



427 LION SQUADRON ASSOCIATION

PATRONS

G. CAPT. DUDLEY BURNSIDE DSO OBE DFC & BAR
I. GEN. (RET) DONALD MCNAUGHTON CMM CD
HON. COL. MGEN. (RET) ROBERT CHISHOLM CMM CD

Newsletter

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June 1998

FROM THE CHAIRMAN

We are now into our second full year of the 427 LION SQUADRON ASSOCIATION with just over 250 members, and still growing. Our Membership Chairman, Stan Miller, will have a full report elsewhere in this issue, but I want to thank those who have renewed or upgraded to Life Membership. Welcome again to the Lion's den.

Thanks also to our Regional Representatives who have written with items for *ROAR*, however we still need representatives for the Maritimes and the USA. Drop me a line if interested.

Five years ago, on June 19, 1993 we dedicated a special cairn in the Village of Leeming, North Yorkshire, in memory to those who paid the supreme sacrifice while serving at RAF Leeming during World War Two. Many have written and sent photos of their visit in recent years, so if you plan a trip to the UK try and drive up to the Vale of York. The Base Commander will welcome you with open arms.

To celebrate the 75th Anniversary of the RCAF, The Allied Forces Reunion Committee is planning a reunion for the fall of 1999. If so, there definitely will be a Gathering of Lions at that time. Our 'Pub Night' singers and dancers are in rehearsal already! MGM plans to ROAR with us too, so mark your calendars now for the final weekend of the CNE in Toronto in '99. Details to follow.

Vern White and I visited MGM's new and posh offices in downtown Toronto recently and presented Mira Quinn and Tony Leadman each with a new Lion Squadron Medallion. Tony is a more recent MGM 'Lion' friend, but Mira has been our biggest fan at MGM since the early '80s. So, should you meet them at the 'Pub' be sure that you have your 'challenger' with you. Those medallions could save you a few rounds at the next Gathering of the Lions party. They are now members of our 'pride'.

Let's keep in touch. Have a great summer.

427 LION SQUADRON ASSOCIATION

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 to ensure that the achievements, traditions and memories of this famous squadron are maintained and perpetuated

CHAIRMAN ..	A.L. d'Eon 22 Broadlands Blvd., Don Mills, ON M3A 1J2 (416) 447-9360
TREASURER & MEMBERSHIP .	Stan Miller 34 Janellan Terrace, West Hill, ON M1E 3M9 (416) 284-9564 Fax (416) 284-5499 e-mail: miller.flytrain.test@sympatico.ca
NEWSLETTER	Vern White 130 Queen St., Cobourg, ON K9A 1N2 (905) 373-4202

Cartoons by 'Muff' Mills and Graphics by Gord Maxfield

MEMBERSHIP NOTES

The membership continues to be very stable, with the numbers changing slightly. There are now 144 Life Members, with 23 of the Charter Members changing to the Life Membership. Good show.

Sixty Charter Members sent in their renewals, and two more have joined the Association. It was great hearing from all of you. We are surprised that 24 of you did not send in your renewal slips. And there are more of you out there, it would be great to see these numbers increase. Let's hear from you before you get set for your summer activities.

Address changes and label corrections have been made with this issue. Hoping you all have a great summer!

Stan Miller, Treasurer & Membership Chairman



REGIONAL REPRESENTATIVES

UK	Len Pratt 3 Parkfield Road, Taunton, Somerset, England. TA1 4RL Tel: 01823 252343
Maritimes	Open
Quebec	J. Rocky Durocher 2155 Rue Nancy, Brossard, PQ. J4Y 1A5 Tel: (514) 678-8136
	Jim Moffat 810-49 th Ave., Lachine, PQ. H8T 2T2 Tel: (514) 637-7700
S. Ontario	Roy Inkster 6450 Gore St., Niagara Falls, ON. L2J 1Y1 Tel: (905) 358-5531
N. Ontario	Duncan (Dunc) McLeish 2 Redwood Ct., Barrie, ON. L4M 5G7 Tel: (705) 739-3567 (Fighter era)
Ottawa	Allan Todd 568 David St., Buckingham, PQ. J8L 2A7 Tel: (819) 986-5865
Manitoba	Ian C. Thomson 1027-1630 Henderson Hwy., Winnipeg, MB. R2G 2B9 Tel: (204) 339-6883 Fax: same
Saskatchewan	Weldon (Weldy) Moffatt 1112 College Ave., Regina, SK. S4P 1A8 Tel: (306) 522-9938 Fax (306) 757-5599
Alberta	Paul W. Benson 201-545 18 th Ave. S.W., Calgary, AB. T2S 0C6 Tel: (403) 244-3746
B.C.	Rev. Derek S. Salter P.O. Box 433, Okanagan Falls, BC. V0H 1R0 Tel: (604) 497-5172
USA	Open
Petawawa Liaison	Capt. Geoff MacKenzie WO Doug Harvey

PETAWAWA REPORT

Captain Geoff Mackenzie, Public Information Officer and Griffon Pilot, 427 Squadron keeps us current on squadron news. The following was received in mid-May.

Our year started with the Aid to the Civil Power during the ice storm in January. Our Flight (C Flight) had been preparing to depart on Exercise Rafale Blanche in Valcartier the first week in January, when we received word that we may be deployed to Ottawa and/or Kingston to help support Operation Recuperation as it was known. We were therefor already prepared, with trucks loaded, when word came down that we were deploying to both locations. It did not take long for the rest of the squadron to spool up for the deployment. On the 10th, the main body of the squadron, including all the Headquarters elements left for the old base at Uplands, occupying 14 Hangar with eight of our CH 146 Griffons, and augmented by one crew and aircraft from CFB Borden (about 120 people in all). A flight detachment with two Griffons from 427 and another two from 400 Sqn were sent to Kingston and occupied the premises of 416 Wing RCAFA at the Norman Rogers Airport (another 52 personnel).

I won't go into details about the storm itself or the power outages etc. That was all extensively covered at the time. We flew VIP missions, reconnaissance with township representatives, Ontario Hydro, med-evac, supply missions to isolated areas as well as night presence missions on Night Vision Goggles with the OPP on board. We were in location for 12 days, and continued to support the Op from Petawawa over the next 4 days. It was a good test of 427's abilities as we are still in the non-operational phase of our conversion to the Griffon. Our Operational evaluation is not until September.

In February, C Flight (the hardest working flight in NATO - not that I'm biased) went to Fort Chaffee, Arkansas. We were there in location with 3rd Battalion of the Royal Canadian Regiment. They were in the midst of converting to a mechanized brigade before deployment to Bosnia in July. We spent three weeks down there, working for both 3 RCR and the National Support Element (NSE) who were operating as the bad buys during the exercise.

Next week nine crews and eight aircraft are going to Gagetown, NB to support Exercise Winged Warrior, which is in support of the Advanced Aviation Course. In June we have eight crews going to Newfoundland for MARCOT, a joint Army, Air Force, Navy exercise held every year. After that we start getting ready for Operational Evaluation.

Editor's Note – These are busy times on the squadron and Lions as always are putting up a good show. For a complete account of Ice Storm '98 see Spring Issue 1998 of 'Airforce'.

We Shall Remember Them

Vernon L. "Doc" Farrow

F.C. "Bud" James

Rudolph J. Lacerte

Orvel Linington

Howard L. Putnam

Gladys Smith

Kenneth Tatem

L.J. Harvey

Murray W. Kellett

John Lawlor

Donald Mortimer

Robert Richardson

J. Walls (England)

William A. Williamson

CLV (Lyte) Gervais

W/C CLV (Lyte) Gervais died on November 13, 1997 after a two year battle with cancer. During WW II, W/C Gervais served in Malta as a Spitfire pilot with the RAF 185 and 249 Squadrons. Post-war he was CO of 427 (F) Squadron when it re-formed at St. Hubert in August 1952 operating the F-86 Sabre. He led the squadron at 3(F) Wing, Zweibrucken, Germany from April 1953 to June 1954 under the command of No. 1 Air Division Europe. He later served at ADHQ as Director Air Defence Requirements and at a NORAD site in the USA. After retiring from the service, he was employed by Noranda Mines in Toronto.

We extend our sincere sympathy to his family and friends.

HALIFAX RESTORATION PROJECT

The Honourable Hilary M. Weston, Lieutenant Governor of Ontario visited the RCAF Memorial Museum in Trenton, Ontario in April and consented to become Honorary Patron. While at the museum she visited the Halifax Restoration project, and spent some 30 to 45 minutes examining the restoration in progress. The doors are open to all of us to visit this restoration program, and to talk to these dedicated volunteers restoring the Halifax.

An informative six page newsletter is available to all subscribers at \$10 per year (6 issues) sent to Bill Tytula, 10 North Elm Drive, Trenton, Ontario, K8V 2A1. General correspondence and cash donations intended for the Halifax Aircraft Association should be sent to Jeff Jeffery, President, Halifax Aircraft Association, suite 1905, 5444 Yonge Street, Willowdale, Ontario, M2N 6J4. Jeff is also accessible on the Internet and he can be contacted at the following address halijeff@user.rose.com

AD ASTRA STONES

The Ad Astra Stones project continues to be a success story. There are now almost 2800 memorial stones lining the walkways of the Air Park of the RCAF Memorial Museum at CFB Trenton. Each stone bears the name, home town and province of a person who served, or is serving, in any of Canada's Air Forces. On the individual Ad Astra Stone, the year of birth and year of death are inscribed after the person's demise upon written request to the Museum. The words "AD ASTRA" appears on all stones.

The donation for Stone, Inscription and Installation is \$125.00, valid for 1998, payable to the RCAF Memorial Museum. A receipt for tax purposes will be issued. Proceeds will be used to help fund Museum expansion which is a multi-million dollar project. The 3rd annual inter-denominational service of dedication and remembrance will be held at the Museum Air Park on Saturday, Oct. 3, 1998 at 2:00 p.m. Friends and relatives are especially welcome.

For further information regarding eligibility criteria or application to register please contact:

RCAF Memorial Museum, 8 Wing Trenton,
Box 1000 Station Forces, Astra ON
K0K 3W0
Tel. (613) 965-2140 or 2208, Fax (613) 965-7352.

FLASH! - ALLIED AIR FORCES REUNION RETURNS IN 1999

At the April 25 General Meeting of the Allied Air Forces Reunion Committee it was announced that we will meet again at the Royal York Hotel on Labour Day weekend, September 2 - 5, 1999. The celebration will be the 75th Anniversary of the Royal Canadian Air Force, with special organized trips to the RCAF Memorial Museum in Trenton, home of the Halifax, The Canadian Warplane Heritage, home of the Lancaster, plus special reserved seats at the CNE Air Show.

All squadrons and groups are invited to make their applications now to have special exhibits and "Pub Nights", and that includes a Gathering Of The Lions for 427 Squadron. The buttons on your jackets should "shine in 99"....so mark your calendars now for this special anniversary year. Further details will follow soon.



CAN YOU HELP ? -- Weldy Moffatt is our Association representative in Saskatchewan and seeks your assistance on behalf of a Dutch historian.

W/O (P) Michael Edward Sobkowicz R82529

A member of a historical association has spent several years doing research in the air war over his province in Holland from 1940 to 1945. He has the record of an aircraft crash which occurred on July 14, 1943 near the town of Utrecht. The historian would like to contact the airman and is seeking our help.

The pilot was Warrant Officer Michael Edward Sobkowicz who originally came from Yorkton, Saskatchewan where he was born February 12, 1920. Warrant Officer Sobkowicz of 427 Squadron was involved in a mission to Aachen, Germany, when his plane crashed near Utrecht. He and six fellow crew members were made prisoners of war and transferred to a POW camp. After returning to Canada, Mr. Sobkowicz is believed to have changed his name to Sommer(s). His last known address was 2130 Robinson Street in Regina and he was employed as a clerk.

If you are able to help in locating this individual, or his family, please contact: Weldy Moffatt, 1112 College Ave., Regina SK, S4P 1A8, Phone (306)-522-9938. Your assistance in locating a lost Lion would be much appreciated.

BERLIN AIRLIFT

June 23, 1998 marks the 50th Anniversary of the beginning of the Berlin Airlift which lasted for nearly a year. More than a quarter million flights by crews primarily from the United States and Great Britain transported food, fuel and other supplies into the beleaguered city.

One of the navigators throughout the winter of 1948-49 was Bill Thurston, a war-time Lion, who joined the RAF a year or so after his release from the RCAF in 1945. Bill was a charter member of 427 Squadron – his Wellington crew captained by Lou Fellner was the very first to report to Croft in November 1942. They flew ops in a Wimpy until conversion to Hallies, and a move to Leeming six months later. They were the first Lion Squadron Halifax to go missing. Lou Fellner, Bill Thurston and rear gunner Jerry Huston were the only survivors of a crash landing on Texel and were taken prisoner. Fellner was badly injured and spent many months in German hospitals before being repatriated.

As for Bill Thurston, he joined the RAF in time for the Berlin Airlift and flew in all kinds of weather, night and day, from a base in Schleswigland near the Danish border to Gatow, the main Berlin terminal. The navigation had to be bang on with aircraft spaced at three minute intervals within a narrow corridor. Bill made it through safely and returned to Canada where he rejoined the RCAF for a lengthy post-war career. He passed away a couple of years ago after a lengthy illness.

HOW WE REMEMBER BORDEN

Who could ever forget those cold, windy nights on the sands of Camp Borden? In 1941 Borden bred the biggest insects I had ever seen. When we talked about the Tiger Moth, we weren't talking about aeroplanes, we were damming the biggest night moths in the world. The blowing sand kept us busy the next day cleaning our rifles, and scratching. What are we doing here anyway? The war is "OVER THERE!" Security Guard duty was a real pain. We only wanted to fly, period.

My first visit back to Borden after 57 years was to join in the celebration of the 74th Anniversary of the formation of the RCAF. It was a nice day (with no sand blowing in my face) and the only moth I saw was a Tiger Moth trainer on display in the new Air Force Museum that occupies one of the wooden hangars built for Canada's first "School of Aviation" back in the 1920's.

The reception and parade were very well attended, and the hardiest of the WW2 RCAF veterans, airmen and airwomen, marched to the pipes & drums along with the Base Air Force personnel, and a contingent of Air Cadets. The General Salute was taken by retired Colonel C.S. Yarnell, CD, with Col. D.B. Malloy, CD. and Col. W.C. Thompson MVO, CD. All in all it was a great day. We saw a lot of our old friends there, including WDs and WAAFs, and met a lot of the current "boys in blue". When the ceremony was over we were invited to the local RCAFA Wing in Barrie before heading home. Hospitality was never better.

Military aviation at Borden goes back to early 1917 when a series of "temporary" hangars and facilities were built to support the training of aviators for the Royal Flying Corps. After the Great War, Camp Borden became the central point around which military aviation would develop in Canada. In 1919, an Imperial Gift of over one hundred war surplus aircraft found their way to Canada, most of them going to Borden to provide the nucleus of a National Air Force.

Following the creation of the Canadian Air Force in 1920, Camp Borden was once again selected as the main training centre. During the twenties, Camp Borden saw the birth of the Royal Canadian Air Force and claimed many firsts including graduation of the original RCAF pilots in 1924. Camp Borden was also home to the first RCAF aerobatic team, the Siskins, in the early thirties.

At the opening of WW2, the implementation of the British Commonwealth Air Training Plan resulted in the expansion of air and ground training to several new stations across the country.

In Borden, No. 1 Service Flying Training School continued to provide aircrew training for Canadian (RCAF) pilots and pilots for Allied countries.

The end of the BCATP (British Commonwealth Air Training Plan) and the post-war RCAF meant the closing of No. 1 SFTS and the re-opening in

(Continued on page 9)

(Continued from page 8)

Borden of No.2 Technical Training School. By 1958, most aircraft maintenance training had returned to Borden. On February 1st 1968, the Unification of Canada's armed forces marked the end of the RCAF. Since that day, various Air Trade schools in Borden have provided basic technical training for most occupations of the Air Operation Branch of the Canadian Forces. Today the members of 16 Wing take pride in preserving such a long tradition of excellence in training Canada's Air Force.

Eighty one years after their construction many of the RFC's "temporary" hangars are still standing and used. They remain witnesses to many of the great moments in the history of Camp Borden, birthplace of the RCAF.

Representing the 427 Lion Squadron Association were Stan Miller, "Dunc" McLeish, and myself. Next April Camp Borden plans to have another Air Force Day, and we are all invited. They promise to give us better lead time to remind all our members.

A.L. d'Eon

GANDY LANDS ASTRIDE COW

In the service, those hailing from Alberta were sometimes nicknamed "Cowboy". It had something to do with ranches, rodeos and roundups no doubt. There was one Lion Squadron pilot from Edmonton who picked up a similar handle in the summer of 1943 for quite a different reason. The airman was none other than Vaughan (Gandy) Ganderton, a deputy flight commander at the time.

Based at Leeming, the Halifax piloted by Gandy was crossing the enemy coast on the way to Cologne when a night fighter jumped them. The cannon fire from the Jerry riddled the rear turret with at least 20 holes and the rudder, trim and elevator controls were severely damaged, making it impossible to continue. They jettisoned their bombs and managed to point the aircraft in the general direction of England. They staggered across the North Sea losing height all the way. By the time they reached the coast, it was obvious there was no way to land the aircraft, and so the invention of Leslie Leroy Irvin was put to good use.

One by one, the seven crewmen qualified for membership in the Caterpillar Club as they abandoned the doomed aircraft. Gandy who was the last to leave was doing OK until he neared the ground – then it happened. In his own words he reported "I was swaying from side to side and couldn't see a thing. As the ground loomed up, I suddenly found myself on top of a cow". It's hard to say who was the most startled, but the quadruped didn't think much of the aerial intruder, ditched her rider and took off to join the herd. From that day onward, Gandy became known as "Cowboy" having straddled a bovine in the best bronco-busting tradition. The name was to follow him through two distinguished operational tours, including the last as squadron commander.

METRO-GOLDWYN-MAYER

In our last issue, we asked our readers to reach back into history to recall the names of other MGM stars not mentioned in the article. Jean (Johnnie) Fontaine called from Sherbrooke to remind us that not one star but two stars graced one of the Hallies. He was referring of course to Abbott & Costello of "who's on first fame." Johnnie also remembered Walter Pidgeon as one of the others, and a Canadian for good measure.

A long, newsy letter from Harry Mclean of Clwyld (Wales) also helped to fill in some of the blanks. Harry recalls the names of Laraine Day, Merle Oberon, Ann Southern and Rochester, Jack Benny's side-kick to add to the list. Harry wrote of some of his experiences flying out of Leeming as rear gunner in the crew of Bill Biggs during the summer of 1943, in August of that year, all of the crew bailed out over England as a result of battle damage sustained on a raid to Mannheim. From that time on they did not have their own aircraft and flew whatever was available.

On the night of September 6, 1943 while flying Judy Garland they were shot down on the bomb run into Munich. Harry Mclean and two others survived as POW's. There were five fatalities including pilot PO Bill Biggs DFM and a second dickie who was learning the ropes with this experienced crew. Harry Mclean has been back to the scene three times and has first-hand knowledge of the fate of Halifax L682. Judy Garland broke in two and the portions landed very close together at Ober Traubing in Bavaria. The starboard outer engine still rests in marshy ground and attempts to retrieve it have been unsuccessful.

For now, this wraps up our report on the MGM movie stars whose names were emblazoned on the aircraft of the Lion Squadron more than a half century ago.

IT'S EASY TO BE A PILOT

(Written by a Grade 5 student – reprinted from Airforce Magazine)

When I grow up I want to be a pilot because it's a fun job and easy to do. That's why there are so many pilots flying around these days. Pilots don't need much school. They just have to read numbers so they can read their instruments. I guess they should be able to read a road map too. Pilots should be brave so they won't get scared if it's foggy and they can't see, or if a wing or a motor falls off. Pilots have to have good eyes to see through clouds, and they can't be afraid of thunder or lightning because they are much closer to them than we are. The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that flying a plane is dangerous, except pilots don't because they know how easy it is. I hope I don't get air-sick because I get car-sick, and if I get air-sick I couldn't be a pilot and then I would have to work.

A LUCKY CATCH

In September 1943 I was posted from 427 Squadron at Leeming and given command of the new Emergency Landing Ground at RAF Woodbridge in the south of England. It had the longest and widest runway in the country and was specially equipped to land badly shot up aircraft limping home after being severely damaged by enemy action. We had the latest fire fighting and crash removal equipment to deal with the many crashes on the runway, particularly when Bomber Command were operating by night and the B17s of the US 8th Air Force by day. However, my purpose is not to dwell on the appalling casualties suffered on this emergency airfield or on the many lives saved, but rather to relate what happened one remarkable night in July 1944.

In the middle of the night I was called to the Flying Control Tower. The runway lights were on (we had to keep them on most nights despite the risk of air raids) and fog had reduced visibility to a few hundred yards. The Flying Control Officer told me had seen an aircraft landing through the mist with no prior warning and that he could have sworn that he saw a swastika on the side of its fuselage! The duty ground crew directed it with torches to a dispersal area in the normal way where an RAF Regiment guard party with fixed bayonets were ready to surround it. It was only when the signal was given to stop engines that the German crew realized that they were not where they thought they were. A hurried attempt to set fire to their aircraft was quickly stopped and the two enemy airmen were taken prisoner. The pilot and his navigator each blamed the other for becoming lost in bad weather and thought they had landed at an airfield in Holland.

The aircraft turned out to be a JU88G from a crack Luftwaffe night fighter squadron equipped with the latest radar, information on which was urgently wanted by British Countermeasures Intelligence. Air Chief Marshall Sir Arthur Harris phoned us to ask if the German airmen had deliberately flown to England to give themselves up. However he was clearly disappointed when I had to tell him that this was not so and they had made a navigational error,. He ordered that the aircraft be guarded and hidden from the air with camouflage netting before this completely intact specimen of the latest JU88G could be flown by an RAF test pilot to the experimental establishment at Farnborough for detailed analysis escorted by a couple of Spitfires. It was indeed a very valuable and lucky catch.

Dudley Burnside

A DAY IN HISTORY

July 2, 1941 – Authority was granted by Order-in-Council for the formation of a component of the Royal Canadian Air Force to be known as the Canadian Women's Auxiliary Air Force. More than 17,000 WD's served in the RCAF during WW II.

OPS IN A WIMPY

The Lion Squadron flew Wellingtons on operations from November 1942 until the end of April 1943 when the squadron began converting to the 4-engine Halifax. The Wellington, or Wimpy as it was affectionately known, was a durable twin - engine aircraft famous for its unique geodetic construction and fabric covering. The Wimpy could sustain extensive damage without failure, but the dope-treated fabric was susceptible to burning, and in crash landings, the crews were noted for departing the scene with the utmost haste.

This story is not about the structural qualities of the Wellington but rather about a Wimpy that was built from scratch in a single day. This remarkable feat was accomplished at the Vickers-Armstrong plant in Chester, England in 1944. The workers decided to spend their off day in an attempt to break a world record. We are indebted to the Business and Commercial Aviation magazine for much of the source material.

Work began at precisely 9:00 a.m. as the fuselage sections were put into the jigs. An hour later, assembly of the wing was well underway, and the forward bulkhead was installed and the wooden floor was being fitted to the fuselage. By 10:27 a.m. the pilot seats (some Wellingtons were fitted for a co-pilot), control columns and cockpit floor were put into the frame. Just before 10:30 a.m. dozens of electrical workers swarmed over the airframe to begin weaving miles of wire into the aircraft electrical system. By 2:45 p.m. the main fuselage was out of the jig, and four sections of the Wellington's 80-foot wingspan were being covered by fabric and bonded to the metal frame. Nine coats of quick-drying dope were then applied.

By 6:15 p.m. the Wellington's major components were ready to be taken to the main assembly area: First the fuselage was moved, then the engines and nacelles, followed by the tail, the bomb beam, the bulletproof tanks and the wings. At that point the day shift gave way to the night workers. The Wellington's props were delivered at 8:23 p.m.; the rear turret arrived in the main assembly area on a portable crane; by 10:30 p.m. the wheels were installed—the Wellington was beginning to take shape.

As the RAF insignia were being painted on the fuselage and wings, inspectors okayed the assembly work that had been done. At 3:20 a.m. a tractor towed the bomber to the running shed for its final inspection and tests. At 6:15 a.m. the Wellington's powerplants were started for the first time. At 8:50 a.m. the Wellington was ready for testing and while being towed to the tarmac, a worker sat in the cockpit cleaning the perspex. At 9:48 a.m. just 24 hours and 48 minutes after construction began, the aircraft took off from Chester and was delivered to an operational base the same day. The Wimpy was a great aircraft in its day and there were 11,000 of them built, each with a story to tell.

GROUP CAPTAIN AL AVANT

G/C Avant was well known to air and ground crews at Leeming when he was CO of 429 (Bison) Squadron in 1944. Avant had a distinguished operational career and holder of the DSO and DFC. His post-war service included a three-year tour as Commander No. 1 Wing of No. 1 Air Division Europe and was later appointed Commandant at Royal Roads in Victoria. G/C Avant passed away in March 1998 in Vancouver. Bob Penrose, 427 Squadron Association Life Member, who flew an operational tour from Leeming, delivered the eulogy to a large gathering of friends and service colleagues.



A DAY IN HISTORY

February 28, 1943 – Three aircraft were detailed for daylight bombing operations but this was scrubbed. Six aircraft were detailed for a bombing raid on the submarine base at St. Nazaire, France. Only five took off, one was a non-starter due to mechanical trouble. One aircraft piloted by Sgt. Hartney is missing and one aircraft piloted by Sgt Southwood ran out of petrol over Southern Ireland and the crew parachuted to safety.

An interesting foot-note – Taffy Southwood and crew arrived back on the squadron a few days later having “escaped” from a neutral country.)

THE BARBER BOOK

The Commonwealth Air Training Plan Museum at Brandon Manitoba contains over 5000 artifacts consisting of photographs, uniforms, personal papers, logbooks, station magazines, tools, equipment, trade badges and other articles used in “The Plan” and overseas. Donated articles have come from all over Canada, the United States, Great Britain, Australia and New Zealand. Of particular interest is the Barber Book, containing over 22,000 names and signatures of those airmen who received haircuts while passing through No. 2 Manning Depot.

It must be the only museum in the world that has such a journal covering this phase of the *Hair Training Plan*.

PROFILE OF STAN MILLER

Born in Melfort, Saskatchewan, Stan Miller joined the RCAF in Regina, Saskatchewan, during the spring of 1942. In February, 1944, he received his wings at SFTS in Brantford, Ontario, and was sent overseas. After a short stay in Bournemouth, England, he proceeded through various training units. In December 1944, Stan travelled to Edinburgh on Christmas leave where he fell ill with the mumps two days before Christmas and had to be hospitalized. When he got back to flying in January 1945, he was posted to 425 Squadron, Tholthorpe, in No. 6 Group, flying Ops on Mark 3 Halifax aircraft.

Completing part of a tour before VE Day, Stan was selected for Interim Occupation Force. He flew Lancasters with the 424 Squadron at Skipton, and joined the 427 Squadron at Leeming when 424 Squadron was disbanded. During this period he participated in bomb disposal and repatriation work, and in Operation "Dodge" until the squadron was disbanded.

Stan arrived back in Canada the spring of 1946. After his discharge from the RCAF he started a charter service and flying school in Melfort. In the spring of 1950 he returned to the RCAF. After a short tour with CFS Trenton, Stan was posted to FTS Gimli/Moose Jaw, flying Harvards and C-45s, and later to AFS Saskatoon flying B-25, C-45, and T-33s.

Stan was posted to Training Command Headquarters responsible for Air Cadet Training, in April of 1958, and in September 1962, was posted to PFS Centralia for a tour on Chipmunks, also flying the C45 and Harvard. In 1966 he was transferred to Central Flying School in Winnipeg where he flew the Chipmunk, L-19, C-45, DC-3, T-33 and Hiller Helicopter. He completed his Air Force career flying the DC-3 in Winnipeg, and retired with the rank of Major in the fall of 1971.

After a period with the Winnipeg Flying Club as Chief Ground Instructor, he accepted a position with Seneca College, Toronto, in September 1972 in the Aviation Flight Technology Program.

Since 1980, Stan has been a designated flight testing examiner for Transport Canada on single and twin engine aircraft. While at Seneca, he flew many different types of light aircraft, including single, twins and prop jets. He retired from Seneca as the Chief Flying Instructor/Acting Chairman in the fall of 1989.

Since his retirement from Seneca, Stan has been working out of Oshawa Airport. In 1994 he joined Roaero Ltd., flying Harvards and Waco aircraft. In November 1994, Stan's career took a different turn when he flew the camera ship and did solo aerobatics for the filming of Iron Eagle IV, starring Lou Gossett Jr. Roaero has two Harvards, a Waco and Tiger Moth, offering public familiarization flights.

(Continued on page 15)

(Continued from page 14)

Last year Stan checked out a friend who had rebuilt a Mark 2 Harvard. This Harvard, 2918, was in his flight at 2 FTS Gimli in 1951 and 1952.

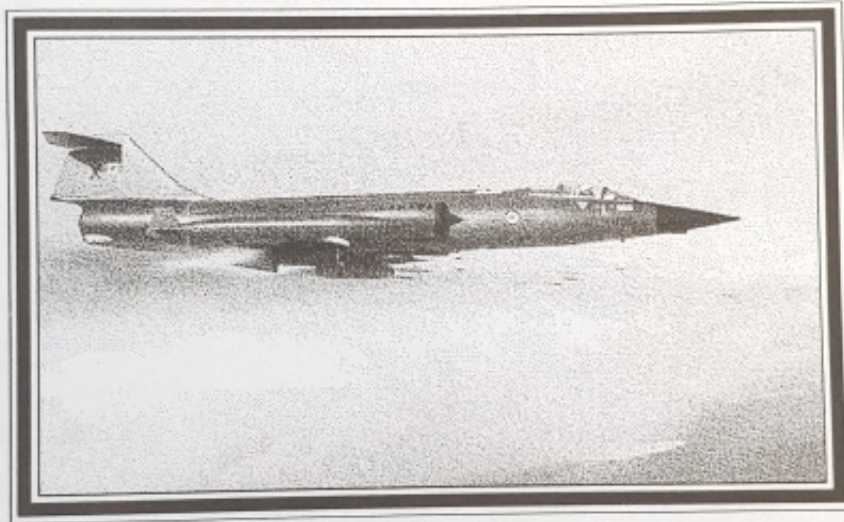
In October 1997, Stan accepted the duties as Chief Flight Instructor for Durham Flight Centre Inc., a Flying School at Oshawa, offering flight training and aircraft rentals. Stan holds an Airline Transport Licence endorsed for the Lancaster, DC3, Cessna Citation 500, and T33. He also holds a Commercial helicopter and Glider Licence.

He has remained active with Air Cadets over the years, and is a Life Member of the Air Cadets League Canada, Ontario Provincial Committee.

(One of a series of 'Lion' profiles)

A DAY IN HISTORY

October 11, 1962 – 427 Lion Squadron was the first of the eight CF-104 European squadrons to receive their aircraft with the delivery of CF-104 721.



CF-104

"Widow Maker" was a dark nickname allocated to this aircraft after the West German Luftwaffe lost many of its own aircraft of this type in the 60's. The nickname was not generally regarded as fitting by Canadian airmen who viewed the term as unfair. The aircraft was challenging to fly with known and predictable characteristics.

Photograph and above text courtesy of the Department of National Defence.

PEARLS OF WISDOM

- ◇ *Indecision is the key to flexibility.*
- ◇ *You can't tell which way the train went by looking at the tracks.*
- ◇ *There is absolutely no substitute for a genuine lack of preparation.*
- ◇ *Nostalgia isn't what it used to be.*
- ◇ *Sometimes too much to drink isn't enough.*