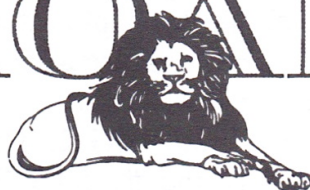




# ROAR



## 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

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Newsletter

Number 10

May 2001

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### FROM THE CHAIRMAN

Despite the tons of snow that fell this past winter, and there was plenty of it at CFB Petawawa, I was able to get to the base for a CPSM Medals Parade on February 2. Fortunately all the festivities took place in the big hangar. As you know, the CPSM (Canadian Peacekeeping Service Medal) is a Canadian decoration of which 125,000 medals were struck to be awarded to those men and women of the Canadian Forces for their peacekeeping duties overseas. L/Col. Randy Meiklejohn and I shared in the presentations of the medals to the Lions currently on base following their earlier tour in Bosnia. My second visit with the Lions this year was on May 8 (on a much warmer day), this time I shared in the CPSM presentations with Colonel Marcel Duval, Commander of #1 Wing, CFB Kingston. Another proud day for the Lions. More on this in the Petawawa Report by Capt. Cindy Gagnon.

Many of you will no doubt remember Major Bruce McQuade, DCO at 427 Squadron, (May 92-June 94) now Colonel McQuade, Commander of 15 Wing, CFB Moose Jaw. To celebrate the RCAF 77th Anniversary, Col. McQuade invited me to be the guest speaker at their Mess Dinner on March 23. It was another cold and windy day (I can sure pick-'em) but the spirits were high, and I received a very warm welcome. I got to "fly" the new Harvard II Flight Simulator in combat with one of their instructors. He was The Red Baron, and I was Barker. It was close, but he didn't shoot me down! Barker was alive and well at the end of the day. I also had a chat with Dave Brown, former C.O. of 427 (Aug.90-May 92) now an instructor there. I was given an extensive tour of the base accompanied by Colonel McQuade, plus Hon. Col.(15 Wing) Doug Marr, and Capt. Dave Monk. This is also home

(Continued on page 2)

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*(Continued from page 1)*

base for the Snowbirds (431 Squadron); and I had a good visit with them at their base operations. We also met again later at the Mess Dinner, along with their Hon. Col. L/Gen. Fred Sutherland, plus students from various countries and their instructors. They were a great audience, and we celebrated the RCAF 77th Anniversary in fine style.

Moose Jaw is also home for the BIG 2. That is, #2 CFFTS (Canadian Forces Flying Training School) and #2 FTS (Flying Training School) for Tudor Instruction. Their training facilities are outstanding.

A Gathering of the Lions in Petawawa is planned for the weekend of October 26, 27, 28, 2001. More details will become available during the next few weeks, so if you plan to attend please give me a call or drop me a line. It's a long way to Petawawa for many of you, but if you plan to travel this way in the fall, try to include this visit to the Squadron. The Lions in Petawawa would love to see you, and I know you will have a great time.

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

A.L.d'Eon

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## AIR CADET TO ASTRONAUT

Canadians everywhere can be justifiably proud of the achievements of astronaut Chris Hadfield in the NASA space program. Chris was the subject of much favorable publicity a few weeks ago when he completed two exciting and difficult 7-hour space walks in order to attach Canadarm 2 to the international space station. Not so well known is the fact that his remarkable aviation career began in Air Cadets in the small town of Milton, Ontario where he won scholarships in gliding and powered aircraft. When asked about the impact of air cadets on his life, he responded "more than I knew at the time — it is the best training any young person can ever receive".

Since the air cadet movement was launched in 1941, one can only guesstimate how many success stories there are in the military and in civvie street that can be traced to the military and citizenship training received in the Air Cadets. One such example is L Gen Kenneth E. Lewis Commander — Air Command 1989-1991 who was F/Sgt Ken Lewis in his Calgary air cadet squadron in 1949. From that point he advanced to the top echelon with one very important posting along the way. In 1960 we find S/L K.E. Lewis as D.C.O. 427 Squadron based at Zweibrucken flying Sabres and we are proud to recognize him as a former air cadet and fellow Lion.

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## 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.

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*Cartoons by 'Muff' Mills and Graphics by Michael Cleland*

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## MEMBERSHIP NOTES

Hope the approaching warm weather will make you all forget about the past winter. Sure nice to see the green grass again. Which brings up a point I made in the last issue. For the regular members, the growing grass should have reminded you that you should have sent me your annual dues, A big thanks to those of you who have already done so. With no reply from some, this will be the last issue to your last known address.

There has been several suggestions on how we can keep money coming in to ensure this publication continues. Now if some one could setup an email store? We would like you continue sending in your ideas. Without funds, the panic button at the end of the tunnel will certainly be looked at, maybe even pushed.

Your summer plans are no doubt made by now, and hope they all come about. I will have the same old routine again, giving flight instruction, or giving sight seeing flights, on the Harvard, or the Tiger Moth, or the Chipmunk, or the Waco, or the Steerman, or the J3 Cub. It is going to be a tough summer. And by the way, should you be this way think about going flying!

And all of you have a great summer.

**Stan Miller**, Treasurer & Membership Chairman

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## PETAWAWA REPORT

Here we are, in the midst of another beautiful spring in Petawawa, and 427 Tactical Helicopter Squadron is faring quite well. As you are aware, we had sent a deployment of 91 personnel overseas to Velika-Kladusa, Bosnia last fall, and everyone is now back home, safe and sound with the rest of the "pride". At present, we are in the thick of summer training, night flying, and of course preparing to say goodbye to those members who are posted or retiring this year. We look forward to seeing them again soon, hopefully at the Gathering of the Lions in November.

On May 8th, we were honored with a visit from 1 Wing Commander, Colonel Marcel Duval, 1 Wing Honorary Colonel Brigadier-General (ret) Les Rowbottom, and our own Honorary Colonel, Flight Lieutenant (ret) Al d'Eon. Aside from sharing some Lion Pride, 27 members of 427 Squadron were presented with the Canadian Peacekeeping Service Medal (CPSM), 11 Canadian Decorations (1&2) were presented, as was the Lion of the Quarter award, a NATO SFOR medal, and various other awards. It was a splendid parade, and because of its success, we are having another on June 6th—due to the fact that SCWO Pat Moreau will be leaving the Lion Squadron and will be replaced by MWO D.E. Becker through a Change of Appointment Parade.

There is some news in regards to our mascot, Mareth II that I thought might be of interest. He is still living at Papanack Park Zoo in Wendover, ON with his parents and three sisters, and is now a hefty 300 lbs! Keith Forgie, Mareth's owner, informed me that he is quite adept at stalking and has successfully taken down a 1400 lb moose or two by himself to share with his family for supper. Certainly impressive, but you won't find me verifying this in their enclosure! He is starting to get a mane, and although he roars, he is still not mature enough to throw his roar the 8km that his father does. They plan on breeding him to a couple of Lions from the US in two or three years time (lucky guy!!) to maintain the white lion trait. He has been out to a couple shows in Eastern Ontario, and was very well behaved by all accounts.

If anyone is interested in seeing Mareth II and the other Lions, the Zoo opens on the May Long weekend and closes Thanksgiving weekend. During May and June, they are open from 11am to 3pm, and during the months of July and August, they are open 10am to 5pm. Prices are \$8 for adults, \$6.50 for seniors, \$5.50 for 12-18, \$4.50 for 6-11, \$3.50 for 2-5 and free for those under 2 years old. Further information and directions to the Park Zoo can be obtained by phoning (613) 673-4973.

Of course, we would always be pleased to hear from you, and welcome your correspondence. The DCO can be reached at (613)687-5511 ext 7700, and the Adjutant can be reached at ext 7817. From all Lions presently at the Squadron, have a safe, healthy and happy summer!

*by Capt Cindy Gagnon Administration Officer.*

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- USA**      **Open**
- Petawawa Liaison** **Capt. Cindy Gagnon**  
**CWO Pat Moreau**  
**Capt. Frank Gadoury**

## WE SHALL REMEMBER THEM

**William G.(Buff) Forrer**

**Joyce Inkster**

**H.A. Larivee**

**William H. Meaden**

**W. Meads**

**Stan Niven**

The Airforce community was saddened to learn of the passing of Joyce Inkster in Niagara Falls, Ontario on March 18, 2001 after a lengthy illness. Joyce married Roy Inkster in England in the closing days of WW II and followed her radar technician husband to Canada where they established a home and raised a fine family. In 1980 when 427 and 429 Squadrons were being honoured at the Allied Air Forces Reunion for the first time, Joyce began assisting Roy in tracing former squadron members and compiling a master mailing list. Together they did a terrific job and the result was the most successful AAFR up to that time. From that point and continuing for the next 15 years, Joyce devoted untold hours to the tracing and locating of air and ground crews. It became a labour of love and Joyce developed exceptional skills especially in the art of tracking down Commonwealth air crews (sometimes complete crews) across Canada, and around the world. The success stories of Joyce are legendary and the joyful reunions of "long-lost" squadron mates at Allied Air Forces Reunions year after year were due in no small measure to the skill and untiring efforts of Joyce Inkster. She will be sadly missed and fondly remembered. We extend our sincere sympathy to Roy and the Inkster family.

## CFB BORDEN PLANNING HERITAGE AIR PARK.

“The freedom and rights that we enjoy are the results of the sacrifices of thousands of air and ground crews who courageously fought and died in theatres of war around the world”, said 16 Wing Commander Colonel Jerry Gillis in announcing the development of a Heritage Air Park at CFB Borden.

A committee has been set up, chaired by L/Col. Sergeant, Commandant at the Canadian Forces School of Aerospace Technology and Engineering.

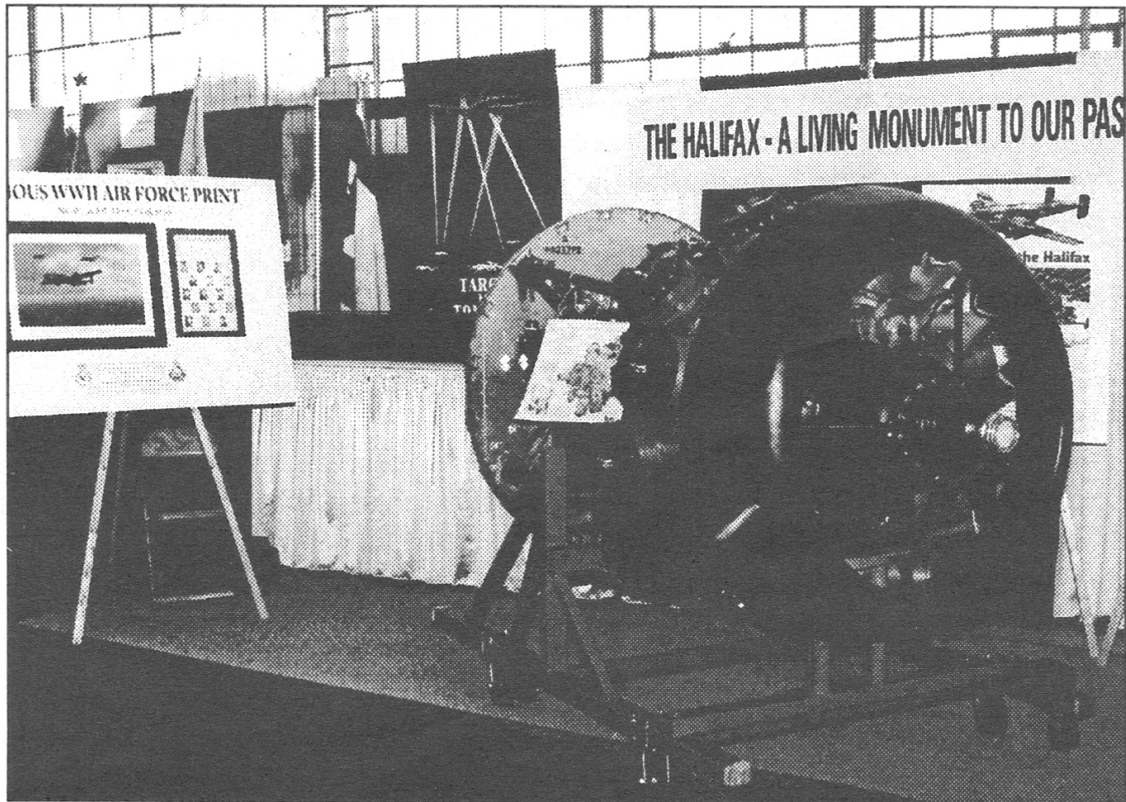
As Borden is the birthplace of the RCAF, the preservation of it's 1917 hangar line will be the primary focus. It is estimated the cost of restoring the hangars will be about \$800,000. One of those WWI hangars is currently a museum with airforce artifacts. The Air Park will also include displays of aircraft, indoors and out. The current outdoor aircraft will need major restoration also.

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## HALIFAX RESTORATION UPDATE

Most of us are anxious to see the nose section of Halifax NA337 and Bill Tytula Project Manager tell us that it is progressing well, but it will take time. The nose glass is being manufactured in England with the assistance of the Yorkshire Air Museum in Elvington. The forward fuselage/cockpit section is shaping up. The pilot's seat is complete, along with controls and rudder pedals soon to be integrated into the cockpit section. Those of us living nearby who visit Trenton regularly, can see great progress in the project. All we need now is the money to build a "home for the Halifax", so we can display it for the entire world to see. It will indeed be A LIVING MEMORIAL TO OUR PAST.

This was made visible at the Toronto Aviation & Aircraft Show at Downsview in early May this year. Approximately 15,000 people dropped by the Halifax Exhibit during the three days, and they liked what they saw. The Trenton gang brought in one of the four Bristol Hercules engines from NA337 to display, and the Halifax Aircraft Association members put up a very exciting exhibit describing the progress of the restoration program.



**One of the four fully restored Bristol Hercules engines from Halifax NA337 on display at the Toronto Aviation & Aircraft Show, sponsored by the Halifax Aircraft Association.**



## PREFACE — LANCASTER DOWN !

The years 1942-44 were grim times for the crews of Bomber Command. Losses were very high, with the number of missing airmen reaching almost 600 on some nights. We were soon aware that our chances of survival were one in seventeen. Prior to arriving at an operational squadron, there were personnel losses at the training units. On our last unit, before operations, we lost 29 men in 30 days! On our last squadron, No. 405 Pathfinder Squadron, 801 airmen lost their lives during about four years of combat. With 14-15 Lancasters and approximately 100 airmen, our squadron was wiped out eight times.

Training hazards were many: ie, getting lost, fire, crashing, engine failure, collisions and would your parachute work? The parachute section told everyone the same thing; "If it doesn't work, bring it back!" Add to this, the dangers of operational flying and it was not a morale-building situation. A very few young men could not stand the strain and had to be sent home or assigned non-flying duties. Adding to our problems were blackouts, poor food, enemy bombing, very little heat during the winter months, etc. The only food not rationed was peanut butter!

Our English crew members were fighting to keep the enemy off British soil, but at least they could visit their families and friends every few months. As Canadians, young and far from home, our common lot was loneliness and homesickness. This was in spite of the gallant effort by the British people to keep our spirits up.

It is my hope that this preface will, in some measure, prepare you to read between the lines of this story about the lives of one World War II Bomber Command crew.

Flying Officer L. Alex Nethery (ret'd)  
Ex. Royal Canadian Air Force, Radar Navigator and Bomb Aimer

*ROAR Editor's Note -- Alex Nethery, a resident of Burlington, Ontario, wrote this preface at the request of Steve Darrow, author of "Lancaster Down!" the story of a bomber crew at war. The author is the grandson of Arthur Darrow who was Alex Nethery's pilot during 14 operations on 427 Squadron and a further 16 ops on 405 Pathfinder Squadron.*



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*Done* **TWO GUYS FROM WEYBURN**

**B**ill Hind, now of Edmonton, was one of the first post-war trained pilots to be posted to 427 Squadron when it was reactivated in 1952 flying Sabres. Lou Fellner, now of London, Ontario was the skipper of the first Wellington crew posted to 427 Squadron when it was formed in 1942.

An interesting twist to this story is that both pilots grew up in the prairie town of Weyburn where the Hind and Fellner families were close friends for many years. In Bill Hind's words "Weyburn has a special place in the annals of 427 Squadron history"

In an earlier issue of ROAR, Bill did not recognize the name Lou Fellner as his old friend. Around Weyburn he was known as Alex (his real name) or Choppy, a nickname. The name Lou was coined by W/C Dudley Burnside at the time the squadron was being adopted by M.G.M. and the aircraft named after movie stars. In a chance remark, the C.O. mentioned that Sgt. Fellner looked a lot like Lou Ayers, a Hollywood star at the time. His crew and squadron mates immediately latched on to the name Lou and it soon became a fixture. To this very day he is "Lou" Fellner to those who knew him nearly six decades ago.

### **JUST YOU TRY IT.**

**A**n incipient student uprising at Wadham College, Oxford, England was recently quashed in a quiet, but spectacular manner.

It seems, according to one story, that the Master and Fellows of the College were faced with a demand from some of their students that they be given the power to hire and fire instructors and to grade their own examinations "or else".

Within 24 hours of receiving this ultimatum the teachers met and sent back the following answer.

Gentlemen:

We note your threat to take what you call "direct action" unless your demands are met immediately. We feel that it is only sporting to let you know that our governing body includes three experts in chemical warfare, two ex-commandos skilled with explosives and in torturing prisoners, four qualified marksman in various categories of small-arms, two artillery men, one holder of the Victoria Cross, four karate experts, and a chaplain!

The governing body has authorized me to tell you that we look forward with confidence to what you call a "confrontation", and I may say even with anticipation.

Your obedient, etc, etc.

There was no reply.

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## SGT PAUL PURA M.I.D.

**M**urray Andrew Pura writes from Pincher Creek AB: "My father Sgt. Paul Pura joined the RCAF in October 1940 and proceeded overseas three months later. He trained as a wireless operator and was stationed at Lough Erne in Northern Ireland prior to his transfer to Leeming where he joined 427 Squadron."

Paul Pura passed away on February 25, 1999 and it was only when Murray was going through his father's papers that he discovered the following citation: "By the King's Order, the name of Corporal P. Pura, RCAF was published in the London Gazette on 14 January, 1944 as mentioned in Despatch for distinguished service. I am charged to record his Majesty's high appreciation — Secretary of State for Air" The citation reads: "Corporal Pura has carried out his duties with such zeal and enthusiasm that he has contributed to a great extent to the success of the Signals section of 427 Squadron. At all times his work has been outstanding, and his stamina and devotion to duty during particularly busy periods have encouraged and heartened other members of the squadron."

Murray Pura is writing about his father's wartime experiences and is keen to hear from any persons who may have known Paul Pura in Canada or overseas. The address is Murray Andrew Pura Box 2411, Pincher Creek, AB, TOK 1W0 or e-mail at: [murlin@telusplanet.net](mailto:murlin@telusplanet.net)



## MORE RULES OF THE AIR

**T**he propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.

Learn from the mistakes of others. You won't live long enough to make all of them yourself.

You know you've landed with the wheels up if it takes full power to taxi to the ramp.

Good judgement comes from experience. Unfortunately, the experience usually comes from bad judgement.

The three most useless things to a pilot are the altitude above you, runway behind you, and a tenth of a second ago.

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## BEHIND ENEMY LINES

This is a new book everybody should read. It's Jim Moffat's story, a 427 Air Gunner on 427 Lion Squadron, who survived after parachuting into enemy territory after his Halifax collides with a Lancaster during the Nuremberg raid over Germany in 1944. Jim spent six months in German-occupied Belgium and France. Often alone, and always in danger. The Belgian Resistance hides him, yet he fights the retreating German army side by side with the French Marquis.

An early review by Peter Thompson, Operations Manager, Quinte Broadcasting Group, Belleville, puts it this way: "BEHIND ENEMY LINES is a spellbinding thriller. At times it made my hair stand on end. At other times it recaptures the spirit and sacrifices made by so many."

Jim Moffat lives in Lachine, PQ. and is active with the Royal Air Force Escaping Society, Canadian Branch, and continues to visit 427 Squadron in Petawawa, and attends the annual Gathering of the Lions. He is also the Quebec representative for the 427 Lion Squadron Association.

The book price Cdn.\$19.95, + \$2.50 postage. USA \$16.95 + \$2.50 Postage.

To order: Jim Moffat, 810-49th Ave. Lachine PQ. H8Y 2T2  
Email: behindenemy@hotmail.com



### FIRST THINGS FIRST

The introduction of GEE in 1942 was a great advance in the science of air navigation. The accuracy of the system was dependent on keeping the three ground stations of a GEE chain in perfect synchronization. This was achieved by the operator keeping a signal on a cathode-ray tube under constant surveillance. It was a chargeable offence to break telephone communication even for a few seconds.

The story goes that on one station a WAAF was sitting with headphones on when her ration of sausages were brought in and left just out of reach. Moments later a marauder appeared — the station cat. It proceeded to help itself. This was too much for the WAAF; she carefully unplugged her telephone jack and proceeded to throw the cat out. When she plugged in again, a voice said, "you were out of communication for forty seconds! Why?" She replied, "Uh-uh the cat was eating the sausages." There was no official answer to that. "Very well. Don't let it happen again." And that was that.

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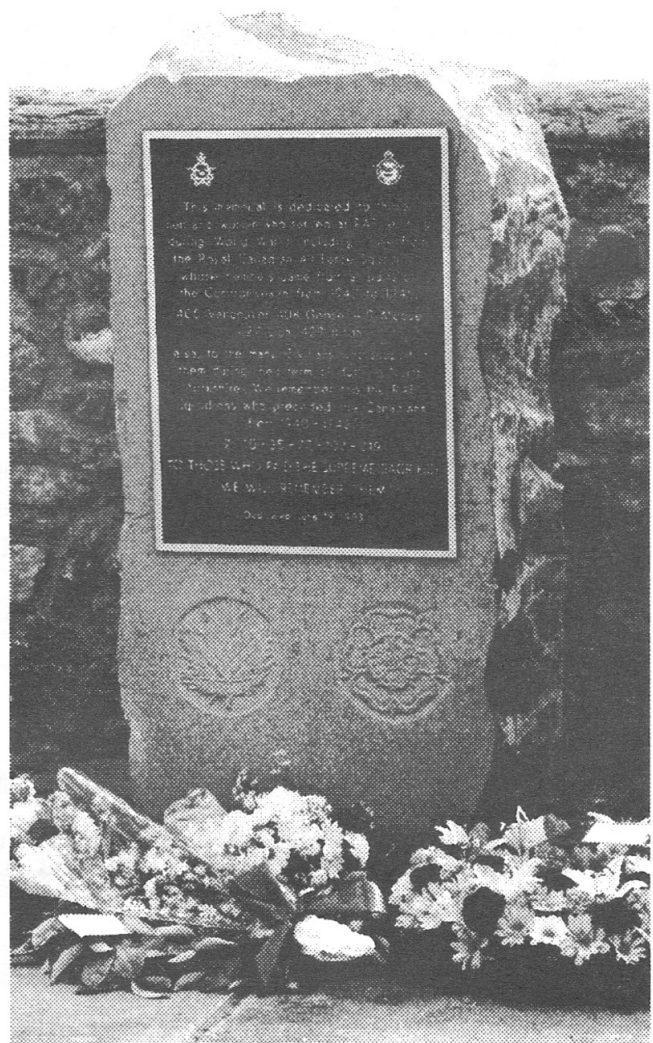
## REMEMBERING LEEMING

On June 19, 1993, at a ceremony outside the Church of St. John The Baptist in Leeming Village, North Yorkshire, England, the Bishop of Knaresborough dedicated a special memorial to the Canadian and Commonwealth airmen who served at RAF Leeming during WWII.

The Unveiling of the memorial was performed by Group Captain Dudley Burnside, DSO OBE DFC & Bar, 427 Squadron's first Commanding Officer, and first Honourary Colonel. Steve Puskas DFC, 429 Squadron, and Don Pettys, 408 Squadron also accompanied him. The RCAF Padre the Rev. Derek Salter, 427 Squadron, read the lesson, and readings by Mike Sloski, 429 Squadron. Our patron was LGen. A. Chester Hull CMM DFC CD; the Base Commander was Group Captain P.W. Roser, MBE. The 429 Squadron Honourary Colonel was the Hon. Henry N.R. Jackman.

The ceremony of wreath laying was followed by a fly-past of a Spitfire from RAF's Battle of Britain Flight. Also, a maple tree was planted near the cairn by the school children of Leeming. In addition to the 150 RCAF and RAF veterans and their wives, we were also joined by 30 serving members of 408, 427, and 429 Squadrons who flew directly to Leeming for the occasion.

The UK Committee gave us a warm welcome at a banquet and dance at Bedale Hall, where speeches were made, and a special plaque was presented to the "People of Hambleton District" on behalf of the participants. Councilor Arthur Barker, Chairman of the UK Committee accepted the plaque on their behalf. Frank Turner also brought a few wartime films to show in the off hours of activities in Bedale.



**Leeming Memorial taken at Leeming  
June 19, 1993.**

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*(Continued from page 12)*

The weekend included visits to the base RAF Leeming, RAFA Club in Northallerton, Stonefall Cemetery in Harrogate, the Yorkshire Air Museum in Elvington, and a scenic bus tour of the Yorkshire Dales, Knaresborough, and the outskirts of the City of York.

Perhaps now is the time to consider another visit to North Yorkshire. 427 Squadron was formed in 1942, Six Group in 1943, and we began operations at Leeming in 1943. We could call it the SIXTIETH ANNIVERSARY PARTY, and invite all Lion, Bison, & Goose people to the party. Leeming will still be there....but will we??? Give it some thought, and let's keep in touch.



## **AD ASTRA STONES**

The sixth annual Ad Astra Dedication Ceremony will be held in the Air Park at the RCAF Memorial Museum C.F.B. Trenton on Saturday, September 29, 2001. At the time of writing there were more than 4925 stones registered. 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.

Proceeds will be used to help fund Museum expansion which is a multi-million dollar project. For further information please contact RCAF Memorial Museum, 8 Wing Trenton, Box 1000 Station Forces, Astra ON KOK 3W0 Tel: (613) 965-2140 or 2208 or by e-mail [www.rcafmuseum.ca](http://www.rcafmuseum.ca)

## **THANK YOU GORDON — WELCOME MICHAEL**

On Page 3 you will note that Michael Cleland has replaced Gordon Maxfield as our in-house graphics expert. Gord suffered a heart attack earlier this year, and while he is recovering nicely, felt it best to relinquish the position. Gord's background as a war-time pilot in the RAF and a computer whiz made him invaluable in compiling and organizing the material so that ROAR always "looked good". Thanks Gord for a job well done. We

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welcome Michael Cleland who also has an excellent background. The son of an airforce veteran, he is a 22 year member of the Air Reserve and was the bagpiper and projectionist at more than a dozen Allied Air Forces Reunions. Michael is the Managing Art Director of Rogers Media Publishing (formerly Maclean Hunter) and we are fortunate to have him as a member of the crew.



## A DAY IN HISTORY

30/3/44

**W**eather fair; visibility five-10 miles; wind light, northerly; & moonlight. Operations were detailed for this date and sixteen aircraft took off to bomb NUREMBURG. Twelve aircraft successfully bombed the target and returned to this country. The squadron suffered heavy loss this night as three aircraft were reported missing. Both our "A" and "B" Flight Commanders failed to return. "W" Willie piloted by A/S/L G.J. Laird DFC, and "D" Donald piloted by A/S/L J.M. Bissett DFM. One of the newer crews F/O W.N. McFee, piloting "E" EASY also failed to return. Returning crews reported numerous night fighters that were aided by the bright moon. "N" Nuts piloted by F/O Weicker was attacked by a fighter. The mid-upper gunner first sighted exchange of tracers from two unidentified aircraft on the port beam. The enemy aircraft apparently saw this aircraft when he broke away from the other bomber and therefore opened fire from 600 yards or more. The mid-upper gunner saw this and instructed his pilot to corkscrew to port. Neither gunner opened fire.

A number of the 427 pilots actually saw the night fighters shooting down our aircraft and tracers filled the air. Target was well pranged, but a costly "do". F/L McCauley a veteran of 24 trips made his first turnback due to engine trouble.

( Ed. Note: Read "BEHIND ENEMY LINES" as Jim Moffat, A/G in Laird's crew, tells his story of this raid. He was the only survivor of a mid-air collision)

*Source: 427 Squadron War Diary*



## ONE OF OUR LIONS WENT MISSING

The following is an extract from a letter dated February 24, 1989 written by Air Commodore David B. Ross, DFC & Bar. Davey Ross was a three-tour air gunner having completed his first tour on a RAF squadron and his second and third tours with W/C Burnside and W/C Ganderton respectively.

“I was one of those in attendance at Leeming when the antique bronze lion was presented to 427 Squadron by Metro-Goldwyn-Mayer in May 1943. I was also present when movie actor Robert Donat visited the squadron accompanied by Joan Greenwood another MGM star. Thereafter the Lion moved around various 427 bases in Yorkshire. When the German war ended and the squadron was dispersing prior to possibly joining the Japan war, I (not to put too fine a point of it) acquired it and on my marriage a few months later, it became a fixture in my home.

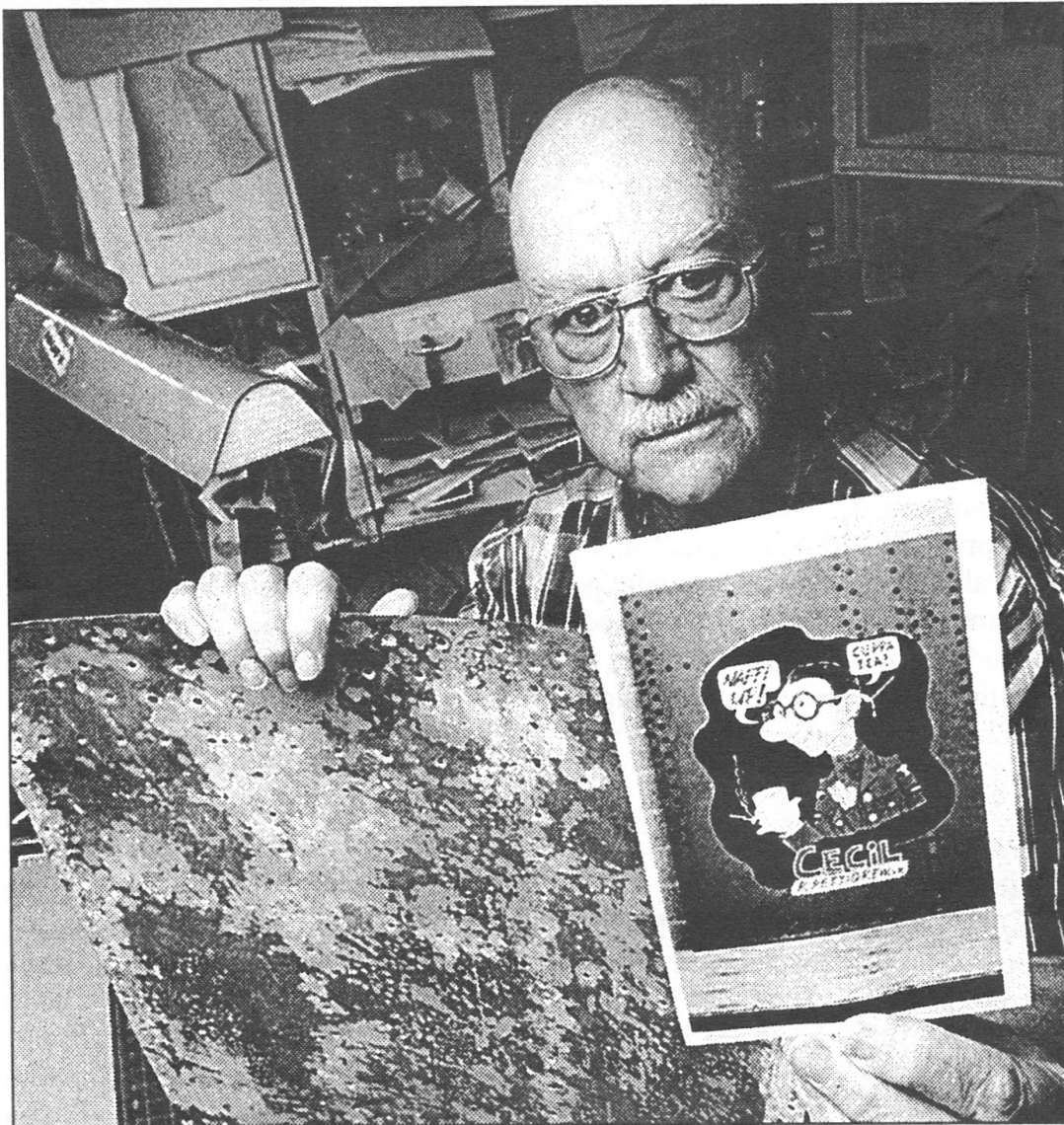
The Lion then saw service in Egypt, Ceylon, and most significantly in Germany for three years. The story advances to 1971. I was then an Air Commodore living at Biggin Hill. As a guest at a Battle of Britain display at Biggin, I met G.M. (Pop) Thornton, and Bill Schmitt. Even after 26 years, recognition was instantaneous and rather emotional. They spent the evening in my home and much to their (if somewhat drunken) surprise, they were shown the Lion which was on full display.

I thought no more of it, until some months later a member of the squadron came to see me and I handed it over. The C.O. of the squadron had already written to me and later thanked me and sent me a squadron pen and holder which I prize very much.

It had never really occurred to me that the Lion was presumed missing and contact was obviously made through either Pop Thornton or Bill Schmitt. I should of course have realized that the Lion belonged not in my home but in squadron history. However all is now well, but all through coincidence.”

D.B. Ross

*Editor's Note — Davey Ross passed away several years ago at his home in Bromley, Kent. He always spoke warmly of his R.C.A.F. comrades and would be gratified to know that the bronze Lion is still prominently displayed at all official squadron functions.*



### **“MUFF” MILLS WITH HIS LATEST NOSE-ART.**

Instead of a cartoon for this issue we decided to show you what Albert “Muff” Mills looks like and what he does to make us smile with his artwork. Here he is showing us a piece of nose art he is creating for the RCAF Memorial Museum. This will be painted on a scrap piece of fuselage which will be put on display alongside Halifax NA337. It took several days between bombing “ops” to complete one of these nose art pieces in wartime. None of his original nose art exists today. Some of the bombers didn’t come back. Three of the new six pieces have already been delivered to the museum. Look for them on your next visit to the Halifax Restoration workshop, which is next door to the RCAF Memorial Museum in Trenton. Thanks “Muff”, you always brighten our day.