



## 427 LION SQUADRON ASSOCIATION

### PATRONS

G. CAPT. DUDLEY BURNSIDE DSO OBE DFC & BAR  
L. GEN. (RET) DONALD MCNAUGHTON CMM CD  
M. GEN. (RET) ROBERT CHISHOLM CMM CD

---

Newsletter

Vol. 1, No. 7

Dec. 1999

---

### FROM THE CHAIRMAN

The Lions certainly had a busy summer. First of all, through the courtesy of British Airways, L/Col Dan Guertin, W/O Doug Harvey, Jim Moffat, and myself, were invited to the UK in July to participate in a special Memorial Dedication ceremony at Harmondsworth, near Heathrow airport. On September 16, 1943 one of our Halifaxes returning from an "op" crashed on what is now BA property, killing all crew members. We were in the UK for just four days, but managed to see a bit of London following the ceremony. More on this is written elsewhere in this issue.

Next came the Halifax Restoration Exhibit at the CNE. Several Lions joined the nearly 100 volunteers who took turns manning this exhibit over 18 days. The final weekend of the EX coincided with the Allied Air Forces Reunion at the Royal York Hotel, which included our Gathering Of The Lions. Since serving members of 427 Squadron Petawawa were also on duty at the EX, we invited them to join us at AAFR. Special thanks to Major Rick McLaughlin, Capt. Geoff Mackenzie, Capt. Steve Riff, Capt. John Lenchan, Sgt. Cliff Wall, and Sgt. Stephen Johnson for their participation at our Lion Squadron Exhibit and Reception.

We were also very pleased that Mira Quinn of MGM Studios Toronto, was able to join us at our reception on Friday evening. A special framed Certificate of Appreciation was presented to Mira for her many years of kindness and support in perpetuating the MGM contact with the squadron. She even challenged me with her MGM/427 Medallion, (thank goodness I had mine with me.)

The final Gathering Of The Lions this year took place with a "black tie" Mess Dinner at CFB Petawawa on November 5, celebrating the 57<sup>th</sup> Anniversary of the formation of 427 Squadron. It was also the day that I became the new Honorary Colonel of the Lion Squadron. More on that later. This issue of ROAR will also be the final one for this century. Needless to say that we are proud of our heritage, and the wonderful support we still have with the post-war Lions and the serving members of 427 Tactical Helicopter Squadron. Let's keep in touch.

Season's Greetings to you all.

A.L. d'Eon

## MEMBERSHIP NOTES

This past year we have seen a slight increase in Life Membership, but this has been countered in the passing of some of our members. Also, a number of our original Charter Members have not yet responded to our renewal notices, so we hope they will reply when they receive this mailing. We know they are still out there, because our notices have not been returned.

A new Membership List could go out with the next newsletter, so any changes in your mailing address, telephone number, or e-mail, would be most helpful. You will be happy to hear that the membership in the 427 Lion Squadron Association remains strong heading into the next century. Hope to see you at the Y2K Gathering.

And, to each of you our Best Wishes for a very Merry Christmas and a Healthy and Prosperous New Year!

*Stan Miller*

## RADAR NOSTALGIA

Roy Inkster and his wife Joyce did a wonderful job of tracking down air force personnel over the years, and helping to organize the reunions.

Having served with Roy in the radar section of 420 Squadron, and 427 Squadron, I know that he is a great guy. I am a life member of 427 Lion Squadron Association, and found the June issue very interesting. I still have my original red plastic token and official photo of MGM's adoption of the Lion Squadron on May 24, 1943, also an official photo of the adoption of the lion cub at the London Zoo in 1943.

The King, Queen and Princess Elizabeth were at Leeming on August 11, 1944 to present medals to air crews of 427 and 429 squadrons, and I was fortunate to get eight small official photos of their visit. Used my MGM token to see "Gone with the Wind" during my last leave in London.

It was Roy Inkster who started me and my wife coming to the Allied Air Forces Reunions, which we did enjoy. Unfortunately, I had a stroke in May, and due to failing health, do not feel able to attend the reunion this year.

Our best wishes to all those attending the Reunion and good health to all. Keep up the good work.

*(This letter was received with thanks from Ed & Muriel Smith of Schomberg, Ontario — we wish them well)*



## 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.

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

*Cartoons by 'Muff' Mills and Graphics by Gord Maxfield*

## REGIONAL REPRESENTATIVES

We are fortunate in having a fine array of Regional Representatives who provide interesting news items and generally support our Association.

We were shocked and saddened by the loss of Duncan McLeish who resided in Barrie and represented Northern Ontario.

We welcome Robert G. Middlemiss, also a resident of Barrie, who has agreed to take over Northern Ontario. Welcome to Bob, a decorated WWII fighter pilot, who commanded the Lion Squadron during the CF-104 era. We also welcome Wayne MacLellan (Sabre era) who recently moved to the Maritimes, and has agreed to represent the Atlantic Provinces.

Special thanks for the great turnout of Regional Reps at the 427 Squadron Gathering at the recent Allied Air Forces Reunion. Ian Pratt made the trip all the way from the UK and was joined by Paul Benson, Roy Inkster, Jim Moffat, Weldy Moffatt, Ian Thompson, Allan Todd and Derek Salter. Our good friend Rocky Durocher, the first Lion Gunnery Leader, would have been there too had he not been on sick parade. Hope you're soon feeling better Rocky!

## REGIONAL REPRESENTATIVES

<b>UK</b>	<b>Len Pratt</b> 3 Parkfield Road, Taunton, Somerset, England. TA1 4RL. Tel: 01823 252343
<b>Maritimes</b>	<b>Wayne MacLellan</b> Box 83, Riverport N.S. B0J 2W0 Tel: (902) 766-4165 (Fighter era)
<b>Quebec</b>	<b>J. Rocky Durocher</b> 2155 Rue Nancy, Brossard, PQ. J4Y 1A5 Tel: (514) 678-8136
	<b>Jim Moffat</b> 810-49 <sup>th</sup> Ave., Lachine, PQ. H8T 2T2 Tel: (514) 637-7700
<b>S. Ontario</b>	<b>Roy Inkster</b> 6450 Gore St., Niagara Falls, ON. L2J 1Y1 Tel: (905) 358-5531
<b>N. Ontario</b>	<b>Robert G. (Bob) Middlemiss</b> 181 Collier St., Apt. 201, Barrie, ON. L4M 5L6 Tel: (705) 737-5435 (CF 104 era)
<b>Ottawa</b>	<b>Allan Todd</b> 568 David St., Buckingham, PQ. J8L 2A7 Tel: (819) 986-5865
<b>Manitoba</b>	<b>Ian C. Thomson</b> 1027-1630 Henderson Hwy, Winnipeg, MB R2G 2B9 Tel: (204) 339-6883 Fax: same
<b>Saskatchewan</b>	<b>Weldon (Weldy) Moffatt</b> 1112 College Ave., Regina, SK. S4P 1A8 Tel: (306) 522-9938 Fax (306) 757-5599
<b>Alberta</b>	<b>Paul W. Benson</b> 201-545 18 <sup>th</sup> Ave. S.W., Calgary, AB. T2S 0C6 Tel: (403) 244-3746
<b>B.C.</b>	<b>Rev. Derek S. Salter</b> P.O. Box 433, Okanagan Falls, BC. V0H 1R0 Tel: (604) 497-5172
<b>USA</b>	<i>Open</i>
<b>Petawawa Liaison</b>	<b>Lt. Cindy Gagnon</b> <b>WO Doug Harvey</b>

---

## **PETAWAWA REPORT**

*Prepared by Cindy L. Gagnon, 427 Squadron  
Adjutant / Public Relations Officer*

The main events around here lately are the deployment of 40 personnel to Op PALLADIUM in Bosnia, the preparation for Ops ABACUS (Year 2000) and KINETIC (Kosovo), and the recent handover from Major General (Retired) Chisholm to invest Al d'Eon as the Honorary Colonel of 427 Squadron.

Firstly, the personnel that are deployed to Bosnia in support of Op PALLADIUM are well into their third month of the tour, and so far, all reports from them have been extremely positive. They have three helicopters in use and when the weather is good, they are doing a fair amount of flying, keeping the support staff busy. (And on the side, I am certain they are doing a little bit of sightseeing!)

During the last few months, and in the upcoming month, the Squadron has been planning, preparing and training for 31 December 1999 / 1 January 2000, Operation ABACUS. We are all keeping our fingers crossed that it all fizzles out, but we must be prepared nonetheless. To date, we have not yet been tasked with an Operational tasking overseas, but I can tell you that there are many people hoping to be sent somewhere, anywhere – including myself!

Lastly, 427 Squadron has acquired a new Honorary Colonel, as Major General Chisholm's tenure had expired in June 1999. The investiture took place in 427 Squadron lines on 5 November 1999, in conjunction with the Annual Gathering of the Lions parade. It was a lovely parade, and a nice way to start off Honorary Colonel d'Eon's "third tour" with 427 Squadron.

M/Gen Robert Chisholm, the outgoing Honorary Colonel, made his final inspection of the squadron on parade joined by the CO LCol Dan Guertin and Hon. Col. Al d'Eon. Bob Chisholm was presented with a gift from the squadron followed by the customary signing of papers of the Change of Command. Al d'Eon's daughter Marianne and son-in-law Stephen were present for the special event ... with their cameras.

The parade was followed by a brief Meet and Greet in the hangar, and then a formal Mess Dinner at the curling Club of all Officers and Special Guests. The wartime Lions were Earl Mayo, Stan Miller, Don Runciman, as well as John Turnbull, brother of Bob who was the wartime CO following Dudley Burnside. Also in attendance were Col Phil Campbell, former CO and LCol Dean Black, former DCO, LCol Meiklejohn and Major Eddie Haskins. One of Lions left their cumberbund behind in 427 Squadron's Suite. If someone wants to claim it, please give me a quick call, or drop me a line. The dinner itself was wonderful, and it was great to chat with past Lions, and catch up on all the news! Hopefully, next year will be a larger Gathering of the Lions, and that there will be more Retired Lions able to attend.

Well, that should catch you up on the 427 Squadron's comings and goings for the moment.

## **We Shall Remember Them**

<i>Donald Bennett</i>	<i>Raymond E (Tappy) Carruthers</i>
<i>Jack E. Dickinson</i>	<i>Howard Edmonds</i>
<i>Harry Eichenberg</i>	<i>R.M. Gould (U.S.A.)</i>
<i>Robert Lagerquist</i>	<i>William .D. Leathers</i>
<i>Duncan McLeish</i>	<i>A.H. (Harry) Meyers</i>
	<i>Murray Nice (U.S.A.)</i>

We were saddened to learn of the sudden passing of LCol (Ret'd) Ray Carruthers in July. "Tappy" as he was known to his close friends served with distinction in the RCAF and the subsequent Air Component of the Canadian Armed Forces.

LCol Carruthers commanded the Lion Squadron from October 1967 to July 1969 which included the transition period following the amalgamation of the services. Squadron history records that on June 27, 1968 the C.O. flew the Squadron's 25,000th CF-104 pilot hour.

Ray Carruthers was a Life Member of the 427 Lion Squadron Association and attended the annual Gathering of Lions at C.F.B. Petawawa last November commemorating the 56th Anniversary of the formation of the squadron. We'll miss his humorous contributions to ROAR.

We extend our sincere sympathy to his family and his wide circle of friends.

.....

We were further saddened to receive word that Duncan (Dunc) McLeish died suddenly on October 9, 1999 at age 70.

Dunc learned to fly in the Air Cadets and joined the RCAF in 1950. He flew Sabres operationally with 427 Squadron during the period 1957 to 1961 and in the words of his wife Merrie of 47 years, "enjoyed that special time in his flying days". He retired from the Canadian Forces in 1973 and in his busy post-service career worked actively with Air Cadets, the Air Force Association and with SPAADS (Sabre Pilots Association Air Division). He was a strong supporter of the Lion Squadron Association and was instrumental in bringing a goodly number of former Sabre and CF104 pilots into our organization. Dunc was an excellent Regional Representative and a contributor to ROAR.

He will be sadly missed by Merrie and daughters Margaret and Betty and their families. We extend to them our sympathy in the loss of a devoted husband and father.

---

**YORKSHIRE AIR MUSEUM**  
**No. 6 (RCAF) Group Kneelers**  
**In the Elvington Chapel**

It was during the month of April in 1995 when the start was taken to a dream the museum's President, W/C Robert 'Bobby' Sage, had hoped would come to fruition. Unfortunately he was never to see the sod turning ceremony for the start on the Yorkshire Air Museum's chapel. Sadly, Bobby passed away after an illness just less than a year before work was to start.

The foundation stone was laid in the Autumn of 1995 and the following Spring the framework of the Nissen hut building was complete and awaiting to be sheeted. On a sunny October morning in 1996 the Chaplain-in-Chief of the Royal Air Force, the Venerable P.R. Turner, QBC BA AKC, dedicated the chapel during an impressive service.

All the furnishings, altar rails, lecterns, altar, organ, chairs and numerous other items were donated by RAF bases that had recently closed and so YAM became a haven for their chapel accoutrements. Because the seating in the chapel makes use of chairs, kneelers are necessary during services.

Many RAF Squadrons began donating kneelers with their individual crests on them. The kneelers are all a standard size (14" x 10" x 3") and come in kit form supplied by a firm who produces the patterns from their data bank. They can create any crest not on file provided a colour photo is supplied. □

Following up on a promise made soon after the chapel had been dedicated, our Canada Branch placed an order for 17 kneelers. They were to portray the RCAF Crest, 6 Group HQ Crest and one each of the 15 Canadian Bomber Squadrons. This included No. 405 Squadron that had been seconded to No. 8 Group PFF.

During the course of the Summer of 1998 and on into the Spring of 1999 several volunteers took on the task of doing the needle-point stitching to complete each kneeler. There are over 20,000 stitches in each kneeler! Incidentally, the 427 Lion Squadron's kneeler was worked on by Maurice Voase. Each kneeler's crest is in full colour on an airforce-blue field.

On Sunday, June 13th these kneelers were dedicated during a service held in the Chapel at 11:00 a.m. The Chapel was filled to capacity and many had to stand in the back entrance! The service was conducted by our museum Chaplains, Rev. Norman Berryman and Rev. Leonard Rivett.

We were treated to a flypast just prior to the service by a 415 Squadron Aurora which had been on an exercise in Europe but had a stop-over at Linton-On-Ouse before heading back to Canada. The plane was flown by LCol C.J. Henneberry, Commanding Officer 415 (Maritime Patrol) Squadron.

*Contributed by Doug Sample, Canada Branch of the Yorkshire Air Museum*



---

## A SQUADRON COMMANDER'S DAY

It is March 1943 at a Bomber Command airfield in 6 Group somewhere in Yorkshire and another day in the Battle of the Ruhr has begun.

At 7.15 a.m. I am awakened by my batman's ever cheerful "Good Morning Sir" as he brings a welcome mug of strong tea. Breakfast in the mess was usually a sombre affair, particularly if there had been recent crew losses with vacant chairs where 'Johnnie' and 'Jacko' used to sit. The WAAF waitresses, smart, attractive, and efficient, add a compensating refreshing air of normality and contribute a sense of brightness to the start of another day. At the back of one's mind, one wonders how it will end.

I have breakfast with the squadron adjutant, that 'unflappable' tower of strength who handles much squadron administration and who relieves the C.O. of routine detail. He reminds me that there is young Smith to see - he is asking for compassionate leave after his mother was killed in Monday night's air raid on Portsmouth. Then there are two new crews to see. They arrived last night to replace the squadron's losses on the Stuttgart raid last week. At 10 a.m. there is Flight Sergeant Cook to be interviewed regarding his suitability for a commission and at 10.30 a.m. two airmen are coming before me on a minor charge of breaking NAAFI windows. At 10.45 a.m. there is a Pilot Officer to be reprimanded for careless airmanship followed by an inspection of 'C' Flight's hangar and dispersal areas. Sometime today there will be phone calls to make regarding the establishment of squadron parachute packers and a strong protest to Group Headquarters to back up the Engineering Officer in his concern over the delay in the arrival of vital aircraft spares. Finally, the adjutant reminds me, the Medical officer and Padre want to see me about that stalwart character Flight Lieutenant Anderson, D.F.C., D.F.M., of 'A' Flight who has 45 operational sorties under his belt. They are both concerned at his withdrawal symptoms and uncharacteristic behaviour in the mess of late. His flight commander has noticed that he has 'the twitch' - the outward signs of extreme nervous tension. It is clear that he should be despatched on special leave before his devotion to duty finally breaks him.

So far the arrangements for this typical day will still leave time to clear papers which have accumulated in the 'in' tray, to visit the flying control tower and later in the evening to do an air test on my Wellington. I will have to defer until tomorrow a visit to the personnel in the Sick Quarters and also take a look at the airman's mess kitchen. Tomorrow I must remember to turn up at the soccer match between 'B' and 'C' Flights and afterwards join them for a few pints at the Crown and Anchor.

Suddenly I am called to Operations Room to learn that we are on ops again tonight with a maximum effort on Essen, the main briefing to be at 6.30 p.m. with take-off at 8.30 p.m. I decide to fly myself and warn my crew. I cancel most of the planned arrangements of the day as details of routes, weather, enemy defences and aiming points come through from Group Headquarters.

It becomes clear that this is to be a major raid on the Krupps works, spearheaded by target marking aircraft of the Pathfinder Force. The Flight Commanders select their aircrews and the ground crews work non-stop to

*(Continued on page 9)*



*(Continued from page 8)*

obtain maximum aircraft serviceability.

There is a flat out effort from all sections of the station and the squadron - from those responsible for bombing up and ammunition to road transport, from flying control to arrangements for meals and the hundred and one other details of administration which have got to be right before the squadron's 15 Wellingtons can take off fully laden exactly on time.

I do a short air test of my aircraft before returning to the ops room to prepare for the main briefing of the 75 aircrew who will be flying tonight. The navigation, gunnery and armament officers are working on their specialist briefs as are the intelligence officers, the meteorological staff and flying control. Others making detailed plans include the transport officer, and catering personnel. Meanwhile the engineer and armament officers, Warrant Officers and NCO's are coordinating the invariably great efforts of the ground crews (the immortal crks) who work non stop and take so much pride in getting their aircraft ready at all costs. Engines, instruments, fuel, hydraulic, and oxygen systems are worked on, guns checked, airframes examined and flak damage repairs re-checked, for most of the squadron's aircraft have suffered flak or tracer bullet damage if they have been on the squadron's strength for more than a few weeks. At 6.30 p.m. the 15 crews assemble in the nissen-hutted briefing room and I outline the main plan of the raid with the aid of wall maps. More detailed information is then given by each specialist officer.

One is apprehensive whilst changing into flying clothing in the locker room with the others, but once at the aircraft an hour before take-off the various checks that are necessary before starting the engines leave no time to worry about the forthcoming hours.

But this night, unlike some, my crew and I were lucky, and 5½ hours after take-off we land safely back at base with only superficial flak damage to the port engine cowling. It was about 2.30 a.m. by the time returning crews began to come into the debriefing room to report their account of the raid to intelligence officers. They all report that flak and searchlights were intense and night fighters much in evidence on the approach to and exit from the target area. It is 3.30 a.m. in the flying control tower and all but two of the Squadron's aircraft have landed. We wait interminably for news - silent except for a WAAF asking if we would like yet another cup of coffee. By 4 a.m. it becomes clear that two of the squadron's Wellingtons are not going to return.

Exhausted I walk slowly to my room. My batman is still there - he always awaits for my return. Soon I shall be seeing the adjutant again for a late breakfast. There will be no need for him to remind me that I have ten letters to write or that I will not now be interviewing Flight Sergeant Cook.

Another day in the Battle of the Ruhr has begun, and I wonder if we will be flying again tonight.

*Dudley Burnside*

---

## LANCASTER FINDS NEW HOME

It was a familiar sight to residents of Ontario, and in fact to visitors from around the world, to feast their eyes on the vintage Lancaster bomber in the park along Lakeshore Boulevard in Toronto's C.N.E. grounds. This was the home of the Lanc for more than 20 years and was the site of the Memorial Service at the RCAF Prisoner of War Reunion in 1980.

The years have not been kind to the Lanc despite the efforts of volunteers to replace the perspex and to re-coat the exterior from time to time. The scorching heat of summer and the frigid blasts off Lake Ontario took their toll to say nothing of vandalism and direct hits by our feathered friends. To address the problem, the Lancaster was moved a few weeks ago to the Toronto Aerospace Museum where it will be refurbished and become a permanent exhibit at the museum on the grounds of the former Canadian Forces Base, Downsview.

## RCAF INGENUITY

The following incident is said to have happened in the days before unification. After ferrying two RCAF planes to Toronto the pilots booked in at Malton Airport (that was before it was called Pearson International) to return to Calgary via a civilian airline. When their turn came at the ticket counter, they were told they could not check their parachutes free of charge - although they had been accustomed to do so in the past.

The clerk demanded excess baggage charges, so the two officers told him that, rather than pay, they could carry their parachutes aboard as hand luggage. The fliers immediately put on their chutes and started for the boarding ramp. Realizing the effect this would have on passengers, the harried clerk hurriedly contacted his manager. In no time at all the answer came back: parachutes would be carried free of charge.

## RCAF EX-POW REUNION

The reunion that is said to be the last 'big one' was held in Ottawa, September 24-29 1999, with about 350 (including spouses and friends) in attendance. Tony Little and his small, high octane committee organized a great reunion. Lion Squadron kriegies who were there included Jim Finnie - a member of the Ottawa committee, Paul Benson, Ed Carter-Edwards, Jim Kitley, Laurie Cormier and Vern White.

This is not a report of all the events but mention should be made of Karl Kjarsgaard's address to the gathering. He told of the recovery of Halifax NA337 and the restoration in progress at Trenton. Karl spoke glowingly of the support from Tony Little and the ex-POW organization.

Remembrance Services are always of prime importance at POW Reunions. This year the service was held at the Commonwealth Air Forces Memorial on Green Island overlooking the Ottawa River. It was a memorable service in a beautiful setting.

---

## COUNTDOWN TO LION ODYSSEY 2000?

The 427 Lion Squadron Association was formed during a Gathering Of The Lions in Petawawa, in November 1996. We were celebrating the 54th Anniversary of the formation of 427 Squadron at a mess dinner, which included the Squadron's special guest, Group Captain Dudley Burnside, the young Lions, and a bunch of WW2 Lions. It was quite a celebration. We even went fishing! The only fish caught was by the skipper of the fishing boat. The day was spent reminiscing about old times, when it finally dawned on us that we should do this more often. Thus began the planning for the formation of this association. By the way, our first registered member was Dudley Burnside.

The response to our letters and questionnaire to our list of wartime and post-war Lions was very positive and encouraging. We determined that the formation of a 427 Lion Squadron Association was what everybody was waiting for.

Today we have 260 members, and still growing. Our newsletter ROAR seems to be very popular with the members, and that is due to the very energetic and dedicated work of Vern White, Stan Miller, and our Regional Representatives across Canada, the USA, and the UK. And to our cartoonist, "Muff" Mills, and our computer expert Gordon Maxfield, who puts each issue of ROAR "to bed", many thanks for making us look so good.

Where the next Gathering Of The Lions will be is anybody's guess. However I have written to Weldy Moffat of Regina for a possible Gathering in the West next year. If you have any suggestions, please drop me a line. We have to plan now for the LION ODYSSEY 2000. Right?

FERTE MANUS CERTAS

*A.L. d'Eon, Chairman*

## AIRLINE HUMOUR

An airline pilot wrote that on one flight he had hammered his plane into the runway really hard. The airline had a policy which required the first officer to stand at the door while the passengers exited, smile, and thank them for flying his airline. In light of his bad landing, he had a hard time looking the passengers in the eye thinking that someone would have a smart comment. Finally everyone had gotten off except for a little old lady walking with a cane. She said "Sonny, mind if I ask you a question?" Why no Ma'am", said the pilot. "What is it?" The little old lady said, "Did we land or were we shot down?"

The next gem was the handiwork of a perky little flight attendant. After a less than perfect landing, she made the following announcement over the intercom: "We ask you to please remain seated as Captain Kangaroo bounces us to the terminal".

---

## BRITISH AIRWAYS DEDICATE A MEMORIAL TO FALLEN 427 SQUADRON CREW OF '43

"A wartime tale that began at 0300hrs, September 16, 1943 when two eight year old boys were awakened by the sound of a crashing bomber ended on Wednesday July 7, 1999, with a memorial service near BA Headquarters, Waterside, UK."

The crippled 427 Squadron Halifax skimmed the roof of the old farmhouse opposite the British Airways corporate offices and took off the tops of trees before ploughing into the ground and exploding, killing all seven crew members. The Halifax was returning from bombing a rubber factory in Montlucon, France. Its final resting place is a meadow in a parkland in Harmondsworth, near Heathrow Airport. Engineering helped to design the memorial plaque, set in one of the sandstone blocks from London's old Waterloo Bridge and found near the site.

Little remained of the aircraft (Halifax DK253) by the time brothers George and Douglas Rust saw the wreckage next day, but they never forgot the incident, and years later turned sleuth in an attempt to discover the identity of the mystery bomber and crew. There were four Canadians and three British crew members.

Pilot - F/S Alexander Chibanoff, Glendon, Alberta  
Navigator - F/O Frederick Vern Webb, Vancouver, BC  
Bomb Aimer - F/O Kendall B. Begbie, Riverside, Ontario  
Air Gunner - Sgt. Harold W. Frost, Toronto, Ontario  
WOP/AG - Sgt. Alfred R. Gaiger (RAF)  
Mid/UP AG - Sgt. Eric T. Potts (RAF)  
Flight Engineer - Sgt. David Coe (RAF)

Attending the ceremony at Harmondsworth were the two Rust brothers, BA Chairman Lord Marshal, L/Col. Dan Guertin, G/Capt. Dudley Burnside, Col. Ken Sorfleet, W/O Doug Harvey, Jim Moffat, Al d'Eon, and other dignitaries. Crew relatives included Eric Potts' widow, and Ken Begbie, the son of Bomb Aimer Kendall Begbie. Also represented was local resident and WW2 relic digger, Jan Papworth who suggested the memorial, and representatives from the Royal British Legion, 427 Lion Squadron Association, 6 Bomber Group, and Bomber Command Association. We were also pleased to meet with Len Pratt, our UK representative, and several members of RAF Squadrons. Harry McLean of Cllwyd, Wales was also there, but unfortunately we missed him.



The symbolic event ended with the laying of wreaths, a blessing and a lone piper playing the "Piper's Lament". (In the photograph Col. Ken

*(Continued on page 13)*

---

*(Continued from page 12)*

*Sorfleet and G/Capt. Dudley Burnside have placed wreaths at the monument.)*

In two and a half years of action in Europe during World War Two, 427 Lion Squadron lost 415 airmen. A further 121 were shot down and taken prisoner, 14 of whom escaped.

A Bomber Command report dated Oct. 10, 1943 concluded that the crash came as a result of parts of the broken bomb doors hit or became lodged on the tail-plane or elevators. This is contrary to what was witnessed. The locals said the aircraft was burning fiercely long before it hit the ground, although the explosion was probably petrol.

A letter to Mr. Paul H. Jarvis, Assistant Company Secretary for British Airways from our Chairman, Al d'Eon said in part: "from all members of the 427 Lion Squadron Association, which includes both veterans and serving members of this squadron, we extend our deepest appreciation to British Airways, its Chairman, staff and supporters, for their thoughtfulness in erecting and dedicating a memorial in a parkland for all to pause and reflect on the tragedies of war. We are saddened, but honoured, that such a memorial lives in memory of the many 427 Squadron wartime crews that did not return.



*(Left to right: A.L. D'Eon, W/O Doug Harvey, Lt. Col. Dan Guertin and James Moffat outside the Royal Air Force Club in London.)*

*Contributed by Al d'Eon*

## 427 SQUADRON HALIFAX FOUND

In the early morning hours of June 25, 1943, a 427 Squadron Halifax flying out of Leeming, and bound for the Ruhr, was intercepted on the Dutch coast, and shot down by Luftwaffe fighter ace Wilhelm Johnen. In the crew of seven there were two survivors, Larry Bone (WAG) and Vern White (BA) both of whom bailed out and landed on the island of Rozenburg, southwest of Rotterdam. The loss was all too common during the Battle of the Ruhr - 427 Squadron lost seven Halifaxes that week.

The scene shifts to August 1967. The Dutch are excavating along the marshy Rozenburg shoreline as part of the Rotterdam Europort development. They strike metal and immediately call in the recovery experts, led by Gerrie Zwanenburg, who uncover parts of an aircraft. The serial number revealed that it was a 427 Squadron Halifax. The Dutch authorities send a message to the Air Ministry and 427 Squadron, now based at Zweibrucken and flying CF-104's, and were informed of the discovery. I am indebted to Doug Annis for the information (shown in italics) which he supplied in a recent telephone conversation.

*When informed of the discovery, the C. O. "Tappy" Carruthers arranged to send the squadron historian Doug Annis and another CF-104 pilot to Holland to check it out. They flew to Soesterberg air base in a T-33 and drove to the Rozenburg site where the recovery operation was already in progress. There were pieces of the aircraft and other artifacts being held in a shed. There were also human remains to be identified and documented. They reviewed the personal effects and Doug signed off the necessary documents. Some of the artifacts and items of equipment found were Browning machine guns, a wireless operator's log book, escape maps etc. The 427 Squadron officers signed for an assortment of items and transported them back to Zweibrucken in the T-33. One of the Brownings was refurbished and returned to Canada where it later became the permanent property of 427 Squadron at Petawawa.*

The pilot F/O Lou Somers and F/Sgt Walton, the mid-upper gunner, whose remains were found in August 1967, were buried with full military honours in the Canadian War Cemetery at Groesbeek.

When the Halifax was discovered it was identified by the Dutch authorities as DK 135. Subsequent investigation by Gerrie Zwanenburg revealed that the correct serial number was DK 180.

My wife and I returned to Holland in 1977 and again in 1995. On both occasions we spent time with Gerrie Zwanenburg and visited the graves at Groesbeek and in Rotterdam where two other crew members are buried. We also visited Rozenburg -- so much has changed.

Vern White



---

## HALIFAX NA337 NEEDS A NEW HOME - NOW!

The need for a larger building for this famous wartime bomber is becoming critical to the progress of the restoration program. Room is at a premium these days in the present building for the working crew. Everybody is anxious to get the job done in the next couple of years, so that we can put this aircraft on display as a Memorial. The work that is being done is astonishing. But, we need more space.

A fund raising campaign is underway by the RCAF Memorial Museum in Trenton and the Halifax Aircraft Association. Pamphlets have been produced, describing the Restoration project, and the need for a new home for the Halifax. These colorful pamphlets are available right now to everybody, including all Wings, Legions, and other groups.

Prints of "Canadian Halifaxes Over York Minster" are also available. These are numbered and signed by 15 aircrew members, one from each of the RCAF Halifax Bomber Squadrons during WW2. Price to HAA members is \$150, to non-members \$175. For the pamphlets, and the prints, please write to Halifax Aircraft Association, 5444 Yonge Street, Suite 1905, Toronto, ON, M2N 6J4.

PS: Believe it or not, one of the NA337 Hercules engines is already turning over. Drop in at the RCAF Memorial Museum in Trenton, and hear it for yourself.



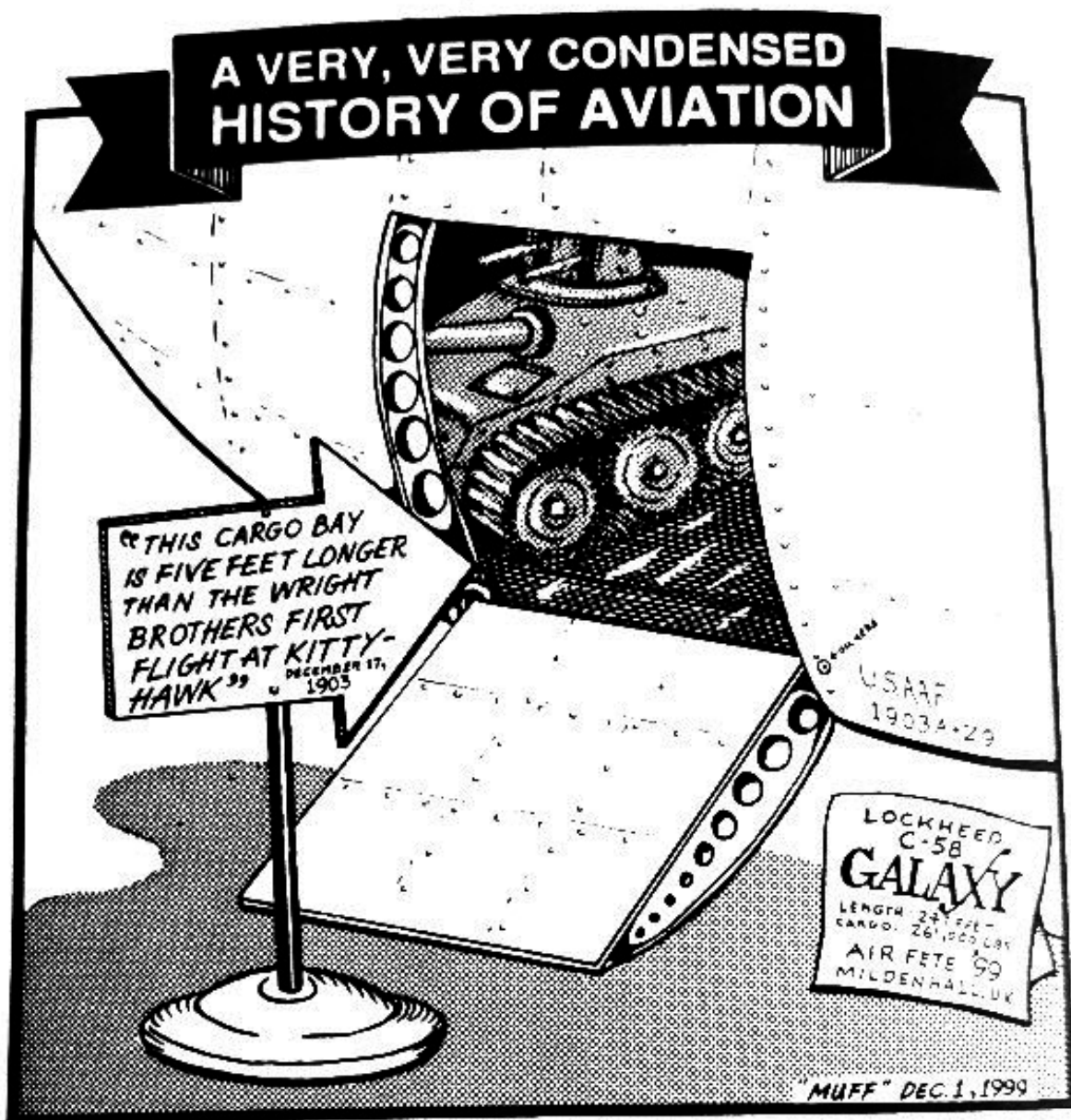
## BROTHERLY LOVE

An Irishman walks into a bar in Dublin, orders three pints of Guinness and sits in the back of the room, drinking a sip out of each one in turn. When he finishes them, he comes back to the bar and orders three more.

The bartender asks him, "You know, a pint goes flat after I draw it; it would taste better if you bought one at a time." The Irishman replies, "Well, you see, I have two brothers. One is in America, the other in Australia, and I'm here in Dublin. When we all left home, we promised that we'd drink this way to remember the days when we drank together." The bartender admits that this is a nice custom, and leaves it there.

The Irishman becomes a regular in the bar, and always drinks the same way. He orders three pints and drinks them in turn.

One day, he comes in and orders two pints. All the other regulars notice and fall silent. When he comes back to the bar for the second round, the bartender says, "don't want to intrude on your grief, but I wanted to offer my condolences on your great loss." The Irishman looks confused for a moment, then a light dawns in his eye and he laughs. "Oh, no," he says, "My brothers are fine. I've just quit drinking."



### IT'S YOUR CALL!

The following is from a radio conversation released by the US Navy and was printed in the London Telegraph, 23 January 1996.

- #1 Please divert your course 15 degrees to the north to avoid a collision.
- #2 *Recommend you divert your course 15 degrees to the south to avoid a collision.*
- #1 This is the captain of the US Navy ship. I say again divert your course.
- #2 *No I say again, you divert your course.*
- #1 This is the aircraft carrier Enterprise. We are a large warship of the US Navy. Divert course now!
- #2 *This is a lighthouse. Your call!*