



427 Squadron Association

Patrons: Lieutenant-General (Ret) Donald McNaughton, CMM, CD and Major-General (Ret) Robert Chisholm, CMM, CD

427 Squadron

Change of Command 5 July 2016



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Lieutenant-Colonel Clay Rook, the newly assigned Commanding Officer of the Lion Squadron, shared his first words, below, for the benefit of our association's members:

Major General Rouleau, Brigadier General Clancy, Major General Drouin, Honorary Colonel, fellow Commanding Officers, formation and unit RSMs, retired members of 427 sqn, friends and family of the unit, and most importantly, the serving members of 427 sqn: It is a great honour and a very humbling moment to be standing here in front of you, in front of a world class special operations aviation unit.

Having been away for only four years, it is clearly evident that 427 sqn has grown and matured to become an agile, adaptive and high-readiness complete special operations aviation squadron capable of providing Canadian special forces command (CANSOFCOM) with precision aviation effects to special operations across the spectrum of conflict at home and abroad.

This maturation through the embodiment of SOF core values and operational imperatives is highly commendable and you should all be very proud. Jeff, (LCol ORR), my hat is off, to you for moving the yardstick so far and so quickly while the squadron continued at a maximum operational tempo. Diane, Dilan and Riley, thank you for supporting his command, his relentless focus and boundless energy. You must be exhausted.

Brigadier General Clancy and Major General Rouleau, thank you for your trust and confidence. I will continue the perseverance and vocation needed to ensure that 427 special operations aviation squadron remains a key element of CANSOFCOM's capability to serve the needs of the Canadian Armed Forces and government of Canada.

Chantal, Celeste, Chloe and Caleb, like the families of those on parade today, I wouldn't be a part of such a great organization without your sacrifice, unconditional love and support. I love you dearly.

To the members of 427 sqn, thank you for your continued service, loyalty and quiet professionalism. You are the reason we achieve great things in the service of Canada. You are the reason this is a special operations aviation unit. It's good to be home. *Ferte manus certas*. Thank you.



Ken and Rosemary Sorfleet Catch Up with the Wiltons, in the UK

And here is a little bit of history...Chris Wilton was on exchange from the UK AAC at 427 Sqn from 1981 to 1983. He and his wife Barbara are captured in the photo with Ken and Rosemary Sorfleet, who paid them a visit in Suffolk, England. For those who remember their kids, Luke who has been working in banking and financial services was married about seven years ago, and is the father of two and living in the London area, and Lucy Jane is still single and works in the secretarial, executive assistant and admin fields all around the world. She has been living in New Zealand for the last year or so. Ken Sorfleet, former Commanding Officer 427 Squadron added, "[It was] great to catch up with friends from our early days, the last time we saw them was at Luke's wedding, but Lucy Jane has stayed with us a couple of times in the interval. All doing fine. If you want to get in touch with the Wilton's just let me know and, particularly for those who served in Petawawa or trained with Chris, if you have news or a photo of yourselves to forward, they would appreciate that...they are thinking of coming for 427's 75th." Ken and Rosemary Sorfleet



Battle of Britain Commemoration Flypast, 2016, Ottawa, Ontario



A Visit with the Carter-Edwards 10 August 2016

Dean & Cathy Black stopped in to see Lois and Edward Carter-Edwards. As our members may know, Ed was shot down in his Halifax in June of 1944 and eventually betrayed to the Gestapo. He found himself in the Buchenwald Concentration Camp, along with 167 other aviators, a breach of the Geneva Convention.

Ed was eventually moved to a proper prisoner-of-war camp, but not before almost succumbing to pleurisy and other ailments which, had his guards noticed would have meant Ed's execution, they did not tolerate the sick. Weakened and ill prisoners did not survive Buchenwald.

Ed was subjected to a host of different ailments, in the filthy confines of Buchenwald. Perhaps not surprisingly one or more of those long dormant bugs threatened to wake up, following his recent and ongoing efforts to endure chemotherapy. So, Ed has been "resting". One thing for certain, Ed's and Lois' spirits and resolve have not wavered. They remain the most gentle, understanding and friendly people one could ever meet. Strength and courage do not begin to describe this couple. With Ed's permission, Dean recorded a video greeting Ed made to 427 Squadron's new commanding officer and to all the men and women with Special Operations Aviation. The video can be viewed through the RCAF Association website at <http://rcafassociation.ca>.

In the insert photo, above, Ed is showing off the Grimsby Secondary School Yearbook which featured images and excerpts from a visit to the school paid by Edward in the year 2015-2016.

Cenotaph Project



The Memorial Gardens located on Canadian Forces Base Petawawa occupies parkland overlooking the Ottawa River far below. This used to be a parking space for soldiers visiting the Base Headquarters, which has since been razed. A number of memorials already occupy some of the space, so it is a perfect location to pay tribute to the squadron's fallen - accessible to the public, and very close to the squadron's home since the early 1970s.

As many of you are aware, the Honorary Colonel Del Lippert is raising private donations for a Cenotaph to honour fallen squadron members. The plan is to locate the cenotaph in the memorial gardens area of Canadian Forces Base Petawawa, images of which are shown above. The unveiling is planned for the squadron's 75th Anniversary in the Fall of 2017. If you would like to donate, or know of someone who may be interested in donating to this most worthy cause, donations to the fund may be made in two ways:

By Mail: Make cheques payable to the:

"RCAF Association Trust Fund" and on the "memo line" of your cheque (lower left-hand corner) write "427 Association Cenotaph Fund". By doing so, you will be designating your donation directly toward this worthy 427 Squadron Association project and then, mail your cheque to: RCAF Association Trust Fund, 222 Somerset Street West, Suite 405. Ottawa, ON, K2P 2G3. Alternatively, you may donate on-line to: Go to: www.canadahelps.org. Search by Charity Keywords: Royal Canadian Air Force Association Trust. Select: Royal Canadian Air Force Association Trust in Ottawa, ON. Scroll Down to: 'Donate to this Charity Now' Select from the dropdown menu: 427 Lion Squadron Association Memorial Cenotaph Cause. It is our hope and our wish to identify each and every donor by name, on the cenotaph itself. We will only do so for those donors who support us doing so. If, however, you prefer anonymity, we will respect your wishes. Thank you for considering this most worthwhile cause. Your support is key to our success.



Honorary Colonel Del Lippert, with: (at left) Honorary Colonel of the RCAF Loreena McKennitt, CM, OM, of Stratford, Ontario; BGen (Ret) and former Commanding Officer 427 Squadron Mike Dabros (centre); and, the Commanding Officer 427 SOAS, Lieutenant-Colonel Clay Rook (at right)



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BOMBER COMMAND
COMMEMORATIVE DAY
CANBERRA

Distinguished Guests, men and women of Bomber Command, ladies and gentlemen, boys and girls and cadets. Many thanks to the committee of Bomber Command Commemorative Day for the privilege to pay tribute to the 55,000 airmen who gave their lives during the 1939-45 conflict. They are remembered, especially the Australians named in the Hall of Memories here at the War Memorial.

The following has been said many times but must be said again. Prior to the year 2000 a small group of veterans including Air Commodore Geoff Michael and Wing Commander Kingsford Smith conceived the idea of a Bomber Command Memorial. Our thanks go to them. Their achievements can be seen here. It's Bomber Command Day today, our annual commemoration and they set it up.

Aircrews had limited resources in the early war days and many planes were almost unserviceable. They were kept flying due to the resilience, effort and courage of Bomber Command ground staff. Those early veterans flew in Whitleys, Blenheims, Hampdens Manchesters and Wellingtons. They suffered heavy losses. Then came the Mosquito, the Halifax, the Lancaster and the Pathfinder Force. Provided with new navigational aids, their targets became easier to find and bombing accuracy improved. But fighters and intense anti-aircraft fire continued to inflict heavy losses. Replacement crews were provided by the Empire Air Training Scheme. At facilities in Australia, Canada, New Zealand and Rhodesia thousands of volunteers learnt the skills to fly fighters and bombers. They were all shipped to England for final training. They went to AFU (Advanced Flying Units) and OTUs (Operational Training Unit) before being posted to a squadron. When my group arrived at the OTU in Oakley near Oxford we were assembled on the parade ground and told to mingle and form our own crews. In my case, I was one Aussie with five Englishman and when we moved to training on four engined aircraft, we picked up at Scottish engineer making a crew of seven. While at OTU, I said goodbye to three very close mates John Nichols of Sydney, Alf Howe of Newcastle and Merv Simpson of Brisbane. We trained together for 15 months and it was not until after the war that I found out that they had all been killed. I was the lucky one to come home.

Our newly-formed crew was posted to Methwold Bomber Station in Norfolk. We joined 218 Squadron which shared the airfield with 149 Squadron. All up 40 Lancasters operated from there. I remember one trip to Essen, in the Ruhr when we were at full strength. It must've been quite a sight for the station personnel to see 40 Lancasters winding their way towards the main runway alternating one from each squadron to roar off into the sky. By December 1944, 218 Squadron had moved to Chedburgh in Suffolk. Our crew completed the required 30 operations

from there on January 11, 1945. We had come through unscathed. After leave I spent March and April instructing. In May I said goodbye to my crewmates and was sent home to fight the Japanese. My late skipper Eric Clayton (no relation) told me years later after I left he took a Lancaster with another crew to Okinawa to bomb Japan; but an American aircraft dropped the Atom bomb.

Looking back I would say My War began in April 1941 when I turned 18 and volunteered for the RAAF. My application was accepted but I was still awaiting orders when the Commonwealth Government called me up for military service. I spent three months training with the army thinking 'the Air Force has forgotten me'. Wanting action overseas I applied for the Australian Imperial Force (AIF) and was sent to Toowoomba on a commando course. Then on a morning Parade prior to leaving for Townsville, I was called out of the ranks and told "The Air Force wants you". So the Army discharged me on 11 November 1942 after 98 days service. I was nearly 20 when I began aircrew training. While in the Army Signals I had learnt Morse code and a little wireless theory so I chose to be a wireless operator. I left for England from Brisbane on the Matsonia. We picked up Kiwi airmen from New Zealand and headed to San Francisco where we boarded a troop train for Brooklyn, New York. The just-built Queen Elizabeth, refitted as a troopship, took us across the Atlantic. On the ship were four hundred Australian and New Zealand airmen and about 18,000 US troops. The Queen did not need an escort; her speed enabled her to keep clear of the U-boats.

Now 70 years after the war all all my crewmates have passed on. We bonded well as a team and I have contact with some of their children. Last month the rear gunner's daughter told me that her mother was 103 years old. Her father had been the 'old man in our crew'. One of my early ops after the Normandy landings in June 1944 was to bomb the French port of Le Havre. The master bomber controlling us said "You are missing the target-now bomb on me. He circled tightly over the target, well below us, giving us something to aim at. His next comment was: "That's better, now you're hitting it.". He sounded so calm and composed he could have been having a cup of tea - a "top man".

We normally bombed from 24-25,000 feet but on one trip to Dortmund the skipper couldn't get the Lanc above 20,000 feet. As well as the flak coming up, it was also coming down and one piece tore through the windscreen and landed in the skipper's crotch. Lucky he was wearing heavy clothing. Apart from some bruising, his "family jewels" were safe and he later married a WAAF officer from the squadron and they had three children.

Above my Ops position in the Lanc, a small Perspex dome allowed me to keep watch for German fighters and check that the mid and rear gunners were not having problems with frozen oxygen masks. I would ask them over the intercom to move their guns. Twice the rear-gunner did not respond and I had to clamber through the crowded fuselage to help him. After the first incident I kept a spare mask with me. The next time it happened was on an 8½ hour raid to Munich. It was a lovely night moonlit night and the French/Italian Alps looked magnificent. We turned north onto

the bombing run, the most nerve racking time and in the icy atmosphere the rear gunner froze up again. I told the skipper but he had to concentrate on his steady run and bomb while I was busy at the rear gunner's turret. I replaced his frozen mask. Home to base by 2:30am.

To all veteran with families and relatives here today, I say, we are keeping alive our remembrance of husbands, sons and uncles, lost in gaining victory. Our Prayers and Thanks go with you. Last year 2015 turned out to be a good year for veterans so now aged from 90 to 100+. We don't have much cause to get excited these days but thanks to the President of France, Francois Hollande, Bomber Command crews have been thanked for helping to liberate France. We have been decorated with France's premier award and created Chevaliers in the national order of the Legion of Honour. We appreciated the honour and were thrilled with the medal pinned on our chests in Sydney by the Legion's General Georgealin. France says "Thank You" he said. Bomber Command's chief, the late Air Marshal Harris was often maligned for his tactics but we always fully supported him. Personally I appreciated the words expressed in his Tribute to us which have had little publicity. This is part of what he said "There are no words with which I can do done justice to the aircrews who fought under my command.

There is no parallel to such courage and determination in the face of danger over so long periodit was moreover, a clear and highly conscious courage by which the risk was taken with calm forethought." And he finished with: "It was the courage of men with long drawn apprehensions of daily 'going over the top' such devotion will never be forgotten." Let me finish with this comment I joined Bomber Command a boy and came home a man.

Speech given by Australian Jim Clayton of North Arm Cove New South Wales at the National Bomber Command Commemorative Ceremony – Canberra June 2016.

IBCC (International Bomber Command Centre) INTERVIEWS

In 2017 it is anticipated the IBCC in Lincoln U.K. will be completed. Meanwhile here in Australia a team of 30 volunteers have been interviewing veterans of Bomber Command across the country. These oral interviews will be accessible through the digital archive for future historians and those with an interest in Bomber Command. It is hoped all Aircrew, Ground crew and WAAF personnel still with us will be interviewed.

The next stage in the process will be the scanning of all documents relating to Bomber Command. Documents include Log Books, letters, diaries etc. PLEASE contact our Secretary, Annette Guterres whose details are on Page 1 - if you would like to be interviewed and/or you have documents to be scanned. For more information re The IBCC go to www.internationalbombercommandcentre.com. To subscribe and receive a membership pack please email members@internationalbcc.co.uk



Battle of Britain National Commemoration 2016, held at the Canada Aviation & Space Museum, with the RCAF Pipes and Drums

If you would like to contact the editor of the Bomber Command Association in Australia Inc, please write or call the Editor – Geoff Raebel, 1/27 National Avenue Loftus 2232 Tel 02 9521 3070 email: geoff@raafinrussia.com





Christopher Walker, left, was fortunate to be afforded a ride on Canada's flying Lancaster bomber, one of only two remaining. So moved was the artist by the tribute to bomber command and Andy Mynarski, VC, which the Canadian Warplane Heritage Museum's airplane represents, that Christopher commissioned the painting "Heritage", above, proceeds from the sale of which will be donated to the Museum to help keep the Lancaster flying. The RCAF Association Trust Fund is participating in this important fund-raising adventure. We have purchased one giclee (print) to be raffled off during our general meeting in late October.

The national commemoration of the Battle of Britain (76th anniversary) featured a fly-past of the Canadian Warplane Heritage Museum Lancaster bomber, as well as a P-51 Mustang and F4U Corsair from Vintage Wings of Canada. Richard Dunn, of 427 Squadron (right, below) spoke to the UK Defence Attache WComd Simon Hulme



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A 427 SQUADRON UPDATE
by OCdt Michaela Dagg

First formed in Croft, County Durham on 7 November 1942, 427 Squadron has evolved to become the squadron it is today. Having flown eight different aircraft since its birth, 427 Squadron has seen numerous conflicts, and been disbanded and re-established more than once.

427 Squadron will celebrate its 75th anniversary in 2017, and with this celebration come plans to build a cenotaph in Memorial Park on Canadian Forces Garrison Petawawa, Ontario, where the Squadron is now located. The cenotaph will be comprised of two crossed walls, atop which will sit a 7' by 8" polished granite base on which a bronze lion, the Squadron's mascot will proudly stand. On the walls, the eight aircraft historically flown by the Squadron will be etched, along with the names of the 222 members that the Squadron has lost in combat and training. Of these members, 214 were lost in the Second World War; two during the Cold War, and six more after the Squadron was converted to a tactical helicopter squadron.

Throughout its life the Squadron has received various Battle Honours, as listed below:

- English Channel and North Sea 1943–1945
- Baltic 1944–1945
- Fortress Europe 1943–1944
- France and Germany 1944–1945
- Biscay 1944
- Biscay Ports 1943–1944
- Ruhr 1943–1945
- Berlin 1943–1944
- German Ports 1943–1945
- Normandy 1944
- Rhine
- Afghanistan [6]

Beginning in 1942, 427 Squadron operated first with the RAF for a short time before being moved to 6 Group RCAF. The Squadron initially flew several versions of the Wellington bomber in the Bomber Command up until 1943, when they moved to Leeming in North Yorkshire and were then equipped with the four-engined Halifax bomber. The Squadron changed aircraft once more before the end of the Second World War, to the Avro Lancaster Bomber on 11 March 1945. The Squadron wrapped up their operations in the war in the Lancaster, their last mission being the bombing of gun positions on Wangerooge Island, off the coasts of Germany. After the conclusion of the Second World War, 427 Squadron continued with the Lancasters, and aided in returning POWs from camps in Europe. The Squadron was disbanded for the first time on 31 May 1946.

1943 also saw the Squadron being adopted by Metro-Goldwyn-Mayer, and presented a bronze Lion statue and permitted the names of actresses signed to their label to be scrawled on the 427 aircraft. Mareth, the lion cub, was also adopted by the Squadron he was one of British Prime Minister

Winston Churchill's cubs. The cub was housed at a zoo in London, England until his death.

Six years following the first disbanding of the Squadron, on 1 August 1952, the Squadron was reactivated and reset as a fighter squadron in the Air Defence Command, based in St Hubert, Quebec and equipped with F-86 Sabre MK IIs. The Squadron moved on to two different versions of the Sabre while working out of St Hubert before deploying to Zweibrücken, Germany and becoming a part of 3 Wing, in March-April 1953. The Squadron continued in this role, operating out of Germany, for another decade, participating in many multi-national NATO exchanges and exercises with destinations including; Rabat, Morocco, Decimomannu, Sardinia and France.

1962 saw the Squadron disbanded again, but only for two days. On 15 December 1962, the Squadron was deactivated as a Fighter squadron and reactivated on the 17th as a Strike/Attack squadron. With this change, 427 Squadron also became the first of the Canadian squadrons to be equipped with the CF-104 Starfighter. This change in aircraft called for a change in training and tactics as well, introducing high speed low level radar navigation into the Squadron's arsenal of skills. 1969 brought another change for the Squadron, this time, a move from Zweibrücken to Baden-Soellingen, and with that, a change from 3 Wing to 4 Wing.

The Squadron performed well at everything that came its way during this time, winning multiple trophies, as listed below:

Air Division Trophy, 1965;

Bradshaw Trophy, 1966; and

Top Gun, 1967, 1970.

They also recovered a downed Halifax bomber in Holland that had been flown by 427 Squadron in the early days, pieces of which are held as mementos by the Squadron.

The Squadron disbanded for the last time to date on 1 July 1970 and was re-established on 1 January 1971 as a Tactical Helicopter Squadron with 10 Tactical Air Group of Mobile Command, later simply called 'Air Command.' The first helicopter used after this transition was the CH-136 Kiowa light observer helicopter and, simultaneously, the CH-135 Twin Huey utility helicopters. The Squadron has participated in many operations since switching to tactical helicopters, including:

Norway

Egypt

Sinai Peninsula (Op CALUMET)

Central America (Op SULTAN)

After switching to a fleet of only CH-135 Twin Huey's in 1992, the Squadron deployed on more operations, to Somalia in 1993 in support of Operation DELIVERANCE and to Haiti in 1995 up to the present on Operations PIVOT and STABLE. In July 1997 the Squadron received the BELL CH-146 Griffon Helicopter fleet to replace the Twin Huey. By 1999, the Griffon's had racked up expe-

rience in three different operations, the domestic Operation RECUPERATION in 1998 and Operation HURRICANE in 1999 and overseas in Operation CENTRAL in Honduras in 1998. The early 2000's saw rotations going to Bosnia, where rotations from 427 Squadron proved to be integral to mission successes.

On 1 February 2006, 427 Squadron became part of Canadian Special Operations Forces Command (CANSOFCOM), with the responsibility of providing air capability to various units with the Canadian Special Forces Command, where it remains today.

July 8 2016 at 427 Special Operations Aviation Squadron in Petawawa, Ontario, a long awaited fund raising campaign has kicked off, beginning with the donation of \$1,000. by HCol D. Lippert to the Commanding Officer of 427 SOAS, LCol C. Rook The fund raising campaign, has been launched to raise the funds necessary to construct the cenotaph in Memorial Park on CFB Petawawa, commemorating the 222 lives lost in service of Canada. We do not have a Cenotaph honoring these hero's in Canada.

The funds needed for this project are estimated at \$125 000.00 for the total construction and need to be raised entirely by Private funding, Zone G-7 The Royal Canadian Legion are supporting this project along with the RCAF Association and 427 Association.

If you would like to donate, by Mail:

Make Cheques out to: "RCAF Association Trust Fund" and write in the "Memo Portion" 427 Association Cenotaph Fund

Mail to: Office Manager RCAF Association Trust Fund, 222 Somerset Street West, Suite 405. Ottawa, ON, K2P 2G3.

Or

Online:

Go to: www.canadahelps.org.

Search by Charity Keywords: Royal Canadian Air Force Association.

Select: Royal Canadian Air Force Association Trust in Ottawa, ON

Scroll Down to: 'Donate to this Charity Now'

Select from the dropdown menu: 427 Lion Squadron Association Memorial Cenotaph Cause.

Tax receipts will be sent by: The Royal Canadian Air Force Association



Preliminary designs of the memorial/cenotaph feature a bronze lion atop structures to which are attached the names of those we honour. The statue, above, is the kind of idea we wish to use to create the mold for the bronze lion casting.

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Commanding Officer Lieutenant-Colonel Clay Rook, cutting the cake, while Honorary Colonel Del Lippert and Colonel (Ret) Walt Pirie look on (right).



If you would like to receive your own copy of ROAR, please visit www.427squadron.com and under the "Membership" tab you will find detailed instructions. All donations in support of ROAR and the WEB SITE qualify for a tax-deductible charitable receipt. Make your cheque or payment to the Battle of Britain Memorial Fund. The mandate of the Fund includes: "providing a forum to propagate Air Force history and future objectives." It also includes informing new generations of Canadians of the importance and richness of their country's air force. That's precisely what the Association through ROAR and the WEB SITE is all about! MAIL PROCEDURE: Print out the membership application form found at the website. Complete the form, add your cheque and carry out the instructions below. If you wish a tax receipt for your donation and/or lifetime membership, please make your cheque payable to: "Battle of Britain Memorial Fund" (any amount exceeding \$20.00). In the "Memo" section of your cheque write: 427 Squadron Association. To mail, address your envelope to: Richard Dunn, Treasurer, 427 Squadron Association, 1998 Ogden Avenue, Vancouver, B.C. V6J 1A2. On receipt of your application form and cheque, the Battle of Britain Memorial Fund will send a tax receipt to you, and then issue a cheque for the same amount to the Treasurer of the 427 Squadron Association, crediting you with the donation. If you do NOT want a tax receipt make the cheque payable to "427 Squadron Association" and mail to the above address

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