



We Remember Them Fondly

- Nick Mulikow, (pictured) 16 Dec 2011, aged 80
- Alexander "Lou, Choppy" Fellner, 11 Jan 2014
- WO "Tiny" Barnett, Armourer, 19 Sep 2014
- GILBERG, Rolf A., 7 Nov 2014, aged 94
- Margaret Annis (Ralph), 29 Mar 2014, aged 84
- Sqn Ldr (Ret) James "Jim" Russell Pugh, 8 Jun 2014, aged 82
- LCol (Ret) Alan Gordon "Al" MacMullan, 21 Jul 2014
- LCol (Ret) Rob Robichaud, 17 Jul 2014
- Yves Gravelle, 29 Oct 2009, aged 88
- Gordon Wilson Ockwell, 22 Jan 2012, aged 88

If you can explain why we place an image of the AH-64 Apache armed helicopter, next to the name of Nick Mulikow, write us a letter, and you might win a prize!

Address Label Here

RCAF Association
222 Somerset St. West, Suite 405
Ottawa, ON K2P 2G3

If Undeliverable, Return to:



Ferte Manus Certas

ROAR



427 LION SQUADRON ASSOCIATION

Patrons: LGen (Ret) Donald McNaughton, CMM, CD, MGen J. Robert Chisholm, CMM, CD
NEWSLETTER Vol.3, No.1 December, 2014

For many years members of the Sabre Pilots Association of Air Division Squadrons (SPAADS) have gathered in strong numbers to do what they all love to do - storytelling.

When it comes to organizations and other large enterprises, it is the organization's culture - its personality - its character - that defines the purpose, the success and the future of the organization. Cultures happen to be made up of stories, and the storytelling that occurs just happens to be the stuff that is taught to newcomers and others who enjoy being a part of the organization. Why? Because organizations thrive on stories, and the socialising that goes on in these gatherings, means everything. In fact, it becomes more and more important as we grow older. As our experience grows, so too does our yearning for a more thorough understanding of the importance and context of the contributions we made during our careers. It isn't really about us as individuals, per se, as much as it is about us as an air force team, each of us having brought very specialized skills and talents to the "game". These reunions serve that purpose. They are not to be missed. Here is a report from the latest SPAADS reunion, held in Victoria, BC, recently. It was a grand success.

The 427 Squadron Association is grateful to Wayne MacLellan for this update



On a sunny, balmy weekend in beautiful Victoria, B.C. over 400 members of the SPAADS Association attended the



the 2014 reunion of the Sabre Pilots Association, Air Division Squadrons (SPAADS). Members of 427 as always were there in force. Enthusiasm, good memories and pride in the squadron and its history were the order of the day.

On Thursday afternoon, the Marriott Hotel provided delicious food and wine for the Meet & Greet. Friday was a free day and there were a myriad of choices available including city and/or whale watching tours, pubbing, shopping and/or tea at the Empress.

427 was missing a few of the stalwarts, some for reasons of their own health or that of their partners. Absentees were all noted and very much missed.

Friday evening a dinner was held at a German restaurant not far from the hotel. Many platters for four, filled with a selection of traditional German food, were served to the tables. As at a typical Gasthaus no one went away hungry. The food was accompanied by an accordion musician but little dancing took place. The waitresses in their traditional dress along with German beer and the occasional "boot" passed around brought back great memories.

The Lions' Den hosted by Dick Dunn and Dale Horley was full blast throughout the weekend and provided an opportunity for good conversations and recollections. It was noted that conversation this reunion focused somewhat less on the good old days and more on "So how's your health?", "What are your grandchildren up to?" or "Traveling much?" along with many other

important topics. Once again it was a good weekend with old friends and thanks went to Jim Mar for his attention to the arrangements for 427 as well as his amazing ability to influence the weather. In 2016 we will be looking forward to seeing everyone in Ottawa. 🇨🇦

SPAADS is an Association of pilots and their supporters, who flew the F-86 Sabre with twelve Royal Canadian Air Force squadrons supporting NATO in Europe, from 1951 to 1963.



Contents

SPAADS Reunion 2014.....1
 Duty Page.....2
 Bomber Command Association Notes...4
 Book Announcement - A Letter to a New Grandson....4
 Sometimes it's Really Not Just Luck.....9
 Remembrance.....12, 9
 RCAF Receives New Rank Insignia.....8, 11
 St Clement Danes Church...11
 Ye Olde Scribe, George Swenor's Column...3
 Advertisements and Deals.....3
 Photographs.....6
 Awards.....8
 Letters...3

Bomber Command Association of Australia President's Report

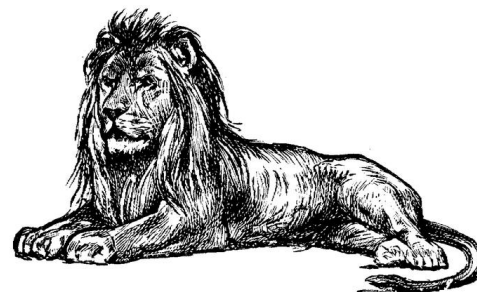
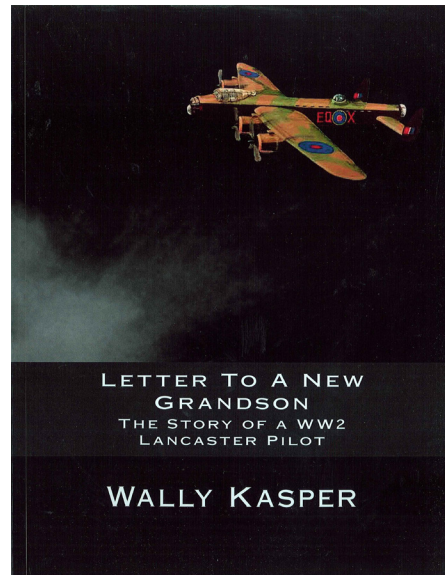
We are quickly coming to the end of another year. Christmas is almost upon us, which is one of those pleasant times to catch up with family and friends and enjoy the laughter and fun with your children and grandkids. Dare I say it some are already adults! Christmas Lunch will be on Friday 5th December this year at the NSW Parliament House. Our lovely ladies, Annette and Jane, are working hard to ensure all the details are OK. This year will be slightly different in that we have joined forces with the Pathfinders and with the 460 Squadron Veterans and Friends. This is not a takeover – leave that to the stock exchange, just an amalgamation of friends to shoot a few lines. There has to be some good ones. The BC flying day at The Oaks turned out to be a bright sunny day with some gusty winds on final, just to remind us the wind never gives up and was specially turned on for the day! Regardless be it a small aircraft or a jumbo, keep your wits about you. All up it was great to get into an aircraft and have a fly around the local area. If any BC members still have the occasional urge to go flying, try the ultralight "Foxbat" at the Sydney Recreational Flying Club at The Oaks. Finally when flying was wrapped we had a delightful barbeque, a great day. Talking about pleasant days, lunch at the Abbotsford Rowing Club was another sunny day. We had a reasonably good turn out with some arriving by car and others taking a delightful ride along the Parramatta River for 30-40 minutes via Sydney ferries. We hope to see another good turn out next year.

Over the years going to Watsons Bay and to the Abbotsford Rowing Club, I have on most occasions had the pleasure of meeting BC people who have never been to one of our outings, it's very pleasing to have them come along.

Finally, I don't wish to delve into politics, however we have just lost a charismatic Prime Minister who served his country during WWII as an RAAF navigator. When he was in power he pulled our troops out of Vietnam. Another positive action was his easing of tensions when he went to China. May he rest in peace. To all, on behalf of the Bomber Command Committee, we wish you well and have a wonderful Christmas. Ron Houghton President BCAA

"A LETTER TO A NEW GRANDSON"

This story of a WWII Lancaster Pilot, chronicles Wally Kasper's life as he goes through pilot training and then on to flying a Lancaster during the Second World War. A Letter to a New Grandson is written with wit and understanding. It touches the heart, while bringing a clearer understanding of the day to day experiences of the airmen of WWII. The story is factual without getting technical. The reader is led through each step of Wally's journey in a clear and concise manner that is easy to read and appealing to both the younger reader and to the more seasoned reader of military accounts. Wally is witty, ingenious, imaginative, and at 93 has plans for more books. A RCAF Lancaster pilot in WWII, Wally is as special now as he was then. Due to freight, the book would be about Can\$20 with about 6 weeks delivery but is more economical as an eBook via Amazon For more information visit www.snowolfpress.com.



Hello everyone.

For those who may not know me, my name is Dean Black, and I am your editor for the ROAR newsletter. I had the pleasure of meeting Wayne MacLellan and Sask Wilford recently, and I accepted their request to lend a hand.

This message of greetings is more about seeking your support and patience. A formal message of greetings will be forthcoming in the next issue. Meanwhile, I just want everyone to know after having served more than six years in 427 Squadron, on two different occasions, I remain thoroughly interested in what this great squadron can accomplish.

Al d'Eon was a very kind man, and a great friend. The entire cohort of Second World War veterans who routinely joined Al at the Annual Gathering of the Lions, was a "Den of Heroism". Wayne has done a superb job on the newsletter, and the support of his executive members has been unparalleled. I just hope to live up to your expectations, going forward. Any and all contributions to the Roar will be most helpful.

Again, this is just a brief note to reintroduce myself to some if not all of you. A more formal message is being crafted by the team, and it will be published in the next newsletter. Please don't hesitate to send me material for the newsletter.

I can be reached at:
director@airforce.ca
or
613-612-7223



This story is confirmed in Elmer Bendiner's book, *The Fall of Fortresses*.

Sometimes, it's not really just luck.

Elmer Bendiner was a navigator in a B-17 during WW II. He tells this story of a World War II bombing run over Kassel, Germany, and the unexpected result of a direct hit on their gas tanks. "Our B-17, the Tondelayo, was barraged by flak from Nazi anti-aircraft guns. That was not unusual, but on this particular occasion our gas tanks were hit.

Later, as I reflected on the miracle of a 20 millimeter shell piercing the fuel tank without touching off an explosion, our pilot, Bohn Fawkes, told me it was not quite that simple. "On the morning following the raid, Bohn had gone down to ask our crew chief for that shell as a souvenir of unbelievable luck.

The crew chief told Bohn that not just one shell but 11 had been found in the gas tanks. 11 unexploded shells where only one was sufficient to blast us out of the sky. It was as if the sea had been parted for us. A near-miracle, I thought.

Even after 35 years, so awesome an event leaves me shaken, especially after I heard the rest of the story from Bohn. "He was told that the shells had been sent to the armorers to be defused. The armorers told

him that Intelligence had picked them up. They could not say why at the time, but Bohn eventually sought out the answer. "Apparently when the armorers opened each of those shells, they found no explosive charge. They were as clean as a whistle and just as harmless.

Empty? Not all of them! One contained a carefully rolled piece of paper. On it was a scrawl in Czech. The Intelligence people scoured our base for a man who could read Czech. Eventually they found one to decipher the note. It set us marveling. Translated, the note read:

"*This is all we can do for you now...Using Jewish slave labor is never a good idea."

11 NOVEMBER 2014

From Ye Olde Scribe, George Sweanor, 419 Squadron, the Great Escape and other Adventures

Yes, as usual, I attended the Armistice/Remembrance/Veterans Day ceremonies. Yes, I again laid the wreath for our 971 Wing of the Royal Canadian Air Force Association. I often get the job because, at 95, I am the oldest and the only one left with WWII combat experience in our Wing. I had just passed my driver's license renewal but it was cold and snowing so our president, Darrell Levitt, drove me. Darrell is a post-WWII veteran, both of the army and

the Air Force. He describes taking off in many aircraft but never landing in them, preferring to find his own way back to earth (he was paratrooper).

Here in Colorado Springs we have a "Pikes Peak Veterans Council" comprised of 35 veterans' associations including our Wing. But, the largest group at each Memorial Day and Remembrance/Veterans Day is usually that of the Canadian Regular Force detachment stationed here at Peterson Air Force Base.

For over 12 years Darrell has been selected as Master of Ceremonies. There is also a 4-piece band provided by the Air Force Academy, a Canadian piper, a combined colour guard, and a firing squad. A truly bi-national affair with, this time, Lt-Gen Alain Parent, RCAF, being the guest speaker.

These ceremonies used to be held in the spacious Memorial Park but due to the uncertainties of weather are now held in the Enlisted Association building with a seating capacity of only 600 for a city of 440,000, so we do not attract a sufficient representation. The average turnout in about 500, mostly by families associated with the Military. After the hour-long ceremony the Canadian Forces invite us out to the base for refreshments.

My thoughts during these ceremonies? The memories of the 125 close friends I lost never leave me but it is still important to devote at least an hour to public remembrance even if the main attendance is by those who experienced the insane and self-imposed horrors of war. The quite-good speakers at these events tend to repeat the same themes: Freedom is never free; We shall never forget them; Our debt is immense; We need to maintain strong defensive forces - and so on. Seldom do I hear words about minimizing the root causes of war; about Post Traumatic Stress Disorder that all veterans of combat have; about the fact that more Iraq and Afghanistan veterans have committed suicide than the number killed in action; about the bloated militaries maintained by all expansive countries, especially this one; that nuclear arsenals still exist; that greed still has us supporting repulsive regimes. I come away with the depressing inference that we are destroying our own species in the hopeless belief that, in spite of so many brilliant and caring minds worldwide we will remain a species bent on self destruction. Too many of us are too comfortable today to worry about tomorrow or the rest of the world and those not so fortunate.



427 Squadron's Ted Mahood earns coveted RCAF Association Order of Excellence

At left: National President RCAF Association, Colonel (Retired) Terry Chester, CD; Lieutenant-General Yvan Blondin, CMM, CD; Sergeant (Retired) Grant E. "Ted" Mahood, current Chairman of the RCAF Association Trust Fund Board of Trustees; and, RAF Chief Warrant Officer CWO Patrick Young, on the occasion of the presentation of the RCAF Association Order of Excellence to Ted Mahood, for decades of loyal service to the association. Ted served with 427 Squadron through the mid-1980s in Maintenance Flight.

427 Squadron's Phillippe Robin, in on RCAF Association Mynarski Memorial Trophy

At the Annual Awards Banquet of the RCAF Association, the Flying Officer Andrew Mynarski, VC, Memorial Trophy was presented to 427 Squadron's MWO Phillippe Robin, as well as to Sgt Lamothe and MCpl Nathan King. Lieutenant-General Yvan Blondin, CMM, CD Commander RCAF and the RCAF Chief Warrant Officer Patrick Young officiated. Four other team members were unable to attend, but the RCAF Association had commemorative plaques for all.



The Canadian Warplane Heritage Museum Lancaster VR-A - affectionately referred to as VeRA, made the overseas flight to the UK this past summer, entertaining crowds everywhere, flying in formation with the only other flying Lancaster in the world. Part of the tour was devoted to fundraising for the important International Bomber Command Memorial and Interpretation Centre, under construction near Lincoln, UK. If you would like to learn more, simply write to RCAF Association, PO Box 2460 5th D, Ottawa, ON, K1P 5W6. Meanwhile, the Canadian Lancaster did lose an engine, on one flight, and subsequent repairs led to unanticipated expenses of over \$180,000. If you would like to help by donating to this cause, you can donate to the RCAF Association Trust Fund, and indicate on the memo line for your cheque that the funds are for the repair of VeRA's engine. Donations for the IBCMIC are also most welcome.



Christmas Specials
RCAF (navy-blue) Polo Shirt
 Advanced technology "Easy-care, moisture-wicking, anti-microbial" Shirt 15 to 39 UV Protection, "Extreme e-Performance™ Shirts made to last"

Polo/Golf Shirt Item #82600S
Sizes Small to XXL Large

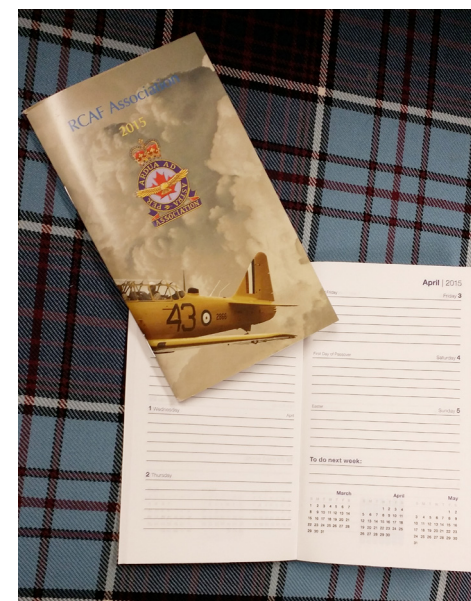
Regular \$34.99, on sale now for only \$22.00

Office will close 19 December 2014 to 06 January 2015
 Purchase five or more shirts, for \$17* each
 Professional RCAF heraldic crest included,
 Add Shipping & Handling & Taxes
 (\$15 for Canada, \$20 for USA, \$25 overseas)
 Call Dianne today - Toll-free 1-866-351-2322, ext. 223
 or e-mail kitshop@airforce.ca

New 3-Roundel Tie-bar
 Regular \$16.99 - Christmas Special \$11.99

Outstanding Lapel Pin Wings
 (Pilot's and Flight Engineer's shown)
 Only \$9.99 each
 4.5 cm x 2.5 cm - Perfect Lapel-sized Pin

Free 2015 "One-Page-Per-Week" Pocket Calendar/Agenda (shown) with every order. \$3.25 each for quantities of one to nine; \$2.75 each for quantities of 10 to 49; and, \$2.50 each for quantities greater than 50



Army Aviation Lapel Pin Wings (right)
Outstanding Quality
\$9.99



**427 Lion Squadron Association
Volunteers & Directors**

Treasurer & Membership - Sask
Wilford, wilsask@hotmail.com

Newsletter & Website - Dean Black,
director@airforce.ca , phone toll-free:
1-866-351-2322, ext. 221

Regional Representatives

Maritimes - Wayne MacLellan - NATO

Quebec - Jim Moffat - Second World War

Southern Ontario - Edward Carter-Edwards -
Second World War,
rcafpow@cogeco.ca

Northern Ontario

Ottawa
Allan Todd - Second World War

Manitoba
Ian Thomson - Second World War

Saskatchewan
Weldon Moffatt - Second World War
rweldon.moffatt@sasktel.net

Alberta
Jim Gillespie - NATO

British Columbia
Richard (Dick) Dunn - NATO

USA
Doug Nicholson - NATO

Directors-at-Large
Ted Hessel - NATO
Dale Horley - NATO
John Shute - NATO
Neil Lakins - NATO

CFB Petawawa
Main Switchboard 613-687-5511
CO's Secretary, Mrs. Colleen Young, 613-687-
7600
colleen.young@forces.gc.ca

427 Squadron Adjutant
Capt Andy Lee, ext. 7817

427 Squadron Historian
Capt Neil Garbourie, ext. 7609

427 Squadron CWO
CWO David Fredett, ext. 7969

427 Squadron EA to the HCol
Capt Brian Robar, ext. 7880
brian.robbar@forces.gc.ca

Joining the 427 Lion Squadron Association is easy!

It also earns you a charitable tax receipt!

Your membership contribution qualifies as a donation because
it is consistent with the charitable mission of the
RCAF Association Trust Fund to inform new generations of Canadians
about the importance and history of their country's air force

Please Join Today!

Your contribution means everything to us!

Follow these steps:

- Visit <http://rcafassociation.ca>
- Register as a New Visitor
- Click on "On-line Store"
- Shop for: "Memberships" and then click "Go"
- Select the 427 Lion Squadron Association Life Membership icon
- If someone referred you, enter their name - we'll send them a gift!
- If you would like to make an additional donation, enter the details
- Otherwise, click on +Add to Cart
- "Check Out"



Congratulations! You Did it!

We will mail you a charitable tax receipt for the amount donated*

If you prefer to pay by cheque, but you still want the charitable
tax receipt, you must make your cheque payable to:

RCAF Association Trust Fund

and write "427 Lion Sqn Assn" on the memo-line beside your signature

Mail your cheque to:

RCAF Association Trust Fund, 222 Somerset St. West, Suite 405
Ottawa, ON, K2P 2G3

Additional details can be found at www.427squadron.com

*(Only valid for Life Memberships \$50 or more, or donations of \$25 or more also earn a receipt)

Are you a Veteran of the Second World War? Do you know of a Veteran of the Second World War? This offer is for them! To mark the 75th anniversary of Canada's engagement in the Second World War, beginning September 10, 2014, living Canadian Veterans of the Second World War may request a special commemorative lapel pin and certificate of recognition.

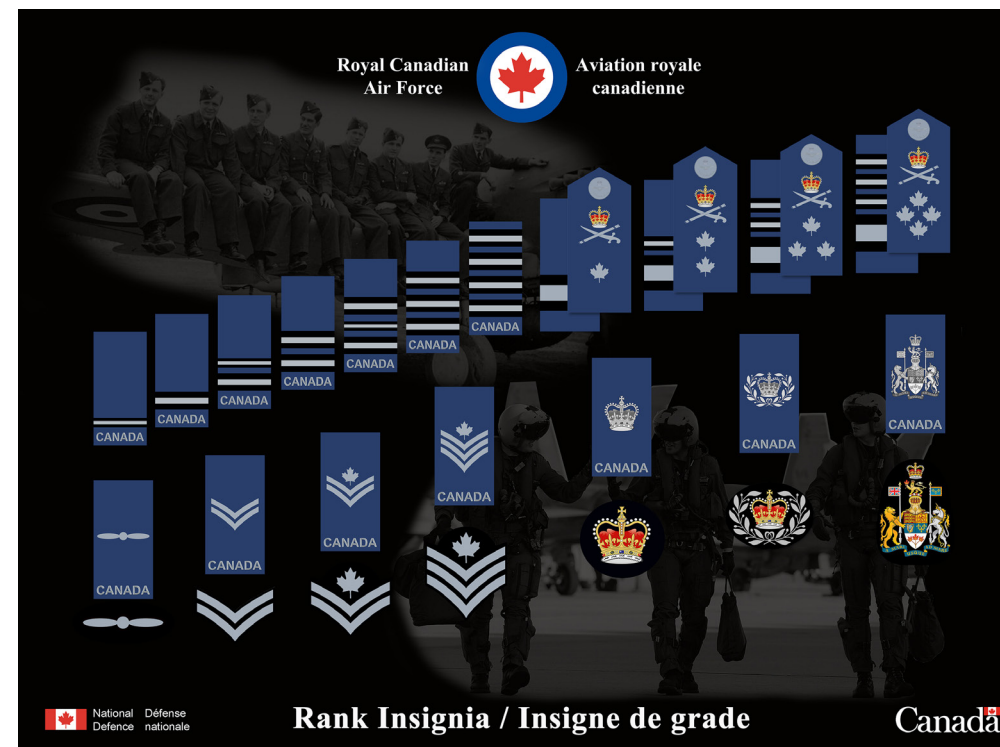
To claim this special offer from the Minister of Veterans Affairs Canada, simply visit the following website and fill out the on-line form, or, write to the RCAF Association and we will forward a form to you in the mail.



RCAF Association
222 Somerset Street West, Suite 405
Ottawa, ON K2P 2G3

**Nouveaux insignes de grade
de l'ARC**

Par les Affaires publiques de l'ARC



FA2014-0031

The RCAF's new rank insignia. PHOTO: Sergeant Pascal Quillé

Le personnel et les vétérans de l'Aviation royale du Canada, leurs familles et les membres du public ont eu un aperçu des nouveaux insignes de grade de l'ARC pendant la Cérémonie de la bataille d'Angleterre qui a eu lieu le 21 septembre 2014, au Musée de l'aviation et de l'espace du Canada à Ottawa (Ontario). Le ministre de la Défense nationale Rob Nicholson et le commandant de l'ARC, le lieutenant-général Yvan Blondin, ont dévoilé les nouveaux insignes de grade. « Nous avons forgé une nouvelle identité au cours des dix dernières années grâce à l'audace, à l'engagement et à l'excellence opérationnels », a affirmé le lieutenant-général Blondin. « Lorsque le présent gouvernement nous a redonné ce nom il y a quelques années, il a donné un nom à cette nouvelle identité. Cela nous a liés au passé.

« Je suis fier de porter ce nouvel uniforme. »

Bien que les nouveaux uniformes de l'ARC datent d'avant 1968, avant que l'unification mette de côté de nombreux éléments traditionnels de l'ARC, ils conservent les composantes modernes – comme la feuille d'érable légendaire – et la terminologie que connaissent les membres actuels de l'ARC. Les insignes de la plupart

des grades seront connus puisque les symboles du personnel de la force aérienne ont été portés pendant près d'un demi-siècle. Les militaires du rang de l'ARC auront un nouveau nom de grade dans leur cadre : le grade de « soldat » portera maintenant le nom « aviateur ». Ce nom de grade sans distinction de sexe, qui est presque identique en anglais et en français, remonte au nom « aviateur », qui en anglais était rendu par « aircraftman » ou « aircraftwoman ». Les aviateurs porteront une hélice gris perle sur la manche de leur uniforme, ce qui représente également un retour à l'insigne historique de ce grade. Tous les autres noms de grade demeurent inchangés.

Dans le passé, les officiers portaient des insignes de grade bleus et ceux des militaires du rang étaient gris perle; maintenant, les insignes de grade des officiers seront aussi gris perle, reflétant aussi l'accent que met l'ARC sur « une équipe – une mission ». La feuille d'érable canadienne, que le personnel de la force aérienne porte avec fierté depuis 46 ans, continuera d'apparaître sur les insignes de grade des caporaux-chefs, des sergents et des officiers généraux. Les insignes des adjudants-chefs continueront d'afficher les armoiries du Canada.

Avant l'unification, les officiers généraux de l'ARC portaient des insignes de grade uniquement sur les manches de leur tunique. Le nouveau concept conservera les insignes qui sont actuellement brodés sur les manches d'épaules et les épaulettes amovibles des tuniques, ainsi que la feuille d'érable canadienne. La conception des insignes de manche des officiers généraux sera modifiée pour se conformer à la conception des insignes de manche historiques pour les officiers généraux; ils seront bordés d'un galon noir, semblable aux insignes de manche historiques. La broderie or du calot des officiers généraux sera remplacée par une retassure gris perle.

La couleur des nouveaux insignes de tous les écussons nationaux courbés qui seront portés au haut des manches des tuniques sera modifiée au gris perle. Et, puisque les nouveaux boutons argent des uniformes seront assortis aux insignes de grade gris perle, leur conception ne sera pas modifiée et comprendra la couronne, l'aigle de l'ARC et le mot « CANADA ».

ST CLEMENT DANES CHURCH enjoys an unparalleled affinity with the Royal Air Force, and all allied air forces from the Second World War. It was destroyed by German bombing efforts, and rebuilt by the RAF after the war. Anyone visiting London is strongly encouraged to visit the church and see all of the incredible air force history on display. Reverend David Osborn of St Clement Danes sent a letter to the Royal Australian Air Force Association, recently. Last year he and his wife were in Australia, visiting friends in Hobart where they were driven up to Wine Glass Bay by an ex RAAF W/O. They had a few days in Sydney and enjoyed lunch at Doyle's and were thinking of having the Winter lunch there. He says "The church here remains in good heart (although we have to deal with our aging electrical systems) and we have had many visitors from Australia in the past few months. Just to remind everyone; our Books of Remembrance hold the names of all those who died in service during WWII, including those from Australia. People are welcome to visit the church and see the names of friends, colleagues and family members." David Osborn Resident Chaplain St Clement Danes Church Strand London WC2R 1DH

RCAF receives new rank insignia

By RCAF Public Affairs



[SU2014-1518-03]

Lieutenant-General Yvan Blondin and Defence Minister Rob Nicholson unveil the RCAF's new rank insignia on September 21, 2014. PHOTO: Corporal Chase Miller

Royal Canadian Air Force (RCAF) personnel and veterans, their families, and members of the public got a preview of the RCAF's new rank insignia September 21, 2014, during the Battle of Britain Ceremony held at the Canada Aviation and Space Museum in Ottawa, Ontario.

The Minister of National Defence, Rob Nicholson, and the commander RCAF, Lieutenant-General Yvan Blondin, unveiled the new rank insignia.

"We have forged a new identity in the last 10 years through operational commitment, through operational excellence, through daring," said Lieutenant-General Blondin. "When this government gave us back the name a couple of years back, it put a name to this new identity. It linked us to the past. "I'm proud [to be] wearing this new uniform."

While the new RCAF uniforms hark back to pre-1968, before unification shelved many of the traditional elements of the RCAF look, they retain modern components -- such as the iconic maple leaf -- and terminology familiar to current RCAF members. The insignia for most ranks will be familiar as the symbols that air force personnel have

worn for nearly half a century.

Non-commissioned RCAF members will have a new rank name in their cadre: the rank of "Private" will now be "Aviator". This gender-neutral rank name, almost identical in English and French, harks back to "aviateur", which in English was "aircraftman" or "aircraftwoman". Aviators will wear a pearl-grey propeller on their uniform sleeve, also a step back to the historical insignia for this rank.

All other rank names will remain the same. In the past, the officers wore blue rank insignia and the non-commissioned members wore pearl-grey; now, officers' rank insignia will also be pearl-grey, reflecting the RCAF's emphasis on "one team - one mission".

The Canadian maple leaf, which air force personnel have worn with pride for 46 years, will continue to be displayed on the rank insignia of master corporals, sergeants, and general officers. Chief warrant officers' insignia will continue to display the Canadian coat of arms.

Before unification, RCAF general officers wore rank insignia only on their tunic sleeves. The new design will retain the insignia currently embroidered on tunic shoulder straps/shoulder slip-ons, and dis-

play the Canadian maple leaf. The design of general officers' sleeve insignia will be modified to echo the design of the historical sleeve insignia for general officers, and will be edged in black, similar to the historical sleeve insignia. The gold embroidery on the general officers' wedge cap will be replaced with pearl-grey piping. The new insignia will also see the colour of all curved national badges to be worn at the top of the tunic sleeve change to pearl-grey. And while new silver-toned uniform buttons will match the pearl-grey rank insignia, their design will remain unchanged, and include the Crown, RCAF eagle, and the word "CANADA".



[SU2014-1518-05] Wearing his new rank insignia, LGen Yvan Blondin addresses the attendees of the 2014 Battle of Britain Ceremony in Ottawa. PHOTO: Corporal Chase Miller



Air Force Association
Bomber Jacket
Embroidered Air Force Roundel
Features superb, durable material and stitching
Item #81000

Clearance - All Sales Final
Regular \$129.99
Now only \$75
No refunds or exchanges
Sale ends 15 December 2014
or while supplies last
Call Dianne for sizing: 866-351-2322, ext 223
or 613-232-5491 or kitshop@airforce.ca

Letters, Letters, We Get Letters,..., Just for you

Bill_Chorley's_letter_in_BCA_Newsletter_issue_68_Autumn_2014

Sir -

It was with interest that I read the letters from R W Warburton and S T G Eaves, published in the April 2014 edition of the Newsletter. Both illustrate the considerable frustration felt by so many Bomber Command veterans, and though 205 Group did not come under the aegis of the Command, I fully sympathise with the observations expressed by Mr Eaves. The recommendations from Sir John Holmes and duly accepted by the prime minister, David Cameron, that a clasp was sufficient recognition for the survivors of Bomber Command who gave of their all in the bombing campaign, waged with a ferocity that today is difficult to envisage, beggars belief.

For over two decades I have devoted much of my retirement to investigating the horrendous losses suffered by Bomber Command, and this work continues with a revision of the first of the nine volumes released by my publishers in September 2013.

In conclusion, it would be remiss of me if I did not mention the tenacious efforts of Wing Commander Jim Wright and his many supporters both at home and abroad to reverse the decision made by Sir John and award the dwindling band of survivors a full Campaign Medal.

Bill Chorley
Salisbury

Dear Readers of ROAR,

It is with great pleasure that I submit this note to the ROAR newsletter as the recently appointed CO. As a starting point, I would like to thank all of the current 427 team and their family members for the fantastic support that you give on a daily basis.

In particular, I would like to recognize the dedication and good will that you have shown to LCol Travis Morehen, both of which have allowed him to shape this unit as a highly functioning team. This was particularly evident when I recently visited the Squadron during two independent, yet simultaneous, exercises prior to the Change of Command Parade. Travis, best of luck to you, Nancy, Carson and Ty in Ottawa. We will keep in touch!

I would also like to personally thank the 427 members who have made my transition back to this Squadron so seamless. For those of you whom I have not had the chance to meet, this will be my fourth tour with 427, and my wife Diane and my sons, Dylan and Riley, are very excited to get reacquainted with old friends and look forward to making some new ones. In the meantime, and on behalf of the Squadron Chief Warrant Officer Dave Fredette and myself, we promise to continue working towards making this unit a world class Special Operations Forces aviation Squadron.

Ferte Manus Certas

J.R. Orr
Lieutenant-Colonel
427 Special Operations Squadron.

Reflections on Remembrance Day
George Swenor - Ye Olde Scribe

For me, the most emotional part of the day was to return home to find an email from Joanie Kennedy in Calgary. Last January she was exploring the internet and discovered my "Death by Sevens" article in this blog site (27 April 2009) that describes the fate of her great uncle, Bill Murphy, whose Halifax bomber crew took the fire from two flak ships meant for my crew as we flew between them at mast-top level following mining the shipping lanes off the Dutch coast. They missed us by millimetres but caught Bill's crew just behind us. It was in the dark of night, 09 January 1943, during very foul weather and persistent rain. After a huge orange explosion, the cold and indifferent North Sea claimed Bill's crew, seven of our friends. Bill's extended family of some thirty members never knew this. They had been informed only that he had gone "Missing from operations". Joanie was again thanking me for bringing closure, especially to her grandmother. Joanie and I continue to correspond as well as Neil Hill of Toronto on another member of the family.

This blog site and other writings have resulted in connecting me with the families of a fair number of friends denied the good fortune of surviving combat.

If you would like to read more of George Swenor's column, please visit:
www.yeoldecribe.com

George flew with 419 "Moose" Squadron but on many of the same operations as 427 "Lion" Squadron.

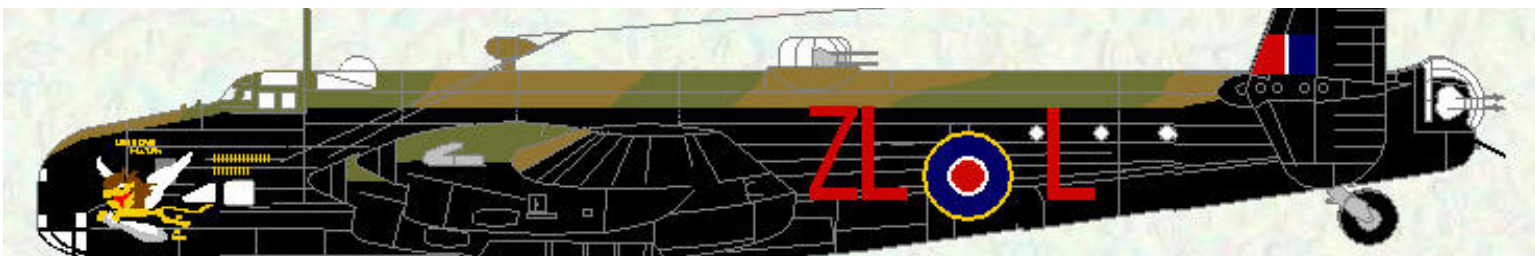


Special Tribute for Veterans of the Second World War

To mark the 75th anniversary of Canada's engagement in the Second World War, Minister Fantino recently launched a national initiative to pay tribute to today's Veterans of the Second World War. This unique tribute—a limited edition commemorative pin and personalized certificate of recognition—is now available by request. All living Canadian Veterans who served for at least one day of the Second World War with the Canadian Armed Forces, the Merchant Navy or any Allied force are eligible to receive this tribute. Request forms are available at veterans.gc.ca, by calling 1-866-522-2122 or by visiting any VAC or Service Canada office.

veterans.gc.ca | 1-866-522-2122

9



From the bottom left photograph, working clockwise: As these four lions ponder their next move, what could possibly go wrong? IS2004-2132a, 21 August, 2004, Pangnirtung, Nunavut, Canada, CH-146 Griffon helicopters from 427 Squadron, Petawawa, land at the Pangnirtung airport during Exercise NARWHAL, taking place August 13-24 in the Cumberland Peninsula area of Baffin Island. The mission of Exercise NARWHAL, which involves about 600 CF personnel, is to train and conduct joint sovereignty operations in a remote northern area. CF participation includes Headquarters, CF Northern Area; the frigate HMCS Montreal; G Company, 2RCR; 427 Tactical Helicopter Squadron from Petawawa and 440 Transport Squadron from Yellowknife; the Canadian Rangers; and the Canadian Forces Experimentation Centre. This is the largest exercise Canada has ever run in the Arctic. Photo: Sgt Frank Hudec, Canadian Forces Combat Camera. Seated around the table, members of Bomber Command from New Zealand sign commemorative prints the sale of which will generate important revenues to help continue funding the Bomber Command memorial in London, England. A Halifax of 427 Squadron livery tops our photo page this time 'round. Syd Burrows, left, and John England stand together in front of a model of the 1950s Canadair Sabre jet fighter during a pilots' reunion in Victoria this weekend. Photograph By ADRIAN LAM, Times Colonist. And, finally, Edward Carter-Edwards, POW, survivor of Buchenwald Concentration Camp, and his wife Lois join Commissioner of the OPP, after Ed was invested as an Honorary member in the OPP Veterans Association.

Daring pilots of Cold War gather for Victoria reunion

by Katherine Dedyne, September 13, 2014

Sixty years ago, daring young NATO pilots were protecting the skies over Cold War Europe from the Soviet menace. "We were a formidable force," said Syd Burrows, 84, of Comox. "The Russians were threatening all the time — like they are today."

Burrows helped bring more than 400 former Royal Canadian Air Force jet fighter pilots and their family members to Victoria for a reunion this weekend. The Canadian pilots were the protective forces for the West German populace, he recalled.

"We weren't there as occupiers. The French, English and Americans were occupation forces. We were there to protect them from the Russians," said Burrows, who was stationed in Zweibrücken, West Germany, from 1953 to 1955. "We were only a couple of minutes from the Iron Curtain."

Canada boasted 300 Sabres in 12 squadrons — four wings each with three squadrons of 25 aircraft. There is still one Sabre in flying condition, based in Gatineau, Que. One hundred of the band of brothers died in accidents, although none in combat.

Burrows lost an eye on Sept. 13, 1954, when his aircraft struck a hawk during training exercises, causing the plane's Plexiglas canopy to explode into his face. He was awarded the Air Force Cross for managing to land safely under extreme conditions. He was grounded for 12 years but managed to regain flying status as a co-pilot.

"They call me Cyclops now," he joked. The average age of the Sabre pilots is 83, and there are 21 older than 90.

"These reunions are probably the high spot of our retired lives," said John England, 82, of Qualicum Beach, chairman of the organizing committee. "We were the most formidable aircraft to fight the Russian MIG 15s."

His son, Christopher, born on a military base in Germany, and wife, Arlene, also attended the reunion. "Flying was in my blood," said Christopher England, now commanding officer of the Snowbirds aerobatic demonstration team.

Arlene England and a girlhood friend both married RCAF pilots training near their tiny hometown of Nelson, N.B., and ended up in Europe.

"In the Cold War, the wife had to be organized," she said. "If there was an emergency and all the men had to fly, we had to look after ourselves. You became very strong. They told us we should always have \$100 in travellers cheques and we laughed at that — nobody had \$100."

"We had a good time but we knew there was a dangerous side," Arlene England said. The wives overlooked a lot of the hardship because they knew their husbands were "completely happy," she said.

kdedyna@timescolonist.com



Nick Mulikow, died 16 December 2011 in his 80th year

Major Nick Mulikow was stationed at Centralia from 1949-51 working on engines and then flight training. He went on to Chatham, New Brunswick for jet training then Bagotville before being stationed at Zweibrücken in 1955. He eventually ended up in the Canadian Army flying helicopters until the end of his military career. He worked as a commercial pilot until 1999 - reaching 5,000 hours on his 40th birthday in Lahr, Germany. Course 24 graduated March 20, 1952.

Nick's connection to 427 Squadron was as Deputy Commanding Officer in 1978. Nick was also the key player responsible for the successful Ansbach Trials in Germany, circa 1972.

Few may know this, but Nick was an instructor on L-19 Birddogs when the Canadian Army decided to train senior army generals how to fly. The aim was to ensure senior army officer support for army aviation procurement, going forward. Unfortunately, not all of the army generals could manage it, and the most notable failure was J. Dextraze. The instructor pilot who axed Dextraze was Mulikow. Nick, possibly more than anyone post-war, was the one man who made sure Dextraze would live to see another day, rather than kill himself in an airplane he could not fly. That's a good thing, because Dextraze became CDS.

