



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 14

June 2003

FROM THE CHAIRMAN

Many thanks for the many complimentary notes received about the last issue of ROAR, especially the reports concerning the celebrations of our 60th Anniversary in Petawawa and Bosnia. We were fortunate to have such great scribes, as Eddie Haskins, Tyler Brooks, and Dick Dunn to give us the full story. The photos weren't bad either. In fact the two main group photos, (Petawawa & Bosnia) are still available for sale by writing to Capt. Frank Gadoury, at 427 Squadron. See back cover of our last issue (#13) for full details.

In January I had the pleasure of spending a few days with 427 Squadron in Bosnia. It was an incredible visit, and I will have more on that further on in this issue. On February 25 our CO, LCol. Mike Dabros handed over command to Maj. Rick McLaughlin while he does his six months tour of duty in Bosnia. However Mike promises to be back in time for the Gathering of the Lions the last weekend in October. More on that later. The out-going CO in Bosnia, LCol Eddie Haskins, will not be far away and we hope to see him during the summer months.

You will notice in this issue, we have a new Treasurer and Membership Chairman by the name of Albert "Sask" Wilford. Some of you met him at the Gathering last fall, and saw how proud he is at being a SABRE LION. He replaces Stan Miller in this capacity, but Stan will not be too far away either. He is probably one of the "oldest" wartime bomber pilots who is STILL FLYING. For the movies, he does aerobatics in a bright yellow Harvard and is often engaged in formation flying at Air Shows and other special events. He doesn't talk about it much, but flying is his business. Thanks Stan.

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Jim Moffat, whose book *Behind Enemy Lines*, which has become a big seller, was the guest speaker at a Mess Dinner at #1 Wing, Kingston on March 27. The occasion was the Wing's celebration of Airforce Day. I understand he kept the "brass" spellbound with his remarkable story of how he evaded capture following a mid-air collision of two bombers during WWII in which he was the only survivor. More on that in the following pages.

Canada's first Aircrew Association Reunion took place in Victoria, BC over the Easter Weekend and it was a big success. The full attendance I do not have, but we seated over 400 at the formal banquet at the Empress Hotel. L/General Lloyd Campbell CMM CD, Chief of the Air Staff was our guest speaker. He brought us up to date on the affairs of Managing Canada's Air Force and a look at where the airforce is going in the future. Kudos goes to Ken Pask, ACA Regional Director for Western Canada and his committee for a fine effort. Plans are already afoot to have the next Western ACA Reunion in Calgary. We will have details in the fall issue.

The Annual Conference of Airforce Honouraries and Commandants was held in North Bay, Ontario, the last week in May. Besides a most interesting agenda, we were also privileged to visit the NATO Underground Facilities. Much more about this later in this issue if space permits..

One final note...a sad one.

Joyce Burnside, the wife of G/Capt. Dudley Burnside our first Commanding Officer, passed away earlier this year of cancer. Those of us who knew her will always have a special place in our memories. We extend our deepest sympathy to the Burnside family.

Ferte Manus Certas

A. L. d'Eon



427 SQUADRON HONOURS & AWARDS

4 DSOs	Distinguished Service Order
6 Bars to DFCs	Distinguished Flying Cross
147 DFCs	"
1 AFC	Air Force Cross
2 CGMs	Conspicuous Gallantry Medal
16 DFMs	Distinguished Flying Medal
8 MIDs	Mentioned in Dispatches

*Source: Royal Air Force Operations Record Book
Air Historical Branch
Air Ministry*

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 & FINANCE

Thanks Stan

The first thing that must be done is to recognize the enormous contribution given to this Association by my predecessor and mentor, Stan Miller. Since our inception in '96 he has not only helped to provide the incentive for membership in the Association but has kept very accurate records and tallies. Thanks to Stan's forbearance I have been able to develop a database of membership statistics that will serve us far into the future. Although Stan is now officially retired from these roles, he has not given up on his first love. On August 21 he will celebrate 60 years of flying (barnstorming) since his first solo flight and still going strong. Thanks again Stan for what you have done, but remember even in a tail dragger it's B--- S--- U-.



"Sask" Wilford takes over duties as Chairman of Membership & Finances from Stan Miller.

Finance - MAYDAY

Since '96 we have taken in \$14,000.00 in revenue from memberships and

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donations. On the expense side we have produced and distributed 13 issues of "ROAR" (prior to this issue) at an approximate cost of \$800.00 ea. or \$10,400.00, plus operating costs of \$145.00/yr (\$1000.00 total). Ergo \$14,000 - \$11,400 = \$2600.00 in the kitty prior to this special issue of ROAR. As you can see, we have only enough fuel in the tank to get us half way home, be it Leeming, Zweibrucken or Petawawa. We are putting out the MAYDAY call now, in hopes of a mid-air refueling that will propel us to new heights as the best "ACTIVE" squadron Association in Canadian military history.

This profile tells quite a tale. We can only assume that the reason for not joining is that we have not been able to reach many of you until now, the Sabre and 104 lads in particular. Now that we have you in our sights, thanks to Bob Middlemiss and SPAADS, we are sending you a complimentary copy of ROAR #14

with the hope that you will follow the lead of our WWII buddies and become bearers of the torch for the next seven years in the life of the association. Twin Hueys and Griffons are next in line for a membership drive so be prepared.

I am still working on the database and would appreciate any and all updates to the Membership Directory dated April 2000, e.g. deceased members, address/phone # or e-mail address change. When I get your feedback I will produce an updated Membership Directory (perhaps in the fall) and get it out to you.

Many of the lads from other RCAF/CAF squadrons are envious of the fact that we in 427 Sqdn. have an ongoing and living history. The WWII boys have done a wonderful job of "Leading the Pride", now they are passing the torch to us. Let us go forth with a MANUS CERTAS.

We are constantly looking for ways to keep the costs down, increase revenue and improve the benefits of membership. Please give me your thoughts on how to get it right. P.S. Donations are never turned down.

Thanks for now and I hope to hear from you soon. Sask.

Membership Fees: Life - \$50.00, Annual - \$10.00

Please send cheques to me, made out to 427 Sqdn. Assn.

Sask Wilford

RR#2, Hillsburgh, ON

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Phone 519-855-6268, Fax 519-855-4822, e-mail - wilsas@mgl.ca

Membership - "It's Zweibrucken's turn"

Here's the membership profile:

Era	Life Members	Annual Members	Total	
WWII	127	44	171	Leeming & Croft
Sabre	32	11	43	Zweibrucken
CF-104	4	1	5	Zweibrucken
Chopper	21	2	23	Petawawa
Total	184	58	242	

REGIONAL REPRESENTATIVES

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Alberta	Open
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USA	Open
Petawawa Liaison	Capt. Frank Gadoury (Adj.) Capt. Doug Boyd (Sqdn Historian) MWO Kim Clarke (SWO)



WE SHALL REMEMBER THEM

Elmer Maurice (Mike) Bryson D.F.C.

John R. Cox

Robert J Frost

John Dalton Hall

Fred W. Hutson

Roy John(Pop)Lawlor D.F.C

Dr. Ronald A. MacKay

Joseph Franklin Smart D.F.C

R. Grant Yeoman

We were saddened to learn of the passing of Joseph (Joe) F. Smart who died on Dec 26, 2002 in Raleigh N.C. Joe, a native of North Carolina, enlisted in the RCAF prior to Pearl Harbour and received his pilot's wings at # 16 SFTS in May 1942. Following graduation he served as a pilot instructor in Canada before his overseas posting. After operational training in Britain, Joe joined 427 Squadron at Leeming where he flew 32 sorties earning a DFC in the process. A hazardous flight below 1000 feet all the way to Oslo Fjord to successfully complete a difficult mining operation was cited in the immediate gallantry award.

Post – war Joe graduated from University in his home state and apart from two years in the USAF was employed professionally as a textile engineer until retirement. Joe never forgot his ties with Canada and the RCAF and frequently attended Lion Gatherings and Winnipeg Reunions where his affable manner and distinctive Southern accent were always welcome and a nostalgic reminder of earlier days.

Joe will be sadly missed. We extend our sympathy to his sister and other family members in the USA and to his wide circle of Air Force friends.

PETAWAWA REPORT

As we all know, April 1 was the Canadian Air Force's 79th Birthday. 427 Squadron celebrated this occasion at the Jubilee Lodge, which is located on the Base, at Petawawa. Attending were past and present members of the squadron, as well as members of the Air Force Association of Canada. The celebration began as the piper led the parade to introduce the Commanding Officer, Major Rick McLaughlin and distinguished guests. Mr. Ted Mahood CD, National 2nd Vice President Air Force Association of Canada introduced the veterans present.

Special guest was Group Captain (ret.) C.S. Yarnell, who was presented with a 1:72 exact replica of a Spitfire he had flown whilst on 601 Squadron during WWII. Major Gary Barling, a nephew of G/Capt. C. S. Yarnell presented this model to his uncle, which he had built for the occasion. The event culminated with a cake-cutting ceremony by Major McLaughlin, Major (ret.) Gerry Ireland, and G/Capt Yarnell.

The members of the Helicopter Detachment in Bosnia-Herzegovina also made sure to commemorate Air Force Day. Overseas or elsewhere, no distance would be too far to forego this milestone. Therefore, a ceremony was held in the hangar at Camp Black Bear, Velika Kladusa, Bosnia with the usual proper cake adorning an

Air Force Badge. TFBH Commander ROTO 11, Col. Atkinson, joined the celebration and donned a Helicopter Detachment ball cap for the occasion.

Hope to see you all at the next "Gathering of the Lions" in Petawawa, the last weekend in October. More on this later.

Capt. Doug Boyd



"Cutting the cake" at 427 Squadron Petawawa: G/Cap.(ret.)C.S.Yarnell, Maj.(ret.) Jerry Ireland, and Maj. Rick McLaughlin, CO 427 Petawawa.

A VISIT TO BOSNIA

My week with the Lions in Bosnia has got to be the most exciting and most rewarding experience of my four years as their Honourary Colonel. There were three of us in this party; Colonel Marcel Duval, #1 Wing Commander, and his Hon./Col. Les. Rowbottom. On January 26 we flew Air Canada to Frankfurt, Germany, then on to Zagreb, Croatia via Croatian Airlines. After a very pleasant overnight stay in Zagreb's best hotel (Sheraton) we boarded a military van for Bosnia. The two-hour drive was an eye opener for me. What must have been a beautiful country just eight years ago now reflected the tragedy of civil war. Some villages were severely damaged, yet others seemed in better shape. We were not permitted to get out of the van and walk-about, because it was not safe. There were land mines everywhere. One wrong step and we could lose a leg, an arm, or our life. Later in the week I did get a couple of helicopter flights to view the countryside, but since it had just been snowing before we arrived, everything was covered in snow. I also took a few photos from the air, but they didn't turn out very well. The northern tip of Bosnia is hilly country, and many farmers live on top of those hills. I saw sheep, wild boar, pigs, and chickens. No cattle at all. Not enough safe grazing land.



Seven years of peacekeeping in these Balkan republics, or federations, does show great promise for the future but not yet ready to end. The NATO forces have a mandate to keep the peace, assist in the construction of schools and other buildings, but are only required to supervise locating land mines and detonating them.

Hundreds of Bosnian refugees are returning home, but many leave again if they cannot find work to support themselves. The young Bosnians are eager to get an education so they move out to get higher schooling, and perhaps return when times are better. The economy here is poor. Although there are some shops open for business, there is little to buy even if you have the money.

In most cases the military is appreciated, and the country is far more peaceful today. Some of the older citizens still live in the past, and would like to see the soldiers go home. However, the young people have a different view. So it could take another generation before Bosnians eventually find true peace in their country.

Of the 10,000 peacekeepers in this part of the world, Canada has about 1200 Military personnel in Bosnia-Herzegovina. Of that, 427 Tactical Helicopter

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Squadron, located in the northern corner of Bosnia, maintains an average of between 60 - 80 personnel. The Headquarters for the Multi-National Brigade North West, of which our Canadian Peacekeepers are a part, is located in Banja Luka, about 60 miles south of our camp at Velika Kledusa. The Dutch and the British forces currently make up the remainder.

The downsizing of military personnel here is encouraging, but I suspect that the peacekeepers will be here for some time yet. The local population generally accepts NATO's Stabilizing Force (SFOR). These large letters are clearly visible on each aircraft.



Hon//Col. A.L.d'Eon, B/Gen. Leslie Rowbottom (Hon//Col #1 Wing), and L/Col. Eddie Haskins in Bosnia.

At the time of our visit in January, LCol Eddie Haskins was the CO of 427 Squadron on deployment in Bosnia. He made us welcome and was our host for the next three days. This was an opportunity of a lifetime for me to visit the Squadron on deployment operations, and to see first hand the contribution to peace that they, and all Canadian Peacekeepers have made, and are continuing to make in Bosnia-Herzegovina. Since we were still celebrating our 60th Anniversary, the timing was perfect. The morale in camp was high, the food good, the accommodation good, and everybody seemed happy to see us.

Eddie is also well known for his surprises. Here are two of them.

Hon/Col Les Rowbottom celebrated his 70th birthday while we were there. The CO & CWO St. George organized a Bar-B-Q with all hands on deck, and presented Les with a huge Birthday Cake. There is also a strict rule here regarding booze. All personnel & guests must carry a "Beer Card" for a ration of only two beers per day. Les was allowed one mini-bottle of red wine for his birthday. The Bar-B-Q was a big success.

Let's turn the pages back 60 years.

In the fall of 1943 I was invited to attend an investiture at Buckingham Palace with other members of our crew, to receive my DFC medal from the King. I had just been posted and the squadron couldn't locate me so I didn't get the message. I was told to wear the ribbon now, and there would be another time to be awarded the medal. The Adjutant told everybody that I was probably in a pub on the Isle of Man. (I will never tell). I also missed the investiture in Halifax after the war, so they sent it to me in the mail.

Eddie found out about this, and was prepared to do something about it. On my first day on parade, all decked out in my new battle-dress, he created a

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Royal Investiture here in Bosnia. There I was, thousands of miles away from home in a war-torn country, facing what looked like a firing squad, the whole squadron at attention, giving me the Royal Salute and the CO pinning the medal on my shirt. The medal was a copy of course, because I received the original in the mail 60 years ago. Some surprise. I was in shock. I was not prepared for this. Following a few words of thanks, I stepped forward and shook the hand of everybody on parade.

This was my emotional day in Bosnia. I shall never forget it.

Sincere "Thank you" to everyone in Bosnia who made this visit such a pleasure. LCol Eddie Haskins has since returned to Canada, and LCol Mike Dabros is now in Command of the 427 Squadron Camp in Bosnia. Major Rick McLaughlin is now the interim 427 CO in Petawawa until September 2003.

Ferte Manus Certas

A. L. d'Eon



DATE CHANGE HONOURING AVM MIKE McEWEN

In the last issue of ROAR it was announced that 15 Wing Moose Jaw, would be re-named Aerodrome Air Vice- Marshall C.M. McEwen, CB, MC, DFC Airfield during the third week of June 2003. Due to circumstances beyond the control of the Organizing Committee, the date to honour AVM McEwen has been changed to Wednesday, August 6, 2003.

To commemorate this event a new illuminated sign (in the form of a stand-alone wall constructed of white tindle stone) will be unveiled at the main entrance by AVM McEwen's next-of-kin. The inscription Aerodrome Air Vice-Marshal CM McEwen, CB, MC, DFC will be affixed to the wall together with the shield and number of the Wing.

On the same day, there will be two additional unveilings at prominent locations on the Wing (1) a formal display in the lobby of 15 Wing Headquarters featuring a portrait of the esteemed AVM, a brief biography, and a complete replica set of AVM McEwen's medals (2) a more extensive display of memorabilia showing the personal life of AVM McEwen will be located in the lobby of the Aviation Heritage Museum.

This will be an historic occasion and is indeed a fitting tribute to a Canadian Military hero who served his country with great distinction in two World Wars.

A WING AND A PRAYER

By Phil Dubois - 427 Air Gunner

Our crew had been on a week's operational leave. The date was 22/12/43.

Several of us had arranged to catch the 3:30 p.m. train from King's Cross to York. We arrived in York in time to have a few pints before catching the "milk train" to Leeming. None of us were feeling too much pain when we passed through the gates. There was an aircraft coming in to land. I made the remark that... "the bastard is going to prang". We were even betting ten bob, one way or the other. We heard a "bang-crash-screach" which tended to sober us up a bit. The next morning we discovered it was our beloved Y-York, mostly referred to as Yehudi with the gremlin painted on the nose. A new pilot on the squadron, F/Sgt. Rex Clibbery, was returning from a Bullseye, and forgot to lower the undercarriage. He badly bent our aircraft, and we never flew Yehudi, a Halifax V Again. By the time she was repaired we had converted to Halifax III.



Back Row...Sgt. Gibbs, P/O Deegan, P/O Smith, F/Sgt. Axford(KIA)

Front Row...WO2 Bob Anderson, F/Sgt. Phil Dubois, Sgt. Carriell

On December 29, 1943 we were on the Ops board for operations that night. We were assigned W-Willie, LK915, the a/c of our Flight Commander, S/LDR Laird DFC. At briefing we found the target to be Berlin, our third trip to the big city. Our "second-dickie" was Rex Clibbery. There was no hard feelings about him pranging our kite, and Rex turned out to be a real Squadron character. Both he and his mid-upper gunner, Sgt. R.E. Qualle won the DFM over Magdeburg on the night of 2/10/44.

We took off at 20.00 hrs and we were well into Germany in the area of Hanover when the mid-upper gunner, Johnny Gibbs told me there was another Halifax on our port beam. It was just above us and flying slightly to starboard. We could both see that there was no fear of collision. When it was directly above us the Flight Engineer looked up through the astrodome and yelled...DIVE. We were at 18,000 feet. Our skipper, P/O Bob Deegan pulled up to 14,000 feet. The constant speed unit in the port outer went u/s. "Deeg" managed to feather it, but we were unable to gain altitude. By then we were well behind the bomber stream and had no desire to fly over Berlin at 14,000 feet by ourselves, so we decided to jettison our bombs (live) and return to base.

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There was a very large explosion when our 2000-pound bomb exploded.

Soon after we set course for the Dutch Coast, the red fighter flares started dropping. At this stage of the war the fighter boxes were being manned by inexperienced crews. The experienced crews were very successful in intercepting the bomber stream with their Zahme Sau (or Tame Boar) method. We did have one night fighter come within 600 yards of us and I gave evasive action. This fighter had his navigation lights on. This was not uncommon practice with German night fighters. While the gunner's attention was drawn to the fighter with its Nav lights on, another came in from a different direction and shot you down. However, this was not the case. We were throwing "window" out like mad (aluminum foil to confuse the radar).

I think it was an inexperienced pilot confused by the "window": As we approached the Dutch Coast we were unable to maintain altitude on three engines and we were down to 10,000 feet. At this time the starboard engine sprung a glycol leak and had to be feathered to maintain altitude. It then became a comedy of errors.

We had enough "window" for the trip to Berlin and back. Our Flight Engineer, Clem Corbeil, in an effort to lighten our load, opened one of the top escape hatches and started throwing out whole-unopened bundles of it. The first one struck the mid-upper turret giving Johnnie quite a scare. He then began throwing them out either side, and in the darkness, not knowing that he had severed both pilot's sending and receiving aerials, which ran from the radio loop to both rear tail assembly. Jim Smith our wireless operator was busy sending a SOS. Of course he was not on intercom, so he did not know what was going on. We still had the incendiary containers. To lighten the load further the bomb doors were opened, and Bob Anderson our bomb aimer, jettisoned these containers. In doing so he lopped off the trailing aerial. Smitty managed to locate his spare trailing aerial which had come loose from its mooring in our dive, and was buried in the nose under piles of open window that had ended up in the nose when Deegan had pulled out of the dive. He managed to splice it on to what was left of his trailing aerials, and continued sending the SOS. By this time we were down to 5,000 feet over the North Sea. The port inner engine had over-heated so much that it had burnt off the exhaust manifolds, or flame dampeners, only developing about one-half power, and was trailing an exhaust flame about 15 to 20 feet behind. Johnnie said he could read a newspaper in the mid-upper turret. We never considered removing the guns, as we did not know if we were being tracked by a German fighter.

By the time we were half way across the North Sea we were at 5000 feet and staggering through the air at 110 mph, just above stalling speed. I had no desire to ditch in the North Sea at night in the middle of winter. Smitty had

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managed to splice in the pilot's sending aerial onto his training aerial, but not the receiving aerial. Deegan was calling 'DARKIE' but not receiving an answer. We were down to 1000 feet when the English Coast was sighted. The skipper told me to come out of my rear turret to the rest position as we were about to bail out. I was just over 6 feet tall and had difficulty getting out of the turret. I certainly preferred bailing out rather than ditching in the North Sea.

When I plugged into the intercom in the rest position, I heard US Army Station "Bungay" answering our distress call. Clem was trying to pump down the undercarriage, but was quite exhausted from trying to lighten the aircraft. He told me years later that a big hand came over his shoulder and a few strokes finished the job. He said..."that was your hand Phil". "Bungay" turned on its lights, and fortunately we were lined up with the runway as the port inner packed up on the way in. Deeg made a successful one-engine landing. We had no brakes, consequently we ran off the end of the runway, but no one was injured.

Later in the day the CO and the Engineering Officer flew down in an Oxford. The EO said..."4 new engines". They took our Navigator and skipper back with them. That night the remainder the crew headed into Norwich where Rex Clibbery entertained our gracious Yank hosts by singing many songs including "We were flying Bloody Fortresses at 40,000 feet".....etc..

The next day we were given railway passes to return to base. We got as far as Peterborough, and Rex said there was no way he was going to spend New Year's Eve on a bloody train. We booked into a hotel and spent the night in a pub. Clem said we had a good time and we were invited to a house party after the pub closed. I was only 19 at the time; the youngest member of the crew and after a few pints of beer my recollection was very hazy.

A DAY IN HISTORY

22/6/43

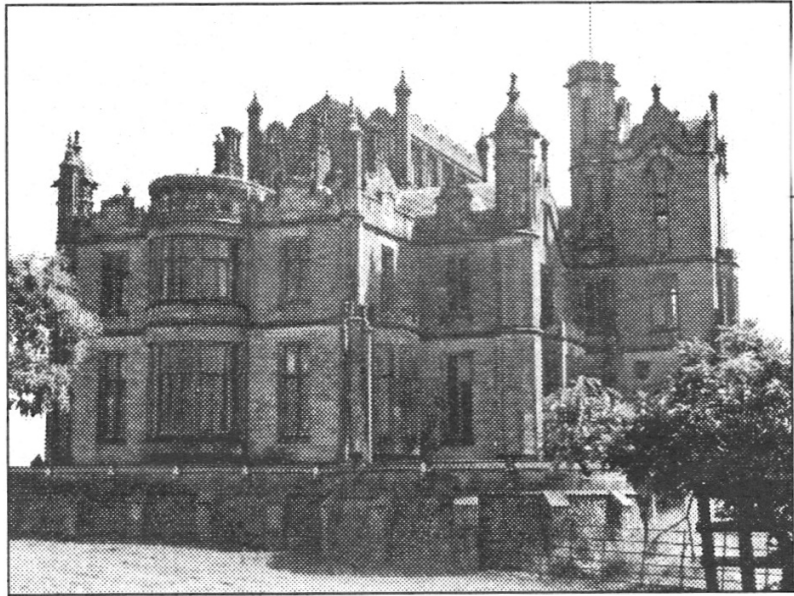
Fourteen aircraft were detailed for a bombing attack on MULHEIM. W/C Burnside returned early due to gyro trouble, and F/Sgt Higgins returned after crossing the Dutch coast due to Navigation trouble. Of the other twelve aircraft, only eight returned safely. The other four aircraft are listed as missing. 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)

ALLERTON HALL-SIX GROUP HQ(RCAF)

What's in a name?

To the admin staff of the newly formed Canadian bomber group, their HQ building was called Allerton. For the people with multiple rank circles on their sleeves it was just...The Hall. For the thousands of outsiders, the airmen and airwomen scattered among the squadrons far afield, that same requisitioned mansion became known as Castle Dismal. Why? Because of its forbidding, gloomy façade and/or the substance of the orders coming out of there?



This is Allerton Hall today. Six Group RCAF celebrates its 60th Anniversary with reunions both in Canada and the UK.

There was no ambiguity about its purpose. Effective January 1, 1943, it was transformed from, baronial luxury to military necessity, the core nerve-center of the now established RCAF 6 Group of RAF Bomber Command. To start with there were eight squadrons quickly gathered. By war's end in Europe the number was fourteen, the successful and distinguished quest for aerial nationalism.

On that first day of '43, Allerton Hall (the correct title) was behind schedule. It had planned to be operational days earlier, but there had been problems, especially with owner/occupier Lord Mowbray who had resented, to put it mildly, getting his marching orders, although he had been allowed to use other accommodation on his two thousand acres.

Allerton Hall was about half way between the unofficial 6 Group HQ in Betty's bar in the city of York, and Betty's in Harrowgate. The nearest small town was Knaresborough, four miles west. Very handy was the old Great North Road, now the London-Newcastle-Scotland motorway. Ownership of Allerton land goes back centuries to Norman times, a gift for services rendered to William the Conqueror.

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The '43 Allerton Hall, monstrous or magnificent, was mid-Victorian. It had about 80 rooms, including 27 bedrooms, 22 bathrooms off rambling corridors and staircases, and a hall 70 feet high. Also, there was a chapel and stables. The woodwork had to be protected by plywood and paintings put in storage. The then bare walls seemed to have been covered with communications wiring. The prominent tower was open and was going to be a popular, albeit infrequent, sun spot for the brass.

It was "Gus" Edwards, Canada's number one air-vice marshal in the UK, who selected Allerton in North Yorkshire and faced the anger of the opposing Mowbrays. Harold Edwards, resilient, was not known for diplomacy. However, the lord knew he had to move, but not without hostility and general trouble-making. The initial encounter between Mowbray and the first 6 Group commander, Air Vice-Marshal George Eric Brookes, was so memorable that Brookes stomped away and noted in his diary: "The noble lord was the worst pessimist I have ever met for a man of 47. No patriotism. Full of himself and his troubles. A very tiring and depressing day."

More was to come: "Unfortunately met Lord Mowbray and he was just as mournful as ever. Finally had words. Bumped into his wife later on and she was in a rage and we all had more words, so I walked away from them. No more visits to A.H. until Mowbray is out."

To the last day before January 1, 1943, Mowbray was still agitating about the stables' boundary so important for security of HQ. It was a lingering dispute, although the animosity thawed as the year progressed.

It was ironic that some of the airmen were getting info from locals that prior to the war the German ambassador to Britain was often a guest at the Hall. This would be von Ribbentrop, who reportedly was close to the renowned Mrs. Simpson. There are recent reports that had Germany invaded and won, her Edward the VIII would have been put on the throne. With Mrs. Simpson at his side? Von Ribbentrop, wealthy from the wine business, and a Nazi star, became Hitler's foreign secretary. Arrested by British troops at war's end and convicted at Nuremberg for war crimes, he was hanged.

S'long Allerton, The Hall, Castle Dismal,whatever, we know you're still there with a new owner. History is with you.

Story and photo by C. Frank Turner.



HALIFAX UPDATE

As you may already know, the RCAF Memorial Museum in Trenton last year received notification that the Government of Ontario, through the Superbuild program will provide a sum of \$766,643.00 toward the RCAF Memorial Museum Expansion program. Latterly additional funds did come in, but we are still short of our needed goal of \$4.8M.

We have a long way to go. We need space desperately RIGHT NOW to complete the restoration of the Halifax. It needs to be "under-cover" not only to complete the job but to preserve it for all the world to see.

The Halifax Restoration Program is going very well despite the obstacles, although in a crowded space. The entire forward fuselage that was badly damaged has seen much progress. The pilot's seat is installed, flooring is complete, and individual items installed temporarily for fitting purposes, including the bomb aimers panel. We are almost there.

The Halifax Aircraft Association still have some prints of "Canadian Halifaxes Over York Minster" for sale. They have sold over 400 beautiful prints of this great painting, with a profit of over \$50,000 towards the restoration of NA337. This is a limited edition of 650 prints signed by the artist, and by representatives of the 15 Canadian Bomber Squadrons of 6 Group RCAF, all of whom flew Halifaxes at some time.

To order your prints for \$150.00 including shipping and handling, write to:

The Halifax Aircraft Association,
5444 Yonge Street, Suite 1905,
North York, ON
M2N 6J4



WIRELESS SCHOOL JINKS

The Ontario Agricultural College in Guelph, Ontario became a full scale Wireless School, during W.W.II, operating under the BCATP, including the large OAC Administration Building. It also contained a RCAF Cooking School, and other studies at this college, but the WAGS dominated the scenery. Trainees came from almost all of the Dominions, but the Australians were the bravest of them all. Yes, the Aussies never stopped "Waltzing Matilda". Yet, the people of Guelph thought we were all crazy, as we were

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doing our verbal dots & dashes while passing every billboard. There were many hi-jinks at this school too.

For example: One dare-devil from "down under" decided to take a trip to Niagara Falls, bringing his drinking buddies with him. The streets of Guelph were quiet one evening, and while walking past the bus terminal our friend, slightly inebriated, climbed into an empty bus, motor running, and took off. He drove to the gates of #4 Wireless School announcing he was to pick up a basketball team for a game out of town. He convinced the guard they should be ready for pick up and he would be back in a few minutes.

Unable to convince his Aussie buddies in the Admin building he had a big Greyhound bus waiting outside, he took off again.

Getting past the gate was simple enough. He told the guard he had the wrong night for the basketball team. Off he goes again. He drove to the QEW but couldn't read the signs pointing to Niagara Falls, so he picked up a hitch-hiker for directions. Having done this, the very nervous passenger decided he had better get off at the next corner before he got killed. This big get-a-way bus speeds down the QEW when a police cruiser finally flags it down just as our friend is about to pick up another passenger. Needless to say we never saw him again.

The Aussies were our friends at #4 Wireless School. We admired their tenacity and dare devil fun. However they were a real challenge to the Security Police.

A. L. d'Eon (# 4 GWS -27th entry)



SENIOR AIR FORCE APPOINTMENTS - 2003

Once again the Lions are leading the pack. Major General Eric Findley, a former CO of 427 Squadron, has been promoted to Lieutenant General, and appointed Deputy Commander-in-chief NORAD in Colorado Springs, replacing Lieutenant General Ken Pennie. LGen Pennie, also a Lion, has been appointed Chief of the Air Staff at National Defence HQ in Ottawa, replacing LGen Lloyd Campbell who will be retiring.

VARIABLE PITCH PROPELLER

A Canadian invention

WALLACE RUPERT TURNBULL, who was 84 when he died in 1954 was a brilliant aeronautic engineer who preferred to work on his designs in the woodhouse behind his home in Rothesay NB. It was here that Turnbull came up with the variable pitch propeller. Some have compared it to a gearbox in a car. His first design of the controlled pitch propeller was destroyed in a fire in 1916, but the plan was firmly etched in his memory. Turnbull soon put another together. In 1920, the Canadian Air Force became interested and the rest is history. (The RCAF was officially formed in 1924).

Commercial and military aviation could now carry passengers and cargo safely at the most economical engine settings. With Turnbull's invention, blade angle could be set for peak efficiency at different speeds and operating conditions, maximum power on take-off and climb, and fuel-saving on cruise. It would have made a big difference for military aircraft in WWI.

Turnbull was a prolific inventor, and is credited with a number of practical devices that were important to the development of general aviation. For example, wind tunnels used in the design of new aircraft are the product of his inventive mind. He built the first successful prototype. But like the achievements of many other Canadians, his are for the most part either overlooked or forgotten in Canada. Sad, eh?

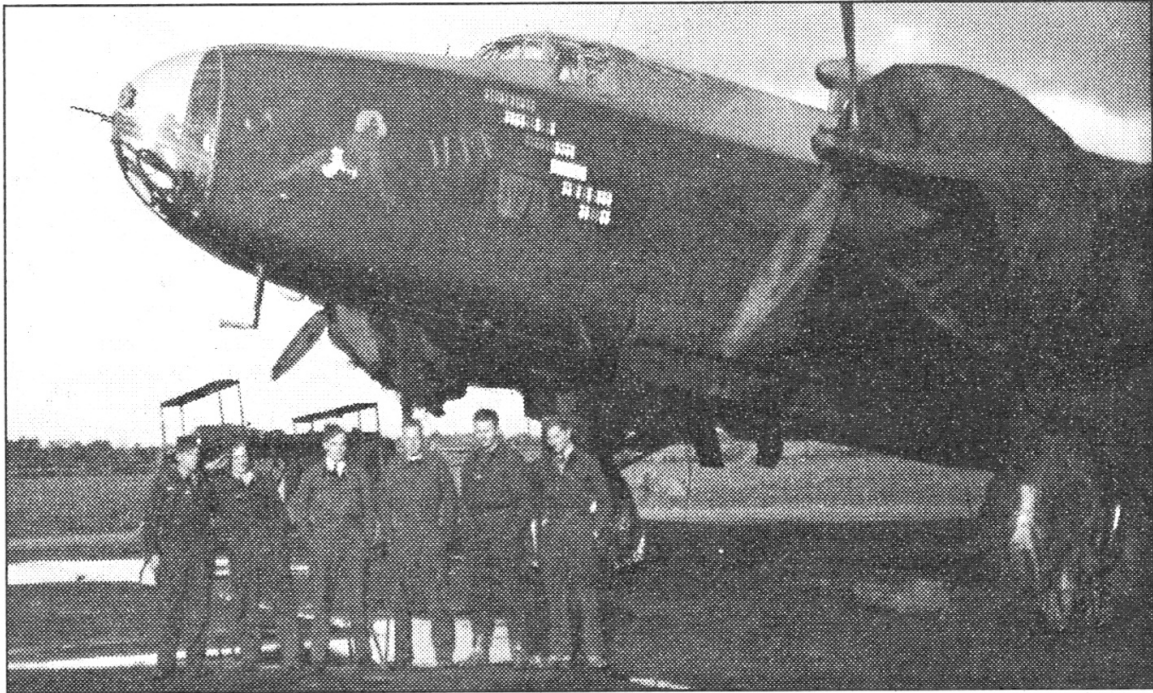


LATE NEWS FLASH FROM NDHQ/D Air PM/S

Wing Commander (ret.) R.G. Middlemiss DFC CD has been appointed the next Hon/Col. Of 427 Tactical Helicopter Squadron Petawawa. This will take effect during the 2003 Gathering of the Lions in October of this year. Bob is a native of Montreal and earned his wings flying Harvards at #9 SFTS Summerside PEI. He was soon overseas flying Spitfires.

He flew several types of a/c but the Spitfire was his favourite. He was given command of 427 Squadron in 1962 flying the new CF104 at Zweibrucken, Germany.

Bob Middlemiss has a glorious past in the airforce, and you will read more about him in the fall issue of ROAR. Bob now lives in Barrie, Ontario and is our Lion Squadron Association Representative for that region. Our congratulations "Colonel". We hope you still carry your 427 Challenge Coin. You may need it in Petawawa this fall. (A warning to all Lions)



A NOTE FROM ALAN MCCASKILL.

“May I present “JANE” - a factory fresh Halifax to which we were assigned at the start of our tour. When the picture was taken she had 46 trips to her credit. Unfortunately she caught fire on take-off on her 73rd trip. Of our 37 trips we flew her for 23 without aircraft problems; a credit to the ground crew who were always waiting to see that THEIR kite came back, hopefully undamaged. The DFC painted on the nose was the crew’s idea, for Jane’s reliable service.”

In this picture F/O Alan McCaskill is third from the left, with his ground crew

WORDS TO RCAF MARCH

Through adversity we'll conquer
Blaze into the sky
A trail of glory
We'll fight on land and sea
T'ill victory is won.
Men into the skies are winging

In each heart one thought is singing
Fight for the right
God is our might

We shall be free.



(Ed. Note: If you have a musical recording of these words please write.)



**“MUFF” MILLS RECEIVES
QUEEN’S GOLDEN JUBILEE MEDAL.**

LAC Albert “Muff” Mills joins the many members of 427 Squadron, now retired, who have received the Queen’s Golden Jubilee Medal. This medal presentation took place December 16 in London, Ontario, which also included several members of the Bomber Command Association of Canada. “Muff’s” cartoons appear regularly in the Cambridge Times, as well as in ROAR and other publications. The medals are awarded to those who have made a significant contribution to Canada, to their community or their fellow Canadians.

Congratulations “Muff”, and to all those who have been so honoured. We do not have a complete list of the Lions who were presented with this medal, but we do know that Weldon Moffatt, our Saskatchewan Representative was a recipient, as was Ed Carter-Edwards and John Turnbull.. We would be pleased to list all Lions who received the Queen's Jubilee Medal when available.