



FERTE MANUS CERTAS

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

Newsletter

Number 12

June 2002

FROM THE CHAIRMAN

On May 2, 2002, Mr. Paul Bonwick, MP for Simcoe-Grey, representing the Minister of Canadian Heritage, and Dr. Richard Always, Chair, Historic Sites and Monuments Board of Canada, unveiled a special plaque commemorating the Royal Flying Corps Hangars at Camp Borden as a National Historic Site. Col. L.G. Gillis, Wing Commander of 16 Wing Borden presided over this momentous event. The Historical Address was given by L/Gen. A. Chester Hull, CMM, DFC, CD. This marks a significant milestone in the history of military aviation in Canada. It provided us with an opportunity to pay tribute to our Air Force history and heritage in Borden, the birthplace of the Royal Canadian Air Force. It was an honour for me as Hon. Col. Of 427 Squadron to be among the invited guests.

Several "temporary" buildings were constructed at Camp Borden in the spring of 1917, including 15 aircraft hangars, headquarters, repair shops, stores, hospital, garages, messes and quarters for officers, cadets, and men. Ironically, many of these "temporary" hangars still stand today, having out-lived an entire generation of Second World War buildings. As I walked through the hangars, I could still hear my father, who was an air frame mechanic with the RFC at Borden, talking about the aircraft he "fixed when they broke". It was an emotional day for me.

June 2 was Billy Bishop Heritage Day in Owen Sound, and a group of us put up a special exhibit for the Halifax Aircraft Association. It was truly a fun day, marking the 85th Anniversary of Air Marshall Billy Bishop's gallant

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action, which resulted in him being awarded the Victoria Cross. As top ace in the Royal Flying Corps, this heroic airman earned 16 medals for his service in both world wars. Besides the various exhibits, including the Restoration Project of Halifax NA337, much of the action was outside with replicas of rare vintage aircraft that were darting about in the skies above the Billy Bishop Airport. The Halifax display was very popular as usual.

Coming up in mid-June is the Conference for Honourary Colonels and Commandants in Moose Jaw, Sask. I will have more on this in the next issue. Next comes the Change of Command Ceremony at 427 Squadron, Petawawa. L/Col. Randy Meiklejohn will be leaving us for duties in Kingston, and a new Commanding Officer, L/Col. Mike Dabros will take command on August 15. More on this also in the next issue of ROAR.

The biggest news of all of course, is our Diamond Jubilee Celebrations. In a separate item in the following pages you will read about the plans for the Gathering of the Lions in Petawawa and in Bosnia. That's right, we will have two birthday celebrations this year.

Twice to the bar on two different dates. Right?

I hope to meet you all in The Lions Den this fall. Have a great summer.

A. L. d'Eon



A DAY IN HISTORY

22/6/43

Fourteen aircraft were detailed for a bombing attack on MULHEIM. W/C Burnside returned early due to gyro trouble, and F/Sgt Higgins returned after crossing the Dutch coast due to Navigation trouble. Of the other twelve aircraft, only eight returned safely. The other four aircraft are listed as missing. These were piloted by F/Lt. Webster, P/O Cadmus, Sgt. Hamilton, and F/O Reid. Their loss will be surely missed on this squadron, since they were an integral part of our Squadron's life.

(Note: Of the 28 airmen lost, only two survived)

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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MEMBERSHIP NOTES

This year has seen a change in the Membership List. It was tough in losing a number from this list, the positive side was having new members join us. A number of Charter Members have become Life Members, but there are still a number of you who have not sent in your annual contribution. Please do so before the next Roar is published, or no Roar. This may sound like arm twisting, and it is! We are in need of funds.

There is an on-going debate on the future of Roar, and the subject is increasing membership and finances. Both topics are vital to the continuation of this publication. Ideas and/or assistance would be appreciated.

Now that summer is coming, we at Classic Wings Inc. have taken the winter dust off all our tail draggers, and started flying. And people are finding out that the only difference between flying the Harvard and the J3 Cub is the sound. Both require that one be very alert during take-off and landing! Come by and find out for your self!

Wishing you all good health, and have a great summer!
Stan Miller, Treasurer and Membership Chairman

PIPER AND IAN

Greetings! The letter about Red and Bob, in the November Newsletter, brought back memories of the man who I felt was responsible for my safe return to Canada. When I knew him, he was a Corporal at Leeming and was responsible for (I believe) as many as four Hallies. Fortunately for me, mine was one of them. I owe my life to Piper's diligence and the chaps who worked under his guidance. I have never ceased to tell people about him. Without question, we owe an eternal vote of gratitude to ALL our "groundcrew boys". Piper ended up in Perley Rideau Vets. He'd developed Parkinson's, and had broken his hip in a fall. Unfortunately, when he was confined to Perley, the strain was too much for his wife so she went to live with their daughter in Calgary and Piper was alone. It was a rough way to end his days after all his devoted service to us aircrew chaps. One night, as we were about to depart, one chap said to me - "I'll bet you'd rather be in the pub!" and I shot back "No! I'd rather be over Dortmund!" Dead silence you could cut with a knife followed that faux pas. I hurriedly added - "or Duisburg - or Dusseldorf" - but the cat was out of the bag and everyone knew it. As a result, not one of those groundcrew boys left their little hut that night, until we'd returned, safely. Obviously they were afraid THEY might make the same mistake as that dumb pilot who blurted out the target for the night. God bless them all, especially Piper!

Ian Thompson, Winnipeg MB.

AD ASTRA STONES

The seventh annual Ad Astra Dedication Ceremony will be held in the Air Park at the RCAF Memorial Museum C.F.B. Trenton on Saturday, September 28, 2002. At the time of writing there were nearly 6000 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 by e-mail www.rcafmuseum.on.ca

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Maritimes	Wayne MacLellan Box 83, Riverport N.S. B0J 2W0 Tel: (902) 766-4165 (Fighter era)
Quebec	Jim Moffat 810-49th Ave., Lachine, PQ. H8T 2T2 Tel: (514) 637-7700
S. Ontario	Roy Inkster 6850 Barker St. Niagara Falls, ON. L2G 1Z3 Tel: (905) 358-5531
N. Ontario	Robert G. (Bob) Middlemiss 181 Collier St., Apt. 201 Barrie, ON. L4M 5L6 Tel: (705) 737-5435 (CF 104 era)
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USA	Open
Petawawa Liaison	Major Ed. Haskins DCO Capt. Cindy Gagnon CWO Dennis Becker Capt. Frank Gadoury

WE SHALL REMEMBER THEM

Lloyd J. Ayers

Wilbert John Ellwood DFC

John W. Grainge

John Jarvis

Wilfred J. Larson

Robert L. McGillvray DFC

Donald R. Runciman DFC

Daniel Shutka DFM

W. Peter Suter

John C. Tribe

Lloyd S. Weeks

Donald R. Runciman passed away in Belleville on February 17, 2002. Don will be sadly missed by his wife Marion and a large and loving family and we extend our sympathy to all. While still in his teens he trained as an air gunner and without any Operational Training was posted directly to 427 Squadron.

From that point he learned on the job and flew on "ops" with 16 different crews. Due to a casualty in the crew of Max Strange, Don was assigned as a replacement and completed his tour with this crew. He received a well-earned DFC. In 1980 Don became a member of the 427 Allied Air Forces Reunion Committee and for many years was a valuable worker and strong financial supporter. In 1995 he joined the Lion Squadron Association as a charter member and consistently showed the same interest and enthusiasm at Gatherings of the Lions.

GREETINGS FROM PETAWAWA

427 Squadron is currently training for its next assignment in western Canada, and also Peacekeeping duties overseas. A full report will be written for the fall Issue of Roar. In the meantime we hope to see many of you at our 60th Anniversary Gathering of the Lions in October. It's going to be a true celebration party, so don't miss it. If you had fun last time...it's going to be a "blast" this time. For more details contact the people mentioned in the write-up in this issue. Cheers for now...Captain Cindy Gagnon.

LION SQUADRON MEMORIAL

This is the story of a memorial erected two years ago in memory of a 427 Squadron crew shot down by a German night fighter over Northern France. On the night of June 12/13, 1944, Halifax LW135 piloted by F.O. R.C. Pearson was attacked while en route to bomb the Arras marshalling yards. LW135 crashed near the village of Foncquevillers killing five of the seven ? man crew. F/O K. Bulow evaded successfully and F/O E.M. Beaton became a POW.

Fifty-six years after this tragic event, two local historians located an engine of the stricken Halifax and presented it to the mayor of the Town. The municipal officials and a War Veterans group decided to erect a memorial in remembrance of the victims and a beautiful stone monument was the result. The details of the crash and the names of the Royal Canadian Air Force air-men who died are inscribed with the words:

“THOSE WHO SACRIFICED THEIR LIVES IN HELPING TO SAFEGUARD US AND KEEP OUR FREEDOM”

F/O Laird Wallace Cartwright
P/O Edward David Dubeau
P/O Edward Duffin
P/O Gordon Parsons
F/O Robert Charles Pearson

The engine of Halifax LW 135 is housed nearby in its own special display case on the village green in front of the church.

Editor's note: On this same Arras operation, a second Lion Squadron Halifax was shot down and a third badly damaged. The pilot of the latter was F/O Max Strange who flew his aircraft to a safe landing at an emergency base in England. For this action he was awarded the DSO and his gunner Sgt. Sullivan received the DFM.

THREE RULES FOR MILITARY RECRUITS

If it moves, salute it.
If it doesn't move, pick it up.
If it's too big to pick up,
Paint it.

THE LION COIN CHALLENGE

Traditions tend to change over time, and in some cases traditions become watered-down. Such is the case some have argued with the Lion Squadron Coin. Therefore, these “Rules of Engagement” as they pertain to Coin Challenges are issued herein.



The 427 Squadron Coin first appeared in 1943 when Metro-Goldwyn-Mayer adopted the squadron during WWII. Squadron members were issued the coin which, as legend has it, provided the members with a “lifetime” pass to MGM Theatres. The original coin was red in colour. Today, the Squadron proudly displays one of these original coins courtesy of F/O Gerald M. Walls. A second version was issued toward the end of the war, and the squadron is in possession of one courtesy of F/O Danny Kaye.

Today, the coin is used by Squadron members for a different but equally important tradition...a tradition that requires all squadron members to never venture out without their coin. For, there exists a list of rules by which all Squadron holders are bound from the moment they receive their personal coin. The spirit of the rules is intended to show that the possession of the coin is as significant as one’s decision to question another coin holder’s integrity.

‘Let it be known that any Lion may be challenged by another to present their coin. If the Lion being challenged cannot produce their coin, then the challenger and the challenger alone is owed an appropriate beverage by the shamed Lion... whom shall not be subjected to another challenge for a period of 24 hours. However, should the challenged Lion be able to present their coin immediately on being challenged, then it is the challenger who is shamed for having questioned the other’s integrity... and for that, all who are present to witness said challenge are entitled to an appropriate beverage each from the now-shamed challenger”.

The moral of the challenge is to be certain before you strike. After all, that is our motto... Ferte Manus Certas... or, “Strike with a sure hand”.

(NB: To obtain your own personal 427 Challenge Coin, contact Capt. Frank Gadoury at 427 Tac Hel Sqdn. CFB Petawawa, P.O.Box 9999 Stn Main, Petawawa, ON K8H 2X3. JRMF@forces.ca)

GATHERING OF THE LIONS 2002

IF ALL GOES WELL IN 2002
THE ROAR OF THE LIONS IN
PETAWAWA WILL BE HEARD
AROUND THE WORLD.

Since the Squadron will be deployed on Operations this year there will be two Gatherings to ensure that all members of the serving Lions will be able to celebrate the 60th Anniversary of the founding of 427 Squadron in 1942. The Petawawa gathering will be held from Friday October 25 to Sunday October 27, including the formal dedication of the Kiowa Monument at the front Gate. The second one will take place in Bosnia on November 7, the actual date we were formed overseas.



These two Gatherings should top them all! Plans are afoot to invite all Lions, past and present from across the country, including Wartime, Post War, and current serving Lions wherever they may be. Although our current CO, L/Col. Randy Meiklejohn will be posted by this time, he and his wife Diane plan to attend. The Change of Command will take place on August 15, with L/Col Mike Dabros assuming command of 427 Tactical Helicopter Squadron in Petawawa.

The concept of this year's Gathering in Petawawa is to open it to all ranks and all trades of serving Lions, with invitations to all veterans of wartime Lion "bomber Boys", post-war "fighter jocks", and "chopper crews". The format for the main event on Saturday night will be a mixed dinner-dance with a live band. The entertainment should be hilarious, so watch for the final details in a special mailing in a few weeks.

In the meantime, if you need more information regarding accommodations, or directions to CFB Petawawa, you can contact the 60th Anniversary Committee Chairman, Captain Tyler Brooks td3@forces.ca, or Captain Rob Landriault, at 613-687-5511, ext. 7600.

Reserve your place in the LION'S DEN now. This will be a weekend you will never forget. A full schedule will be mailed to you soon, but plan now. Put a shine on those dancing shoes, and let the squadron know you are coming.

FERTE MANUS CERTAS



TRIP TO MALTA

My Flight From An Aircraft Carrier

On May 11th, 1942 a random group of pilots from various squadrons in the United Kingdom set out from West Kirby, England to Gourock, Scotland where we embarked on the freighter "Empire Conrad", destination unknown. Accompanying us were 31 Spitfire Vc's in crates tucked in the bowels of the ship. From Gourock, we had a stopover at Holyhead and Milford Haven before crossing the Bay of Biscay.

As pilots, our forte was "the wild blue yonder" and the thought of a sea journey, of being torpedoed and ending up in the depths of the ocean was not comforting. Gibraltar was our next port of call. The aircraft were off loaded, assembled, test flown and hoisted aboard the aircraft carrier "HMS Eagle".

We enjoyed a few days respite in Gibraltar, good food, swimming, sunshine and sightseeing, this came to an end on June 1st when we set sail for Malta which we now knew was our ultimate destination. There were three pilots in the group who had already experienced combat above the skies of Malta and on June 2nd they conducted the briefing as to our part in 'Operation Style', the code name of our mission also the procedure for taking off from "HMS Eagle". With the exception of the three pilots from Malta none of us had ever been on a carrier never mind the traumatic experience of becoming airborne from one. We were given the sequence of take-off, safety precautions in the event of an abort and told that prior to take-off the carrier would be turned into wind and its speed increased to give us 30 knots over the deck. The length of the carrier being only 169 yards, there was some doubt that we could become airborne. The Spitfire flaps were either up or 90 degrees down, a method was devised so that we could acquire 23 degrees of flap with the use of wooden blocks, the optimum for maximum lift for take-off. When your turn came for take-off, you started the engine, dropping the flaps, then raised them - with the airmen inserting wooden blocks, ran the engine up, checked the 90 gallon drop tank was feeding, back to the main tank (87 gallons), again checking the revs, oil and hydraulic pressure instruments then waited for the signal to take-off. When the signal was given, full

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throttle, chocks away and off we went. There was no returning to the carrier as the Spitfire had no arrester hook for landing back on.

On June 3rd when we were 1,000 miles from Malta, off the coast of Algiers the Spitfires were brought on deck from the hold by elevator among them number AR377 which was mine. We were strapped in and our few personal items stowed away. The aircraft were then ranged on the deck. Now the briefing became a reality! We were as ready as we would ever be. As we sailed along in the Mediterranean we were shadowed by JU 88's at low level on the horizon. On my take off the JU 88's appeared overhead and as I was becoming airborne the navy escorts opened fire - I thought what a way to go - shot down by our own people or as we now call it "friendly fire". I kept going, dropping off over the bow of the carrier, gained flying speed, lowered the flaps, the wooden blocks falling away, raised the flaps and joined with the other three aircraft in our section and set off for the long flight to Malta.

On approaching Malta we were intercepted by ME 109's from Sicily and had to fight our way in, low on fuel we kept turning in defensive circles and edging our way to the Island. One of the aircraft in our section was shot down the rest landed. We were directed to a dispersal pen, where the ground crew immediately refueled and rearmed the aircraft. Waiting was an operational squadron pilot standing by, readied to be scrambled at the first sign of incoming enemy raid. Of the 31 aircraft that took off, only 27 arrived and one crashed on landing but the pilot was unhurt - unfortunately the four shot down were never recovered. It was a long tiring trip lasting 3 1/2 hours.

Sadly on August 12th 1942 on another of its trips, "HMS Eagle" was torpedoed and sunk. The aircraft carriers had done a magnificent job in bringing Spitfires within range of Malta to reinforce the Island. The "Eagle" made ten trips, the "USS Wasp" two trips, "HMS Argus" one, and "HMS Furious" three trips. A total of 396 Spitfire aircraft were to be ferried of which 376 reached the Island and 12 were lost.

*By W/C (ret.) Bob Middlemiss DFC CD,
Commanding officer 427 Squadron (Dec.'62 - Feb. '64)*



FORCES FAVOURITE JANE PLAYED SPY

(but never false.)

Question: Was the cartoon strip in the Daily Mirror used during World War II to give false information to the Germans?

Answer: This beautiful but accident prone heroine was enlisted by Intelligence, and said to be worth at least two armored divisions, three if she lost her bra or pants (in moral terms) but never used to send false information.

She began life on December 5, 1932 as a creation of artist Norman Pett who drew her until May 1940, when Mike Hubbardf took over. For the first six months he also wrote the scripts. Don Freeman took over in 1938 with the words, and continued until six months before Jane's run in the Mirror ended in 1959.

She was a sweet, blonde, gorgeous heroine of Jane's Journal, a typical upper class girl who liked to enjoy herself. But in 1939, Mirror bosses decided to make her more risqué. The result was an endless series of accidents that tore off her clothes, and often left her only partially dressed. During World War II, Jane, according to the script, was enlisted by Intelligence, and the feature took on more vigor, quickly becoming the Forces favourite and being adopted by many as their pin-up girl.

In fact, she was acknowledged in real life as one of Britains "secret weapons". Jane had the odd occasion when she appeared nude. The first being on September 29, 1944. It was reported at the time that the British 38 Division gained six miles of enemy territory as a result. Despite her positive effects on the morale of the troops however, there is no truth that Jane was ever used to give false information to the Germans.

Source: The Daily Mirror.

PS: Do any of you still have a drawing of Jane in your "secret" files today?

WOMEN'S BUMPER STICKERS

SO MANY MEN, SO FEW WHO CAN AFFORD ME

DON'T TREAT ME ANY DIFFERENTLY THAN YOU WOULD THE QUEEN

DINNER IS READY WHEN THE SMOKE ALARM GOES OFF

OBERLEUTENANT WILHELM JOHNEN

Was a highly-decorated Luftwaffe night fighter pilot and during a long operational career shot down 34 RAF and Commonwealth bombers, one of which was Halifax DK 180, piloted by Lou Somers of 427 Squadron in June 1943. Johnen's many victories were marred by an incident in 1944 when after successfully attacking a Lancaster of 35 Squadron he encountered engine trouble and by mistake landed at a Swiss airfield. Due to the highly secretive nature of the German aircraft, agreement was reached between the German and Swiss authorities for the Bf 110 to be blown up on the airfield to ensure that the details of the radar equipment did not fall into the hands of the British. It seems this was the Swiss interpretation of neutrality. Johnen survived the war and became a successful industrialist in Germany across the lake from Switzerland.

HALIFAX UPDATE

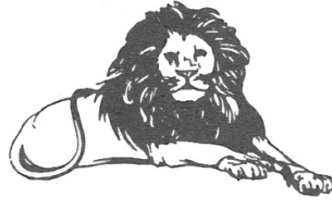
The Halifax is beginning to look like the real thing. The fuselage has now been restored from nose to tail; the wings are put together, except for the tips which will be added later; and the frame of the nose section is ready for the plexiglass. It's a sight to behold. One drawback: there is no room to work. We need the new building immediately.

Col. (ret.) Ken Kee, Chairman Board of Directors, RCAF Memorial Museum, Trenton states that the Capital Fund Raising Campaign still has a long way to go before reaching their goal. The fund now stands at 1.2 Million dollars. They still have an outstanding submission to the Ontario Superbuild Corporation for 1.6 M\$, one third of their goal. If successful there, Ken is confident they will receive 1.6M\$ in matching funds from the Canada/Ontario Infrastructure Program. That will leave just \$600,000.00 remaining to raise. With any luck, they will then go to tender for the new extension.

The Halifax is waiting. And, you can help. Join the RCAF Memorial Museum Foundation. The Museum is the sole recipient of the monies raised by the Foundation.

See the insert in the last issue of ROAR. RCAF Memorial Museum Foundation, 8 Wing Trenton, PO Box 1000 Station Forces, Astra, Ontario K0K 3W0.





LOOKING TO THE FUTURE

Think about it. We are about to celebrate our Diamond Jubilee this year.

It was on November 7, 1942 at Croft, Yorkshire, that a mere handful of RCAF and RAF airmen, with a bunch of borrowed “Wimpys” from Middleton-St- George, declared they had formed the 427 Lion Squadron. It really wasn’t called the Lion Squadron right away; more like the “typewriter squadron,” because we had to borrow all our office supplies too. On the first evening, these gallant men took off in their “flying machines” for the first time. It was called a Bulls Eye Exercise. Thankfully, everybody returned safely. A few days later, (after the fog lifted), our Air Training Program began in earnest, with a series of “circuits & bumps”, plus lectures about Night Fighters. Our first real flight into danger took place on December 21, with nine aircraft taking off on a Sea Rescue Search over the North Sea. Our first major bombing run was to Lorient, France on January 14, 1943. We were now fully operational in the new RCAF Six Group.

Think about it. The Lion Squadron has had a glorious history. We are all proud of that. We built up a bond with our fellow Lions, men and women, throughout these 60 years and we want it to continue. From borrowed Wellington Bombers to Halifax and Lancaster Bombers, to F 86 Sabre and 104 Starfighter aircraft, Kiowa, Twin Huey, and Griffon Helicopters, 427 has served proudly in many countries. Also, the Young Lions will be off again this year on peacekeeping duties in Bosnia.

Think about it. This little booklet newsletter, ROAR, is the glue that still keeps us all together. The Wartime Lions, Postwar Fighter Jocks, and today’s Peacekeepers are all one family. And, this “family” will soon need new writers, new editors, new researchers, and a new treasurer. It truly has been a labour of love for the “staff” of the Lion Squadron Association. However, time marches on, and these old legs are slowing down.

Now, think about this. The “Old Lions” will soon need a new crew to fly this airplane. At our last briefing, ROAR can still fly for a long time. The hangar doors are still open, but we are looking to the future. It is time to retire. We welcome your suggestions.

FERTE MANUS CERTAS



TRAVELLING TO THE UK THIS YEAR?

Word comes from North Yorkshire that the Leeming Memorial is ready to receive you. Be sure to include your group in photos taken at the memorial, and send a copy to us. The Memorial is right on the "Great North Road" at Leeming Bar village. Leeming is still an important RAF operational base, and visited by Lions of all eras on many occasions. Construction was started in 1938, and officially opened in 1940 with #10 RAF Squadron its first tenant. It was "home" to 427 Squadron from May 1943 to June 1946.

Being our 60th Anniversary we would like to receive a report about your visit in time for our next issue of ROAR. Remember the Fish & Chips shop in Bedale? Well, it's still there, and owned by the same family. By the way, I was told the beer tastes better now.

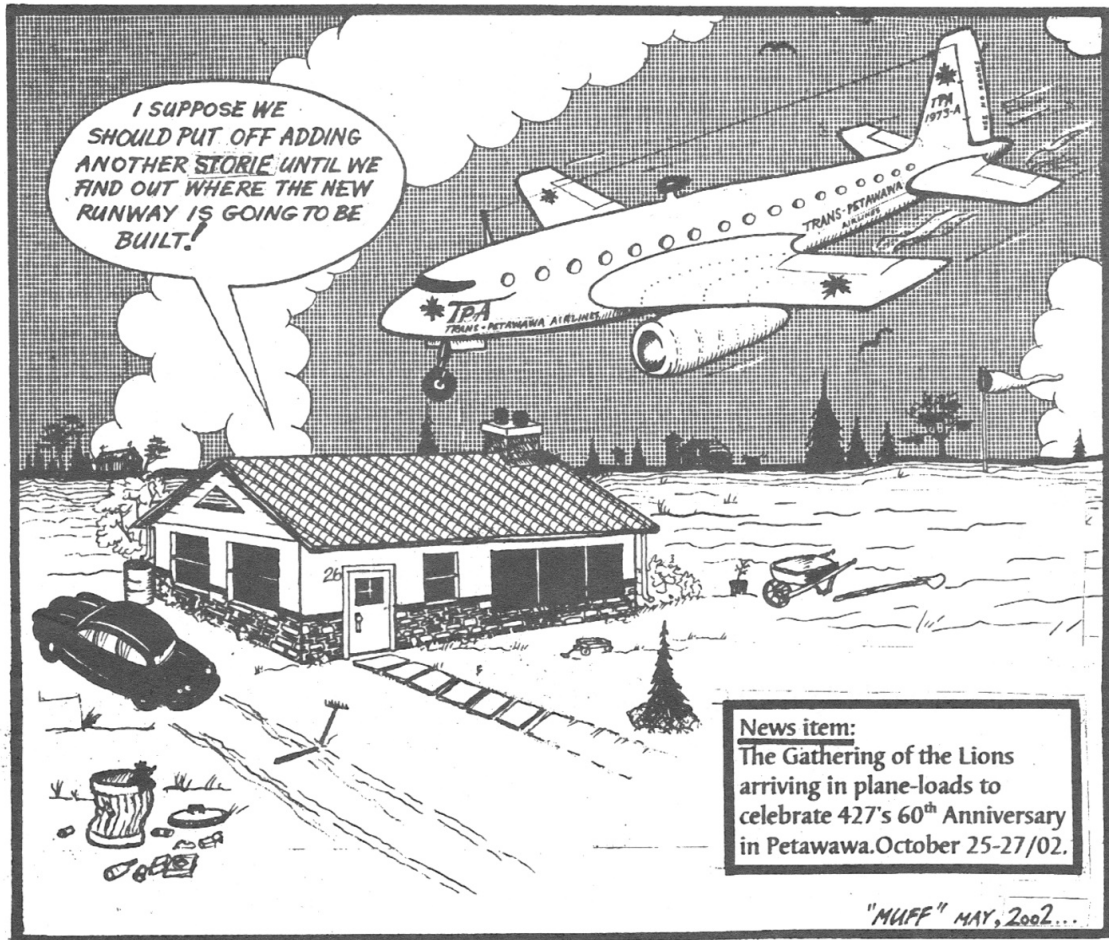
We have also heard from the Yorkshire Air Museum at Elvington. This Museum is moving ahead with great strides having added eight acres, bringing the site to 20 acres. The aircraft collection too has grown and now totals 46 including the Halifax.

For more information write to YAM-Canada Branch, 470 Petit Street, Ville St.Laurent, PQ. H4N 2H6

AIR CREW ASSOCIATION REUNION - BC/03

The first Aircrew Association Reunion in Canada will be held during Easter Weekend, in Victoria, BC April 18, 19, 20, 2003. The headquarters hotel will be the Chateau Victoria, and numerous events, tours, etc. are being planned, with a banquet and dance to be held at the Convention Centre on Saturday evening. This might be a good opportunity to have another Gathering of the Lions in the west.

Bookings are being made now, with a discount if you book before June 30, 02. For more information contact Gary Brown: gw.cj.brown@shaw.ca; or write to Ken Pask, 4360 Emily Carr Drive. 44, Victoria, BC V8X 4Y5; Tel: 250-658-1335.



THE HAPPY HOUR

Four retired sailors are walking down the street. When they see the sign that says “Veterans Bar” they all go in. The bartender asks what they'll have and they all ask for a martini. He delivers the drinks and says “That will be 40 cents”. They can't believe their good luck. They finish their drinks and order another round. The bartender again says, That will be 40 cents”.

This whets their curiosity, so they ask the bartender, “ How can you afford to serve martinis for a dime apiece?” The bartender replies, “I guess you have seen the décor here. Well, I'm a retired Navy Master Chief Boatswain's Mate and I always wanted to own a bar. Last year I hit the lottery for \$45 Million and decided to open this place for Real Veterans. Every drink costs the same...wine, liquor, beer...all the same”.

They notice four other guys at the end of the bar who haven't ordered anything yet. They ask the bartender, “ What's with them?” The bartender says, “Oh, those are Air Force guys. They're waiting for Happy Hour!”

(Thanks to Harry Hardy & the Typhoon Pilots.)