



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

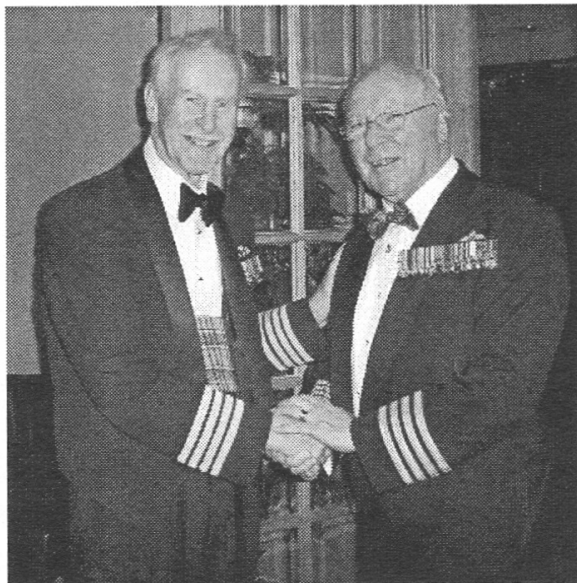
Number 15

December 2003

FROM THE CHAIRMAN

There were several changes of command, new postings, celebrations, and world special events reported since our last issue, and we have included a few in the following pages. We sincerely thank all the contributors, some of them including photographs, and that is very encouraging. A brand new 427 Lion Squadron Association web page is being considered, and we will have more on that soon.

The Gathering of the Lions in Petawawa was an ideal place to hear great stories, some of them perhaps unprintable, but always fascinating. We are beginning to hear more “unbelievable” yarns by the Sabre & CF104 Lions these days; perhaps they could share them with us on paper. The wartime and helicopter members might give you competition, but hey... let it fly. We need your input. You are part of our history.



The big change for me of course was my final bow as the Honorary Colonel. This all took place during the Gathering in Petawawa in October, with Bob Middlemiss taking over for the next three or four years. Everybody was home from Bosnia and formed up on the Parade Square to give Bob and

(Continued on page 2)

(continued from page 1)

I the "Royal Salute". It was a day with great nostalgia, and perhaps ending my best four years in the service. Best wishes to the new HCol. who will be I am sure, enriched with new experiences and excitement with the young Lions.

I won't be far away Bob, so keep your Challenge Coin handy.

A Merry Christmas and a Happy New Year to all.

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A. L. d'Eon



MEMBERSHIP REPORT

WOW, we have attracted 22 new LIFE MEMBERS this year. Not WOW, our ANNUAL RENEWAL members have now dropped to 5 from 79 in '96 (but there's still time to renew).

Sadly, we have had to bid farewell to four of our LIONS that we know of.

There are three areas of membership which we intend to target in 2004:

- 1) "The Trades" in the Sabre, CF-104 and Heli eras. Huge potential here.
- 2) The Heli era (retired) membership. Jerry Ireland will help us in this area.
- 3) The CF-104 era lads are lagging. The Sabre era boys are ahead 4 to 1. Shame!

We will also be working on some new ideas with the hope of making membership more attractive, meaningful and value added. Here are some of those ideas:

- Develop "Support Teams" within each region with the mission to identify and assist any of our members that might be in need.
- Develop a website to supplement our excellent communications vehicle ROAR.
- Develop an e-mail version of ROAR in newsletter format.
- Encourage serving Lions to play a hands-on support role in the Association.

All in all it has not been a bad year for our membership drive and because I have received some very encouraging comments (and ideas) from many of you, I am confident that there will be a bright future ahead for THE (retired) PRIDE.

Please use the attached membership form to reach out to any new members in your area.

(continued on page 3)

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

(continued from page 3)

On the financial front we are barely holding our own but thanks to those of you that sent-in very generous donations, we will make it through the year with only a small deficit. The whole financial situation will be reviewed and reported in 2004.

Thanks for your support (moral and financial)
Sask Wilford, e-mail wilsas@mgl.ca
427 Lion Squadron Association Membership Form

Name: _____ Spouse: _____

Address: _____

Tel: () _____ Fax: () _____

e-mail address: _____

Air Force Trade: _____ Service years (427): _____

Bases: _____

MEMBERSHIP: Life Membership _____ \$50.00 once

Annual Renewal Membership at \$10.00 per year

Make cheques payable to: 427 Squadron Association

A LETTER FROM JIM MOFFAT

Earlier this year I was invited to speak to members of #1 Wing HQ in Kingston, at their Annual Air Force Mess Dinner, which was held at the WO's & Sgts.mess. I thought it might be best to see the Base before my talk, so Capt. Travis Morehen was assigned to me for the visit.

I was warmly greeted by Colonel Marcel Duval, the Base Commander, and his Hon. Colonel, Leslie Rowbottom, and the Chief of Staff, Lt. Col. Randy Meikllejohn former CO of 427 Petawawa. I immediately felt part of the team. After discussing his trip to Bosnia, with Col. Duval and Hon. Col Al d'Eon, Les Rowbottom and I moved on. To my surprise I also met Lt. Col. Norm Polenz who served with Lt. Col. Rory Kilburn, son-in-law of my best friend, Don Purdon, who had spoken of him over the years.

The next day Capt. Morehen installed me in the Princes Anne Suite. I was beginning to feel like Royalty. Princess Anne is the Hon. Col. of the Signals Regiment stationed at Kingston. She visited them in 1979 and is expected to visit them again this year. Next was a visit to the Communications and Electronics Museum. It was a most interesting two hours. They have equipment dating back to the Boer War, to the present day. It is well worth the time to visit this fine museum. Later I also met & chatted with Major Eddie Haskins, just back from Bosnia.

The theme of the evening was "The Air Force's 79th Anniversary, and 100 Years of Manned Flight". My talk was well received.(No tomatoes thrown.) It was a real "lift to the spirits" to speak to so many young men and women, who are prepared to defend our way of life, and to help people in places like Bosnia. It makes one proud to be a Canadian. It also reminded me of my 427 Squadron days at Leeming, Yorkshire in 1943/44. In the time allotted, I was able to talk about the truly brave civilians who assisted us at such great risk to themselves and their families. Those who were caught were shot; as one of my helpers was.

I would be remiss if I didn't mention the fabulous job done by the Mess cooks. They really outdid themselves and deserved the applause they received. It was a memorable evening for me, thanks to Colonel Duval and his staff.

FERTE MANUS CERTAS

James Moffat

Ed. Note: Jim Moffat is an active member of the Royal Air Forces Escaping Society, Canadian Branch, and author of Behind Enemy Lines.



Colonel M. Duval presenting Jim Moffat with a print of a Griffon flying over Kingston.

REGIONAL REPRESENTATIVES

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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)
Ottawa	Allan Todd 568 David St., Buckingham, PQ. J8L 2A7 Tel: (819) 986-5865
Manitoba	Ian C. Thomson 1027-1630 Henderson Hwy. Winnipeg MB R2G 2B9 Tel: (204) 339-6883 Fax: same
Saskatchewan	Weldon (Weldy) Moffatt 1112 College Ave., Regina SK. S4P 1A8 Tel: (306) 522-9938 Fax: (306) 757-5599
Alberta	Open
B. C.	Rev. Derek S. Salter P. O. Box 433 Okanagan Falls, BC V0H 1R0 Tel: (205) 497-5172
USA	Doug J. Nicholson 373 Laurel Lane, Marysville, CA 95901 Tel: (530) 743-2301
Petawawa Liaison	Capt. Frank Gadoury (Adj.) CWO Dennis Becker WO Ingram Hilliard (Opi.)



WE SHALL REMEMBER THEM

**Harvey J. Davidson
Chris McDevitt**

**Dennis Jennings
William Henry Schmitt DFC
Geoffrey Slocombe DFC**

We were saddened to receive word from son Paul that William Henry Schmitt died in Winnipeg on April 24, 2003. Widely known as Indian to his Air Force friends, Bill received his pilot's wings at 11 SFTS Yorkton in his home Province of Saskatchewan. The Schmitt crew was one of the originals at Croft when the squadron was formed in November 1942. By his very nature Bill Schmitt was a character around the squadron but in the air his skill and determination as a bomber pilot was exceptional. It was a challenging time to be on operations and in the words of a fellow crew member he was "absolutely fearless". Bill Schmitt and crew came through with flying colours and were the first Lions to complete an operational tour. William H. Schmitt was invested with the DFC by the King and the citation speaks of his leadership, coolness, skill and determination. After a rest period Bill returned to 427 Squadron for a second tour and was flying Lancs at war's end. Post-war, Bill took up residence in Winnipeg where he had a successful business career. He found the time to keep in touch with his Air Force buddies on both sides of the Atlantic and will be sadly missed. We extend our sympathy to the family of Bill Schmitt and his wide circle of friends in the passing of this extraordinary comrade.

WELCOME TO CANADA

In 1980 G/C Dudley Burnside visited Canada for the first time and landed at Pearson International. The direct route from the airport to our home was a multi-lane highway to the south. As we headed down the ramp into the traffic, a huge illuminated sign appeared ahead. The CO was beaming — the directional sign read 427. He knew the Gee was working and we were bang on track.

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



TOWER TO PILOT

The controller who was working a busy pattern told the 727 on a downwind leg to make a three-sixty. The pilot of the 727 complained, "Do you know it costs us \$ 2000.00 to make a three-sixty in this airplane?" Without missing a beat, the controller replied, "Roger, give me \$4000.00 worth!"



ANOTHER LION GETS TOP JOB

As reported in our June issue, LGen. Kenneth R. Pennie CMM CD PhD, was about to assume command of Canada's air force as Chief of the Air Staff, replacing LGen. Lloyd Campbell who has retired. LGen. Pennie, a native of Winnipeg, has already had a colourful career in the air force, and this has been well documented in the fall 2003 issue of Airforce Magazine.

He was a Flight Commander at 427 Squadron in 1981; Commander of 10 TAG (Tactical Air Group) Montreal, and often visited the Lion's Den in Petawawa. He was promoted to his present rank in 2001, and became Deputy Commander-in-Chief NORAD (North American Aerospace Defence) Command in Colorado Springs, Colorado. During his career he has logged approximately 5,800 flying hours. The Lion's Den is eagerly awaiting his first visit to 427 as CAS.



FOG DISPERSAL (1943 - 1945) — FIDO

Fog on their home airfields was such a hazard to RAF and Commonwealth aircraft returning from bombing operations that in 1942 the Prime Minister, Winston Churchill, ordered the Petroleum Warfare Department to develop a way of dispersing it. The result was FIDO — Fog Intensive Dispersal Of, a network of pipes and petrol burners capable of clearing fog from runways. FIDO was installed in 15 airfields around the UK, mostly in Bomber Command. By burning petrol at the rate of 100,000 gallons per hour FIDO could produce sufficient heat to lift fog and enable pilots to take-off and land safely when poor visibility would otherwise have made flying too dangerous. Between 1943 and 1945, 2500 aircraft landed safely in fog thanks to FIDO, saving the lives of 10,000 aircrew.

HALIFAX UPDATE

October 22, 2003 marked a significant milestone in the evolution of the RCAF Memorial Museum, Canada's official national Air Force museum. A sod-turning ceremony on this date signified the beginning of the construction process to expand the museum.

The \$4.8 million expansion will provide an additional 43,000 square feet of space for artifact displays, including the world's only fully restored Halifax Bomber. To date \$2.1 million has been raised. Contributions from the Province of Ontario, and donations from local



Breaking ground for the new museum expansion were (from left)

Jeff Jeffery, President of the Halifax Aircraft Association, Colonel Dave Higgins, #8 Wing/ CFB Trenton, Bob Campney, Mayor of Quinte West, Joe Bourgeois, Chairman of the Board for the RCAF Memorial Museum, and John Gecci, CEO of the Canadian Forces Personnel Support Agency.



Representing the Halifax Aircraft Association are: Roy Clarke, John Wright, Jeff Jeffery, Chester Hull, John Goheen, & Al d'Eon.

(Continued on page 10)

(Continued from page 9)

municipalities, local corporations, and private donors, have contributed to this pool. The balance of the cost is covered through the DND Personnel Support Program loan guarantees. The museum believes that it will raise the balance of the capital funding required as the construction phase continues over the next two years. Although the capital campaign has raised enough money to begin construction, funding is still needed to reach the goal of \$5 million.



These men represent the team of over 30 volunteers who worked diligently for 10 years restoring Halifax NA337 in the shop behind the RCAF Memorial Museum in Trenton. With them here today is Elaine Jeffery, who keeps the "boss" in line.

Tenders will close December 19, 2003, contract awarded December 19, and construction will start in March 2004. The shell of this new building will be ready to move the Halifax from its present location by April 2005 in order to complete the restoration program.

The big news is that the RCAF Memorial Museum 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. Additional funds did come in after this announcement, but no figure was given at this writing.

We are still short of our needed goal of \$4.8M, but we do have enough to proceed with construction. The shovels should start digging in April 2003, with a possible opening for the Halifax at least, in 2004. We still have a long way to go, but the light is now much brighter than it was last year.



LIONS ROAR AT 15 WING — MOOSE JAW



On August 6 2003 two very active Lions, Roy Inkster and Weldon Moffatt, were front and center at 15 Wing Moose Jaw for the renaming of the base airfield, and its dedication as Air Vice Marshal McEwen CB MC DFC & Bar Airfield. Colonel Alain Boyer, Commander of 15 Wing introduced Joyce Clune who responded with words about her father. Also present were Joyce's two sisters, Beth Willoughby, and Phil Atkinson. While there were several others present who served in Bomber Command, Roy and Weldy were the only ones there who had served at No. 6 (RCAF) Bomber Group, or under "Black Mike" McEwen.



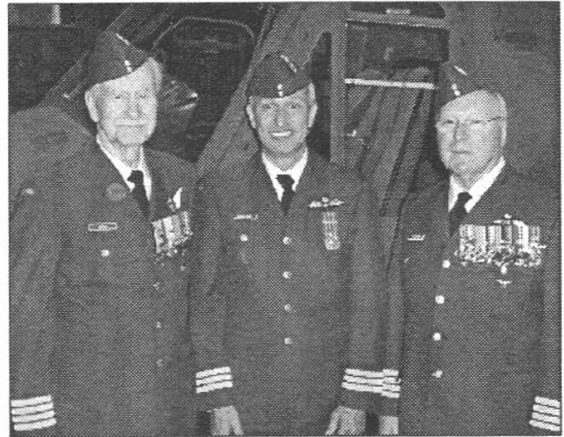
It is believed that this was the first time that an active base has been named in honour of a Canadian military aviation hero. Col. Boyer also said, "his name will serve as an example for young men and women to become great aviators and leaders."

Thanks to Roy Inkster and Weldon Moffatt for this report

Thanks also to M/Cpl Jeff Noel, the 15 Wing Heritage Officer who is head of the Saskatchewan Remembrance Program at the base.

GATHERING OF THE LIONS 03

This was the 61st anniversary of the formation of 427 Squadron. The CO. LCol Mike Dabros opened the weekend by welcoming everyone at the Meet and Greet. He introduced the incoming and outgoing Honorary Colonels, and reminded us that although we do not share a common airframe, we do share the spirit and history of the people that make the Squadron. HCol d'Eon thanked everyone for making his tenure memorable. He presented special gifts from Metro-Goldwyn-Mayer to the raffle winners, MCpl Butchart and Mrs Ten Eyk.



A parade that included the investiture of the Squadron's Honorary Colonel took place inside, on a cold and cloudy day that threatened rain. Many lions, their friends and families gathered to thank HCol Al d'Eon for his years of loyalty and dedication to the Squadron. Numerous medals were presented. HCol d'Eon also presented the Lion of the Year Award to MCpl Lefebvre

for his tireless efforts in keeping the Squadron in fighting form from the kitchen. A special presentation was made this year, which was a piece of a Halifax bomber skin which was recovered from the bottom of a fjord in Norway. London's Revenge was painted on the piece, and it was presented to the Squadron by Col Shelly on behalf of Richard Koval and Clarence Simonsen. It will be kept in a place of honour and treasured by Lions for years to come. HCol Middlemiss assumed his duties and reminded us of the Squadrons history while challenging us to keep the spirit alive for the future. Although the low clouds prevented us from doing the flypast during the parade, the skies opened enough at the end to allow Capt Randy Loesch to lead the flypast and aerial demonstrations. Capt Rob Landriault was able to drop his own car, much to the crowds delight. The highlight of the parade for many former Lions was the familiarization flights organized by Capt Paul McKinley and WO Cliff Wall. The reception following the parade gave

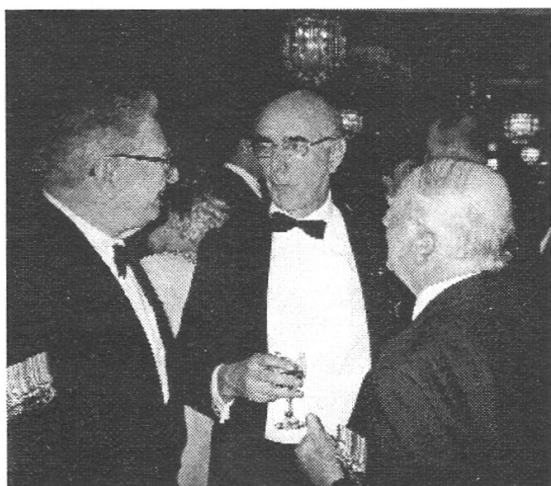
(Continued on page 13)

(Continued from page 12)

everyone the chance to warm up and continue visiting with friends, old and new.

After time for relaxing or a nap, over 200 people gathered at the WO and Sgts' Mess for the mess dinner. It was a great chance for our wives to get dressed up in their finery, and their presence made for a very fine evening. The Squadron cooks led by Sgt Begin prepared an excellent meal with tasty hot food, good wine, great company, and music by the 2 CMBG Pipes and Drums. After the meal, Ted Mahood,

President of the Pembroke RCAFA Wing, presented the Squadron with the 1943 approved design of the Squadron's heraldic crest that was signed by King George VI. Jim Moffat presented his book *Behind Enemy Lines*, to the



Roy Inkster, Larry Milberry, and Ed Carter-Edwards during the evening of the Mess Dinner.



The MGM bronz lion dominates the scene at the head table with LCol & Mrs. Mike Dabros.

1 Wing Commander, Col Shelly. The speeches were short, and the dancing soon started. As usual, a few stragglers including HCol Middlemiss remained behind until the wee hours, wrapping up an enjoyable Mess Dinner.

On Sunday morning, (those who were able) got up for a farewell brunch. It was a casual meal where the vast majority were former Lions getting ready to depart. HCol Middlemiss who only went to bed at 6:19 am was bright and cheerful as he took the chance to speak to all present and bid them good-bye until next year.

The 61st anniversary Gathering of the Lions seemed to have been a pleasant experience for everyone, and we look forward to meeting again in the future.

*Captain Doug Hollin
A Flight 427*



E FOR EFFORT

In WW II some of the trainees at Trenton's Motor Transport School were so anxious to make the grade they sometimes embellished their stories of previous civilian experience. One student informed his instructor that he had been with Greyhound Lines for four years, with Smith Transport for five years, with Imperial Oil for four years and spent two years as a private chauffeur. When asked by the instructor how old he was, the student replied, "eighteen!"

(Thanks to an old friend Bill Sargent, from his book Sgt. Sargent's Trenton)

ODD ENGLISH SIGNS

In a Laundromat? AUTOMATIC WASHING MACHINES.
PLEASE REMOVE YOUR CLOTHES WHEN THE LIGHTS GO OUT

In a London Department Store? BARGAIN BASEMENT UPSTAIRS

Outside a Second Hand Store? WE EXCHANGE ANYTHING -
BICYCLES , APPLIANCES ETC. WHY NOT BRING YOUR WIFE
ALONG AND GET A WONDERFUL BARGAIN



GOLDFISH CLUB

The Goldfish Club was founded in 1942 by Mr. C. A. Robertson, of Messrs. P. B. Cow & Company Limited, one of the largest manufacturers of Air Sea rescue equipment in the world. The exclusive club was formed initially for airmen who had survived wartime aircraft ditching and owed their lives to the successful use of a Mae West or rubber dinghy. By the end of WW II the Club had some 9000 members. Those who found themselves in the briny deep having ditched, pranged or bailed out and having saved their life by the use of a dinghy or Mae West, could make application for membership. A distinctive lapel pin was developed showing a flying fish on the waves (in gold) on a black enamel background. This put them on an equal footing with the more numerous members of the Caterpillar Club who hit the silk.

AD ASTRA STONES

The eighth annual Ad Astra Dedication Ceremony was held in the Air Park at the RCAF Memorial Museum C.F.B. Trenton on Saturday, September 27, 2003. There are now in excess of 6500 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. 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 3WO Tel. (613) 965-2140 or by e-mail www.rcafmuseum.on.ca

WHY 18 HOLES OF GOLF

LGen Lou Cuppens former Deputy Commander in Chief NORAD contributed this bit of history to George Sweanor's 971 Wing Newsetter: In 1858 during discussions of the membership board at St. Andrews, Scotland, it was pointed out that there are 18 shots in a fifth of scotch so, if you limit yourself to one shot per hole you finish in 18, making 18 the logical number of holes.



AIR PERSON OF THE YEAR AWARD

The Air Marshal C. Roy Slemon Award for the Airperson of the year was awarded to MCpl Gary Justus, of 427 Squadron Petawawa October 11, during the Annual Meeting of the Air Force Association in Regina. The good news was first announced in September in front of his former co-workers who mustered for the event in Petawawa. The bearer of good news was Major Rick McLaughlin, acting CO of 427 THS.

One excerpt from the letter sent to the CO, reads as follows:

“His success in being selected for one of Canada’s more prestigious awards is based upon his demonstrated dedication, professionalism, and technical excellence supporting the domestic and deployed operations of 427 Squadron during 2002.

This award established in 1973, recognizes one airperson, or air force support service person, by individual achievement, who exemplifies “the best” of Canada’s Air Force.”

MCpl Justus has since been posted to 2 CMBG HQ and Sigs. Yet, Always a LION.



BILLY BIGGS STORY

By Harry McLean – 427 Air Gunner

I enjoyed reading Wing and a Prayer submitted by my great pal, Phil Dubois in Roar 14. Their pilot Bob Deegan did his first Operational flight with Billy Biggs and his crew to Mannheim on August 9/10, 1943. The Biggs crew was one of the originals at Croft and this was their 20th Op.

Our trip was trouble free until soon after leaving the target area I saw a stream of bullets passing along the fuselage into the starboard wing root where a fire started. I reported this to Billy who asked our flight engineer Jack Elliott and I to see what we could do. Dropping straight out of my turret I grabbed an axe and hacked a hole through the side just above the wing root. Jack seized a fire extinguisher and Alf Richards, our bomb aimer did likewise. The fire was almost out when I returned to my turret. There was no

(continued on page 17)

(continued from page 16)

sign of the enemy fighter however the damage was done, the fire had severed a hydraulic line and the flaps were hanging loose. The aircraft was hard to control with a tendency to nose up and both pilots braced themselves pushing the control column forward. We then passed a long rope forward to lash the control column to a secure support on the wireless operator's cabin. This seemed to help but Billy and Bob still had to fight all the way to Beachy Head 410 miles away on the coast. There was 10/10ths cloud over England and we flew inland to a rural area in the vicinity of Reading which we decided was a good spot to make our departure. Les Moyler our wireless operator went out first, followed by rear gunner Bobby Fisher and myself after releasing the pigeons. The others went out the front hatch and we all landed safely near Whitchurch in Hampshire.

Billy Biggs was recommended for the Conspicuous Gallantry Medal but was awarded the DFM instead. Jack Elliott and Les Moyler also received the DFM making three of a total of only 16 awarded to 427 Squadron throughout the war. I always felt that Bob Deegan should have received the DFC. He was such a big strapping fellow that he was a great help to Billy Biggs in keeping the aircraft in the air. I'm glad to report that Bob Deegan RCAF completed a tour with his own crew, survived the war and was awarded a DFC.

Sadly, Billy Biggs lost his life on September 6/7, 1943 on an operation to Munich when our aircraft was shot down by a night fighter. Navigator Joe Read, Les Moyler and two RCAF crew members F/Sgt Dresser and P/O Jackson, who were with us, were also killed in the action. Alf Richards, Jack Elliott and I became POW's.

(Harry McLean resides in Prestatyn, UK — story edited)



BOOK REVIEW

Robert Schweyer has written a paper-back titled *Sights on Jarvis, the No.1 Bombing and Gunnery School, 1940 - 1945*. It's a study of an air force school both in relation to the total Air Training Plan and the community in which it functioned. It is full pictures and great stories of those training days at Jarvis, Ontario. Hugh Halliday, well known historian, gives it full marks. Available at Harwood Enterprises, RR.2, Nanticoke, ON N0A 2L0.

The price is \$24,95 plus tax.

SOLDIERS' TOWER

The Soldiers' Tower at the University of Toronto was built in 1924 and carved in stone are the names of the 623 men and one woman lost to the University in the First World War. The clock and carillon were added in 1927. After the Second World War, the names of the 557 men and women lost in the 1939 - 1945 conflict were placed on the walls of the memorial archway. One of those so memorialized is Flying Officer Lou Warren Somers of 427 Squadron, RCAF who went missing on a bombing operation to the Ruhr on the night of June 24/25 1943.

Lou Somers was awarded his pilot's wings at #12 SFTS at Brandon and in late 1941 was posted overseas. In the following year while serving on a RAF squadron, Lou was seriously wounded on a raid to Bremen in which two crew members were killed. Following many months of recuperation he joined 427 Squadron at Croft and resumed his operational career flying Wellingtons when I became a crew member. The Lions then converted to Halifax V's and moved to Leeming where we completed a number of operations before Luftwaffe fighter ace Wilhelm Johnen sent Lou's Halifax DK180 spinning into a swamp on the Dutch Island of Rozenburg. Lou remained missing, presumed dead, until found in 1967 and buried with full military honours in the Canadian War Cemetery at Groesbeek in Holland.

Pre-war, Lou distinguished himself in athletics at Harbord Collegiate and this set the stage for even greater achievements at the University of Toronto. He starred on the University College lacrosse, soccer, hockey and track teams and was a brilliant halfback on the Senior Intercollegiate rugby team. Lou graduated in 1940 as an honour student in commerce and finance winning the Jules J. Allen Award. He also won the Cody Trophy which is presented to the student who has contributed most to the athletic life of University College. He was on the executive of the Commerce Club, the Library Board and the Literary and Athletic Society. And the list goes on. How fitting that the inscription on the headstone at Groesbeek reads in part: Flying Officer L. W. Somers, 427 Squadron RCAF "Outstanding Athlete and Scholar".

Vern White

A TRUE MILITARY QUOTE.

In a recent interview, General Norman Schwartzkopf was asked if he thought there was room for forgiveness toward the people who have harboured and abetted the terrorists who perpetrated the 9/11 attacks on America. His answer was: "I believe that forgiving them is God's function. Our job is to arrange the meeting to be as soon as possible:".

A DAY IN HISTORY

STAN MILLER CELEBRATES 60 YEARS OF FLYING

On August 21, 1943, 18 year old Stan Miller of Melfort, Saskatchewan took to the air in a Tiger Moth for his first solo flight. On the same date and hour at the Oshawa airport 60 years later he repeated this “great thrill of flight” again. He even wore his last RCAF flight suit. Not many of us could do that today. “It was euphoric” said Stan; “I feel as young as I did back then”.

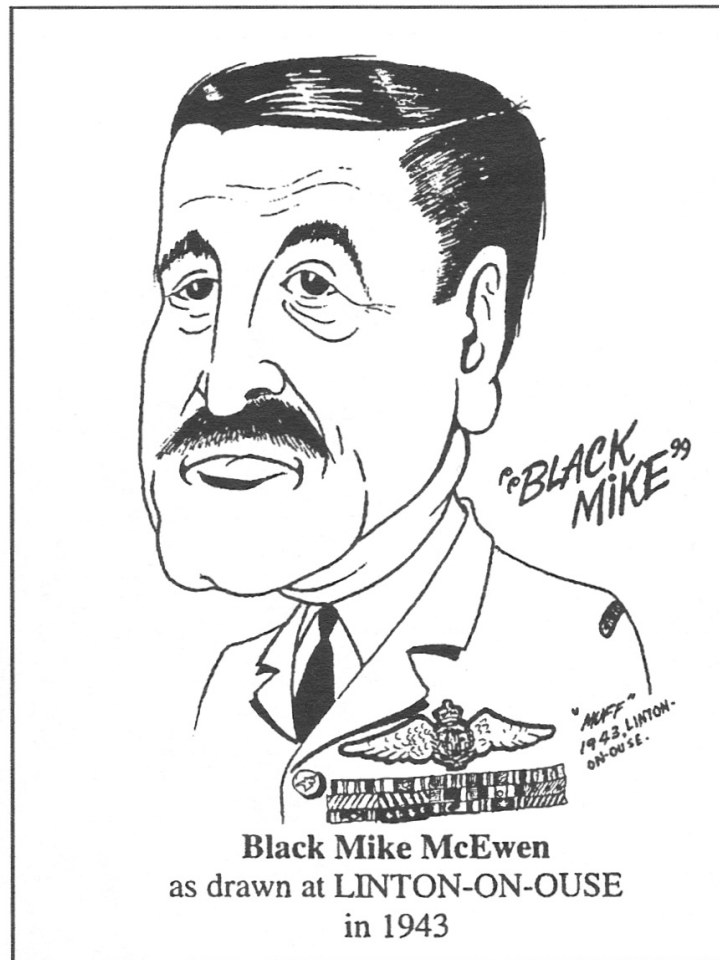
“Back then”, was when Stan Miller was flying bombers over Germany during WWII. Two of his wartime gunners, who flew with him on 425 Squadron (he also flew with 424 & 427 Sqdns.) joined many of his old friends, family, and former students at a special “Hangar Party” for him a few days earlier at Enterprise Airlines in Oshawa. This time he arrived flying a Stearman. This was a great party, which included a special video of congratulations for 60 years of flying.



When he first retired from the RCAF in 1946, still enthusiastic about flying, Stan began his own flying school in his hometown for a few years. However this didn't work out for him so he rejoined the Air Force in 1950, and had a distinguished career as a flight instructor on many types of aircraft. He retired again from the service, as a Major, in 1972.

At 79, Stan is probably the oldest active flight instructor and pilot tester in Canada. Not only does he still fly the Tiger Moth, but also the Harvard, Waco biplane, Stearman, Piper J3 Cub, and a few others. His 8-year-old grandson also wants to fly so Stan has already given him two flying lessons...just to get him started.

Congratulations Stan. You are the envy of all of us “old” guys.



BODIES OR SPUDS?

An old man lived alone in the country. He wanted to dig his potato garden but it was very hard work as the ground was hard. His only son Fred, who used to help him, was in prison. The old man wrote a letter to his son and described his predicament.

“Dear Fred:

I am feeling pretty bad because it looks like I won't be able to plant my potato garden this year. I'm just getting too old to be digging up a garden plot. If you were here, all my troubles would be over. I know you would dig the plot for me. Love, dad.”

A few days later he received a letter from his son.

“Dear Dad:

For heaven's sake, dad, don't dig up that garden, that's where I buried the BODIES. Love, Fred.”

At 4 am the next morning, the RCMP and local police arrived and dug up the entire area without finding any bodies. They apologized to the old man and left. That same day the old man received another letter from his son.

“Dear Dad.

Go ahead and plant the potatoes now. That's the best I could do under the circumstances. Love Fred.”