C. Thomson - Blue Skies and Tail Winds to all!

Ed. Note: Ian continued "Dec 31, 2013 is my 91st birthday so I'll not be able to represent our glorious squadron much longer. It has been a supreme honour to be a "Lion". My personal "roar" isn't nearly as strong as it once was but I can still throw my head back and try! ROAR!!!! I would be remiss if I did not take time to forward all my very best wishes to all my fellow Lions to enjoy a peaceful Christmas and terrific New Year.

Bessie's Final End

A Newfoundland farmer named Angus had a car accident. He was hit by a truck owned by the Eversweet Company. In court, the Eversweet Company's hot-shot solicitor was questioning Angus.

'Didn't you say to the RCMP at the scene of the accident, 'I'm fine?' asked the solicitor. Angus responded: 'Well, I'll tell you what happened. I'd just loaded my fav'rit cow, Bessie, into da... '

'I didn't ask for any details', the solicitor interrupted. 'Just answer the question. Did you not say, at the scene of the accident, 'I'm fine!''? Angus said, 'Well, I'd just got Bessie into da trailer and I was drivin' down da road.... '

The solicitor interrupted again and said, 'Your Honour, I am trying to establish the fact that, at the scene of the accident, this man told the police on the scene that he was fine. I believe he is a fraud. Please tell him to simply answer the question. '

By this time, the Judge was fairly interested in Angus' answer and said to the solicitor: 'I'd like to hear what he has to say about his favourite cow, Bessie'. Angus thanked the Judge and proceeded. 'Well as I was saying, I had just loaded Bessie, my fav'rit cow, into de trailer and was drivin' her down de road when this huge Eversweet truck and trailer came tundering tru a stop sign and hit me trailer right in da side. I was trown into one ditch and Bessie was trown into da udder. By Jaysus I was hurt, very bad like, and didn't want to move. However, I could hear old Bessie moanin' and groanin'. I knew she was in terrible pain just by her groans.

Shortly after da accident, a policeman on a motorbike turned up. He could hear Bessie moanin' and groanin' too, so he went over to her. After he looked at her, and saw her condition, he took out his gun and shot her between the eyes.

Den da policeman came across de road, gun still in hand, looked at me, and said, 'How are you feelin'?'

'Now wot da &!**# would you say?'