



427 Squadron Association

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

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Lion Squadron Memorial Unveiled

(15 October, 2017 - Cobden, Ontario)

The rain had let up, and the sun made an appearance, in time for the much-anticipated unveiling of the memorial to 427 Squadron's fallen "Lions". Honorary Colonel Del Lippert gave much of himself, heart and soul and more; consequently, the end result is one of the most attractive memorials to an Allied Squadron ever to be crafted.

Pictured (left) with Lieutenant-Colonel Clay Rook, Commanding Officer 427 Special Operations Aviation (SOA) Squadron, (left) and Honorary Colonel Del Lippert (centre) is Lieutenant-General James "Jim" Charles Smith. A serendipitous encounter with General Smith, at the La Passe, Ontario annual church supper earlier in the summer, led to the discovery he had been one of the last few aircrew posted to an operational bomber squadron, in the closing weeks of the Second World War. General Smith joined 427 "Lion" Squadron, of 6 (RCAF) Group, Bomber Command, and was on strength while the squadron conducted bombing and mining operations in Hamburg, Mersburg, Kiel Bay, Leipzig, as well as numerous "Exodus" operations recovering prisoners-of-war from the continent. Coincidentally, the Lion Squadron's own Edward Carter-Edwards made it off the continent during one of the "Exodus" sorties on or about 9 May 1945, almost a year to the month after having abandoned his stricken aircraft shortly after D-Day. Readers will recall Edward (below) was one of the unfortunate 168 aviators sent to the Buchenwald Concentration Camp in contravention of the Geneva Convention. Please





Edward Carter-Edwards singing “We’ll Meet Again”, during the annual pilgrimage to the Buchenwald Concentration Camp in 2014 (Photo Dean Black)

see “Lieutenant-General Jim Smith”, later in this newsletter, to learn more about his post-war career, rising to the rank of Lieutenant-General, and serving for more than 35 years, in the Canadian Armed Forces and, later, the government of Canada.

Returning to the 427 “Lion” Squadron memorial, Major-General Mike Rouleau, Commander, Special Operations Forces Command, stated that “427 Special Operations Aviation Squadron, CANSOFCOM’s “Lions”, are a critical element to our success. They are special forces through and through. I am thrilled to see this storied squadron’s history – and unwritten future accomplishments – being recognized by this momentous dedication. I am very proud of our world-class aviators who are great RCAF ambassadors within CANSOF.”

Lieutenant-Colonel Clay Rook remarked, “As Commanding Officer of 427 SOAS during its 75th anniversary, I am honoured to be part of the unveiling of the cenotaph in Cobden. I would like to extend my appreciation to the community for the continued support and long standing relationship between 427 Squadron and the Whitewater Region.”

Unveiling of the memorial topped off a reunion weekend during which the squadron collectively marked their 75th Anniversary. Authorized as 427 (Bomber) Squadron on 15 October, 1942, the Squadron flew on bombing operations



427 Squadron Battle Honours
(photo Dean Black)

under “Bomber Command” in Great Britain in the Second World War and was the eighth of fifteen Royal Canadian Air Force (RCAF) Bomber Squadrons formed overseas. 427 Squadron Battle Honours include the English Channel and North Sea, 1943-45; Fortress Europe, 1943-44; France and Germany, 1944-45; and Normandy, 1944.

On February 1, 2006, the unit was renamed 427 Special Operations Aviation Squadron (SOAS) and became a part of CANSOFCOM. Located at 4th Canadian Division Support Base Petawawa, 427 SOAS is equipped with the CH 146 Griffon helicopter and provides dedicated special operations aviation effects to all of the units within CANSOFCOM. Largely championed by the Royal Canadian Air Force Association Trust and 427 SOAS Honorary Colonel Delbert Lippert, the cenotaph is a milestone in the Squadron’s history, being the first dedication of its kind to honor the sacrifices and storied past of 427 Squadron.

Formé le 15 octobre 1942 sous le nom du 427^e Escadron de bombardiers, l’Escadron a mené des opérations de bombardement sous le « Bomber Command » en Grande Bretagne pendant la Deuxième Guerre mondiale et a été le huitième de quinze

escadrons de bombardiers de l'Aviation royale canadienne (ARC) formés à l'étranger.

Parmi les honneurs de guerre du 427e Escadron, citons la Manche et la mer du Nord, 1943-1945; Forteresse Europe, 1943-1944; la France et l'Allemagne, 1944-1945 et la Normandie, 1944. 1er février 2006, l'unité a été renommée le 427e Escadron d'opérations spéciales d'aviation (427 EOSA) et a été intégrée au COMFOSCAN. Situé à la Base de soutien de la 4e Division du Canada Petawawa, le 427 EOSA utilise des hélicoptères CH 146 Griffon et mène des opérations spéciales d'aviation pour toutes les unités du COMFOSCAN. Principalement appuyé par le Fonds de l'Association de l'Aviation royale canadienne et par le colonel honoraire du 427 EOSA, Delbert Lippert, le cénotaphe représente un jalon dans l'histoire de l'Escadron, car il constitue le premier hommage de son genre visant les sacrifices et le passé légendaire du 427e Escadron.



IF YOU WOULD LIKE TO RECEIVE OUR NEWSLETTER, OR YOU KNOW SOMEONE WHO MIGHT LIKE TO JOIN THE 427 SQUADRON ASSOCIATION, REFER THEM TO THE WEBSITE 427SQUADRON.COM OR WRITE TO DIRECTOR@AIRFORCE.CA FOR MORE INFORMATION. PUBLISHING OF THE NEWSLETTER IS CONSISTENT WITH THE RCAF ASSOCIATION TRUST FUND MANDATE, MEANING SUBSCRIPTIONS TO THE NEWSLETTER ARE CONSIDERED A DONATION TO CHARITY, AND WILL PROVIDE THE SUBSCRIBER WITH A TAX RECEIPT IN EXCHANGE FOR THEIR SUBSCRIPTION.

Two plaques affixed to the memorial, reflecting the squadron's history (one english and one french) read as follows:

427 (Lion) Squadron was formed on November 7, 1942, as the eighth of fifteen Royal Canadian Air Force (RCAF) Bomber Squadrons formed overseas. The squadron flew Wellington aircraft out of Croft, York-shire; and then Halifax and Lancaster bombers out of Leeming from May 3, 1943. Its first Commanding Officer was Group Captain Dudley Burnside, DSO, OBE, DFC & Bar. Initially part of 4 Group, the Squadron was transferred to 6th Bomber (RCAF) Group where it remained until the end of the war.

The Lion Squadron amassed an enormous amount of flying hours and won an impressive list of Battle Honours and individual distinctions. In 3,200 sorties comprising 26,000 flying hours, they dropped an incredible amount of high explosives on Fortress Europe and its ports. There were a total of 557 427 Squadron aircrew shot down or interred in WW II from the Squadron's inception to the end of the war. Of these, 6 became internees in Ireland, 14 evaded capture and 118 were POWs. However, 419 lost their lives. Indicative of the selfless bravery of the Lion crews were four Distinguished Service Orders, two Conspicuous Gallantry Medals, 16 Distinguished Flying Medals, and 147 Distinguished Flying Crosses.

On May 24, 1943, Metro-Goldwyn-Mayer adopted the Squadron and allowed the names of such stars as Lana Turner, Greer Garson, Joan Crawford, Hedy Lamarr, and others to be displayed on the aircraft.

Another highlight was the adoption of one of Prime Minister Winston Churchill's lion cubs, named Mareth. In addition, MGM presented a bronze lion to the Squadron. This gift and the affiliation with the MGM lion mascot strengthened the Squadron's nickname.

1952: Re-Activated as Fighter Squadron. On August 1, 1952, the Lions were reactivated as a Fighter Squadron flying F-86 Sabres at St-Hubert, Quebec, before moving to Zweibrucken, Germany. The Squadron subsequently served in France, Morocco and Sardinia, as ambassadors for Canada, before becoming the first Canadian squadron to be equipped with the CF-104 Starfighter in 1962. The Squadron was again disbanded on July 1, 1970.

1971: Re-Activated as Tactical Helicopter Squadron. The Lions returned on January

1st, 1971, as a Tactical Helicopter Squadron based at Petawawa, Ontario, where they are to this day. Originally equipped with the L-19 Bird Dog, they received soon after the CH-136 Kiowa light observation helicopter, as well as the CH-135 Twin Huey utility helicopters. The Squadron has participated in numerous overseas operations such as Norway, Egypt, the Sinai Peninsula (Operation CALUMET), as well as a United Nations peacekeeping mission in Central America (Operation SULTAN). In 1992, 427 Squadron switched to a uniform fleet of CH-135 Twin Hueys. Soon after, in March 1993, a flight of Lions deployed to Somalia in support of Operation

2003 to 2012 and most recently in Iraq.

On February 1, 2006, the unit was renamed 427 Special Operations Aviation Squadron and became a part of Canadian Special Operations Forces Command (CANSOFCOM). As part of this newly formed command, 427 SOAS provides an aviation capability to the Canadian Special Operations Regiment (CSOR), The Canadian Joint Incident Response Unit, Joint Task Force 2 and the Canadian Special Operations Training Centre.



DELIVERANCE where they distinguished themselves in day and night operations. Maintaining its versatility in deployed operations, 427 supported United Nations support missions in Haiti from 1995 to the present on Operations PIVOT and STABLE.

427 Squadron retired the Twin Huey in July 1997, while receiving the last of the newly purchased BELL CH-146 Griffon Fleet. The Lions have used the Griffon in a number of operations to date, including Operation RECUPERATION (1998 Ice Storm), Operation CENTRAL (Honduras 1998), Operation HURRI-CANE (Arctic 1999), Operation PALLADIUM Roto 5 (1999-2000), Roto 7 (2000-2001), and was the driving force behind Roto 11/12, Bosnia 2002-2003, Afghanistan from

Battle Honours:

- 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

Histoire officielle

Le 427e Escadron (Lion) a été formé le 7 novembre 1942, étant le huitième des quinze escadrons de bom-bardiers de l'Aviation royale du Canada (ARC) formés outremer. L'escadron a volé des aéronefs Welling-ton de Croft en Yorkshire; puis des bombardiers Halifax et Lancaster de Leeming à partir du 3 mai 1943. Le premier commandant était le capitaine de groupe Dudley Burnside, DSO, OBE, DFC avec barre. Initialement faisant partie du 4e groupe, l'escadron a été transféré au 6ème groupe de bombardiers (ARC) où il est resté jusqu'à la fin de la guerre.

L'escadron Lion a accumulé une énorme quantité d'heures de vol et a remporté une liste impressionnante de distinctions de bataille et distinctions individuelles. En 3 200 sorties comprenant 26 000 heures de vol, ils ont largué une quantité incroyable d'explosifs sur la Forteresse Europe et ses ports. Au total, 557 membres d'équipage de le 427e Escadron ont été abattus ou enterré lors de la Deuxième Guerre mondiale depuis la création de l'Escadron jusqu'à la fin de la guerre. De ce nombre, 6 sont enterrés en Irlande, 14 ont fui la capture et 118 étaient des prisonniers de guerre. Cependant, 419 ont perdu la vie. Indicateurs de la bravoure désintéressée des équipages Lions étaient quatre ordres de service distingués, deux médailles de galanterie remarquables, 16 médailles de vol distingué, et 147 croix de vol distinguées.

Le 24 mai 1943, Metro-Goldwyn-Mayer adopte l'escadron et laisse apparaître sur les avions les noms de stars comme Lana Turner, Greer Garson, Joan Crawford, Heddy Lamarr et d'autres.

Un autre point fort a été l'adoption de l'un des lionceaux du premier ministre Winston Churchill, nommé Mareth. En outre, MGM a présenté un lion de bronze à l'Escadron. Ce don en plus de l'affiliation au lion mascotte de la MGM a renforcé le surnom de l'Escadron.

1952: Réactivé comme escadron de chasse

Le 1er août 1952, les Lions ont été réactivés comme escadron de chasse volant des F-86 Sabres à St-Hubert, Québec, avant d'être déplacé à Zweibrücken, en Allemagne. L'escadron a ensuite servi en France, au Maroc et en Sardaigne, en tant qu'ambassadeurs du Canada, avant de devenir le premier escadron cana-dien à être équipé du CF-104 Starfighter en 1962. L'escadron a

été de nouveau dissous le 1er juillet 1970.

1971: Réactivé comme escadron tactique d'hélicoptères

Les Lions sont retournés le 1er janvier 1971, comme un escadron d'hélicoptères tactiques basé à Petawawa en Ontario, où ils sont à ce jour. À l'origine équipés du L-19 Bird Dog, ils ont reçu peu après l'hélicoptère d'observation léger CH-136 Kiowa, ainsi que des hélicoptères utilitaires CH-135 Twin Huey. L'Escadron a participé à de nombreuses opérations à l'étranger comme la Norvège, l'Égypte, la Péninsule du Sinaï (Opération CALUMET) et une mission de maintien de la paix des Nations Unies en Amérique centrale (Opération SULTAN). En 1992, l'Escadron 427 est passé à une flotte uniforme de CH-135 Twin Hueys. Peu de temps après, en mars 1993, une escadrille de Lions se sont déployés en Somalie pour soutenir l'opération DELIVERANCE où ils se sont distingués en opérations de jour et de nuit. Maintien de sa polyvalence dans les opérations déployées, 427 a soutenu les missions de soutien des Nations Unies en Haïti de 1995 à nos jours sur les opérations PIVOT et STABLE.

Le 427e Escadron a retiré le Twin Huey en juillet 1997, tout en recevant les derniers des nouvelles BELL CH-146 Griffon. Les Lions ont utilisé le Griffon dans plusieurs opérations jusqu'à ce jour, y compris l'Opération RECUPERATION (tempête de glace 1998), Opération CENTRAL (Honduras 1998), Opération OURAGAN (Arctique 1999), Opération PALLADIUM Roto 5 (1999-2000), Roto 7 (2000-2001), et a été la force motrice derrière Roto 11/12, la Bosnie 2002-2003, l'Afghanistan de 2003 à 2012 et plus récemment en Irak.

Le 1er février 2006, l'unité a été rebaptisée 427e Escadron d'opérations spéciales d'aviation et est devenue une partie du Commandement des Forces d'opérations spéciales du Canada (COMFOSCAN). Dans le cadre de ce commandement nouvellement formé, 427 EOSA offre une capacité d'aviation au Régiment d'opérations spéciales du Canada (ROSC), à l'Unité interarmées d'intervention du Canada, à la Force opérationnelle interarmées 2 et au Centre d'instruction des opérations spéciales du Canada.

Honneurs de bataille:

Chaîne anglaise et la mer du Nord 1943-1945

Baltique 1944-1945

Forteresse d'Europe 1943-1944
La France et l'Allemagne 1944-1945
Biscaye 1944
Ports de Biscaye 1943-1944
Ruhr 1943-1945
Berlin 1943-1944
Ports allemands 1943-1945
Normandie 1944
Rhin
Afghanistan

our way to the tarmac for an aerobatic display by a retired Heli Squadron pilot.

After a short welcoming address by the Commanding Officer, Lt Colonel Clay Rook, we decamped to the double ended buffet of pig roast and salads. I made contact with several Heli era retired pilots and invited them to a meeting of our Executive Committee for 3:00 pm Saturday.

In conversation with Lt. Colonel Rook regarding the forthcoming unveiling of the "Fallen Lions" Cenotaph, he mentioned that some senior officers were concerned the 427 memorial would set a precedent, when it comes to squadron memorials, to which the Squadron Commander responded favourably.

Saturday afternoon we met in the hotel



Gathering of Lions 13-15 October 2017

Walt Pirie, Dale Horley, and Dick Dunn met at the Best Western Pembroke Hotel Friday afternoon, then drove to 427 Hanger #4 for the Meet & Greet at 5:00 pm. Earl Gowlett, Neil and Clare Lakins were already partaking of the refreshments with Bob Hyndman and Bernie Hamel of the CF-104 era. At 5:30 pm, we made

lobby. Neil Lakins did not show, and Wayne MacLellan had sent his regrets having cancelled because of a bad cold. Randy Meiklejohn and Ken Sorfleet, both previous Commanding Officers of the Squadron were welcomed as observers. During the meeting, both agreed to serve on the Executive Committee and were duly appointed. We then returned to Petawawa for the Gala Dinner. Squadron personnel and the caterers had done an exceptional job in transforming Hangar #2 into an elegant venue, complete with exquisite table settings and hanging chandeliers. A large screen projected photos from WWII, the Sabre and Starfighter

er eras, to the present Special Operations Air Squadron helicopter mission.

My wife Danielle was to accompany me, but had cancelled due to a cold. It is just as well, for she had planned to wear a colourful cocktail dress. With 90% of the ladies dressed in gorgeous long evening gowns, she would have slit my throat for failing to inform her of the dress code! Lt Colonel Clay Rook, Maj General Christian Drouin and Maj General Michael Rouleau gave short speeches, followed by the Grace of Padre Raymond Smith.

The 438 Squadron band from St Hubert, Quebec played softly throughout the dinner; a comprehensive buffet of roast beef, marinated chicken, and cold salmon. After the Loyal Toast and Unit Marches by the 438 band, Lt Colonel Rook summoned me to centre stage. After brief introductory remarks, I read the text of the "Lionheart Award" that I then presented to Honorary Colonel Del Lippert. Attached is a copy, which speaks for itself. The assembly proceeded to the adjacent Hangar #3 tarmac for a brief history of the "Piano Burning" ritual. The second shot from a flare gun alighted the gasoline-soaked upright piano, which blazed brightly as fireworks shot into the sky. Attached for your reading pleasure is the history of this venerable Royal Air Force tradition by USAF 4th Fighter Wing's historian Professor RoyHeidicker.

Sunday afternoon we drove to the village of Cobden, 28 km south of Pembroke. The "Fallen Lion's" Cenotaph stands proudly at the Veteran's Memorial Park. Photos of all squadron aircraft types are etched into the eight walls of black granite, together with the names and dates of the fallen. Honorary Colonel Del Lippert had arranged for closure of the Trans-Canada Highway for the Cenotaph unveiling ceremony. At 2:00 pm the Colours were marched on, with the salute taken by Hon Colonel Del Lippert. Del Lippert and Lt General (Ret'd) Jim Smith, a 427 WWII Lancaster veteran, pulled the cord releasing the RCAF tartan covering to reveal the magnificent bronze lion atop the Cenotaph. Brief speeches followed by the local Mayor Hal Johnson, Walt Pirie, and Lt Colonel Rook.

Padre Smith dedicated the memorial to conclude the ceremony. Attached is a comprehensive article from the local Whitewater News. With a cold front approaching, foul weather of wind, rain and thunderstorms were forecast. In the event, the weather

at Cobden was quite benign. I had my car parked south of the road closure and departed immediately after the ceremony. About 15 kms south I encountered rain, and 5 minutes later, lashing wind and a torrential downpour. Had the front been 30 kms north, our ceremony would have been a debacle. Perhaps the Padre had put in a good word to the powers above!

Dick Dunn, October 2017

James "Jim" Smith, LGen (Ret)

Lieutenant-General James Charles "Jim" Smith, CMM, CD (Ret), enrolled in the RCAF as an Air Gunner in 1943, and was employed in flying duties with 427 Squadron, until his release in 1946 as a Flight Lieutenant. In 1949 he joined the Royal Canadian Ordnance Corps, and in 1951 he rejoined the RCAF in the Supply List. LGen Smith is a graduate of the University of Saskatchewan, the RAF Staff College and the National Defence College. Over the course of his career he served in several senior posts including Branch Head, Propulsion Systems and Accessories, Air Material Command HQ; Director Supply Admin, CFHQ; Assistant Deputy Chief Logistics Services, Chief Technical Services Branch, DG Logistics Services, and DG Supply, (these last four at National Defence Headquarters). In 1972 he joined Mobile Command HQ as COS Admin, and on promotion to MGen in 1974 returned to NDHQ as Chief of Programs. Promoted to LGen in 1977, he was named Assistant Deputy Minister (ADM) Personnel (Per), and he retired from the Regular Force in 1981. After retirement he was Associate ADM Veterans Affairs (1981-'84) and Assistant Secretary to the Treasury Board (1984-'88). Thereafter he served as a private consultant, and is now retired in Ottawa. The 427 Squadron Association, and 427 Special Operations Aviation Squadron consider it a tremendous blessing to have an original member of 427 Squadron (RCAF) Bomber Command, and veteran of the Second World War, possessing such a distinguished career, officiating at the unveiling of the 427 Squadron memorial in Cobden, Ontario on 15 October 2017. A privilege befitting what is acknowledged to be the finest memorials to an RCAF squadron, with many thanks to Honorary Colonel Del Lippert.

(From the New Zealand Bomber Command Association News June 2017)

Who dropped the last bombs on Berlin?

by Richard Stower

Recently in November 2016 I met up with Elliot Young at Waihi Beach, New Zealand, and during a conversation over a bottle of red wine, it transpired that both our fathers and my father-in-law were bomber pilots during the Second World War. Further, Elliot shared that his father, now passed away, along with his Australian navigator, were the very last to bomb Berlin in April 1945. However, this honour had already been bestowed upon another aircrew. But after extensive research by both myself and Elliot, we have managed to uncover the exciting truth behind one of the last bombing raids of the war. The first raid on Berlin was made on 25/26 August 1940, when 95 Hampdens and Wellingtons were dispatched to bomb Tempelhof Airport near the centre of Berlin and Siemensstadt, of which 81 ineffectually dropped their bombs in and around Berlin. On the night there was thick cloud over the target, and most of the bombs fell in country areas south of the city. Although damage was slight, the psychological effect on Hitler was huge. Early raids on Berlin prompted Hitler to order the Luftwaffe to target British cities rather than airfields and air defences, at a time during the Battle of Britain when British air defences were critically close to collapse.

Extensive bombing of Berlin continued for nearly five years, with the city being subjected to 363 air raids by the RAF Bomber Command, the USAAF 8th Air Force, and even a minor role played by the French Armée de l'Air and Red Air Force late in the war. British bombers dropped approximately 45,517 tons of bombs and the Americans 23,000 tons. Between November 1943 and March 1944 alone, Bomber Command made 16 massed attacks on Berlin, costing more than 500 aircraft. Bomber Command lost about 2,690 men over Berlin and nearly 1,000 more become prisoners of war.

The last Allied bombing raid on Berlin took place on the night of 20/21 April 1945, at the time the Russian Army was entering the outer suburbs of the city from the east. In all, 76 Mosquito bombers made six separate attacks on the city during the night, including eight aircraft each from 109 Squadron based at RAF Little Staugh-

ton near St Neots, Cambridgeshire, and nearby 105 Squadron based at RAF Bourn near Cambridge, also in Cambridgeshire. Both squadrons belonged to the Pathfinder Force. All 76 aircraft returned home safely.

So which bomber and aircrew had the distinction and honour of dropping the final bombs on Berlin? For more than 70 years that honour was bestowed upon two airmen of 109 Squadron – Flying Officers Arthur C. Austin, pilot, and P. Moorhead, navigator – flying Mosquito bomber XVI MM 929. Their bomb load comprised four 500-pounders, and their recorded time of release was 0214 on the morning of 21 April (British time). They arrived back at base at 0430.

But new evidence has come to light which clearly gives the honour of dropping the last bombs on the German capital to two young airmen of 105 Squadron – pilot Flight-Lieutenant David Watson Young of New Zealand, and his navigator Pilot-Officer Malcolm (Mac) Bailey Skinner of Australia. They were flying Mosquito bomber XVI PF 407 "A" on the night with a similar bomb load of four 500-pounders, but because of a minor delay in the initial stages of the raid, they happened to release their bombs 12 minutes later than Austin and Moorhead at precisely 0226.2. On the night, the eight 109 Squadron Mosquitoes took off from Little Staughton roughly over a four-hour period: M.P. Fellowes and A.A. Howley at 2029, J. McIntosh and J. Neve at 2030, H.M.J. Smith and W.R. Wade at 2140, J.R. Brown and M. Bowman at 2145, A.J. Murray and D.J. Hudson at 2355, R.V. Watson and A.N. Robbins at 0001, and A.C. Austin and P. Moorhead at 0010, and D.S. Bell and A.N. Mogg at 0013. A quick observation tells the eight bombers took off in four pairs. (National Archives, Air 27/856.)

The eight 105 Squadron Mosquitoes at Bourn also took off over a four-hour period: R. Burrell and J. McCulloch at 2035, then T.P. Lawrenson and D.W. Allen at 2037, J.C.H. DeLisle and J.F.O.C. Delori at 2130, C.F. Muller and P. Hall at 2145, F.N. Briggs and P.C. Davies at 2359, E.J. Williams and L. Isaacs at 0001, R.H. Potts and J.R. Lake at 0008, then D.W. Young and M.B. Skinner at 0035, nearly half an hour after the previous bomber, and 22 minutes after the last 109 Squadron Mosquito. (National Archives, Air 27/828.)

Apparently Young and Skinner were taxiing just prior to take-off, when they observed that a magnetron on one of the engines was

malfunctioning. So they quickly made their way back to dispersal and switched to Mosquito 'A', a 'standby' aircraft which was fully fuelled and bombed up. Their original take-off was delayed by about 20 minutes. Once they climbed away from the airfield they encountered a cold front moving in from the North Sea. To avoid icing on the wings, they quickly climbed to 30,000 feet, a luxury for operational crews on Mosquitoes. Nearing Berlin, they dropped to 28,000 feet in preparation for their 10-minute run-in to the target, and dropped their bomb load at precisely 0226 before heading home. They landed at 0444 on the morning of Skinner's 20th birthday, completing the operation in just 4 hours 9 minutes – a remarkable achievement for a bomber flight to Berlin and back during the Second World War. The distance in a straight line is about 570 miles (917km), or 1,140 miles (1,834km) return, but the actual course flown by Young and Skinner would have been longer and vectored to avoid enemy defences, with the final approach to Berlin made from the south to synchronise with their Oboe navigational equipment.

After the operation, the intelligence officer of 109 Squadron assumed, because of the scheduled times of take-off, that the last of his squadron's aircraft was the last to return from the target, and consequently the last to bomb Berlin. Realising the misreckoning after an article was published in some British newspapers, Young and Skinner corresponded with newspapers with no success, then pursued their Intelligence Officer to rectify the situation, resulting in a counter-claim being made on 4 June 1945. A signed certificate was issued by the squadron intelligence officer claiming that the last bombs were dropped on Berlin at precisely 0226 by Young and Skinner (see illustration of certificate), 12 minutes later than Austin and Moorhead.

Skinner later stated, "Flying Officer Arthur Austin, 109 Squadron, was reported in The Daily Mirror on 10 October 1945 to have dropped the last bomb at about 2.15am. He was probably briefed to be the last one but as we had to change aircraft because of engine trouble, and then encountered a cold front causing delay, we evidently usurped position by at least 10 minutes."

Bomb load of 4 x 500 MC (Medium Capacity), Fused at 0.025 secs (to explode immediately on impact), Tail Delay (the bombs were 'armed' by a spinner fuse in

the tail); Aiming Point of Alexandre Platz (Alexandreplatz public square), Centre of Berlin; Height 28,000 ft (when bombing); IAS (Indicated Airspeed) 166 knots; TAS (True Airspeed) 260 knots (the difference is related to the lack of pressure at height); Time of Release of 0226.2 (means plus 2 seconds at 2.26am); Computed Error of 50 yards (is based on the Oboe run result. Each Mosquito flew to a point 50-plus miles south of Berlin, turned north and switched on the Oboe set which was received in Britain by two stations – 'tracking' and 'releasing' stations. As the aircraft neared the target the navigator received a series of Morse 'A's if it flew too near to England, and 'N's if it flew too far way. The 'clear' middle corridor was about 50 feet wide and the Mossie's wingspan was only 53 feet! Also, the navigator received signals at set intervals as the aircraft neared the target, then a series of 5 dots to which the navigator released the bombs or markers. In theory there was zero error but there was always small errors. 50 yards was considered a "very good" result); Airborne Time of 4 hours 10 minutes (total flying time). Young and Skinner teamed up for a total of five operations together, all in the last weeks of the war and all in Mosquitoes. Targets were Reisa on 13/14 April, Wismar on 14/15 April, Berlin on 20/21 April, Schleissheim airfield on 23/24 April, and Husum airfield near Kiel on 2/3 May, the last Bomber Command operation of the war. On 30 May they took a Mosquito on a 'cooks' tour around major German cities, viewing from the air the devastation caused by Bomber Command. David Young (NZ41 3927) was born in Hamilton, New Zealand, on 21 August 1921. He did his initial air force training in New Zealand before travelling to Britain. For over two years he trained first navigators at 1515 BAT (Beam Approach Training) Flight at Swanton Morley, then pilots at 14 'P' AFU (Advanced Flying Unit) at Dallachy in Invernesshire, Scotland. Then he himself trained for operations before joining 105 Squadron in early 1945. After the conclusion of the war he returned to New Zealand and became a commercial pilot flying for New Zealand National Airways Corporation (NAC), and an airline inspector for the New Zealand Civil Aviation Authority (CAA). On retirement he had tallied up more than 20,000 hours flying time. He died in Wellington on 23 June 1980, and is survived by his wife Lillian and children. Mac Skinner (AUS435581) was born in Ingham, North Queensland, on 21 April 1925. After joining

the Royal Australian Air Force, he trained in Australia before travelling to Britain where he continued training as a navigator-bomb aimer before being posted to 105 Squadron where he 'crewed up' with Young. After the war Skinner returned to Australia in January 1946 and rejoined the staff of the Bank of New South Wales, two months before his 21st birthday. Now in his nineties, Skinner resides with his wife Joyce on the Gold Coast of Queensland.

CENOTAPH DEDICATION 15 OCT 2017

Walt Pirie, Colonel (Retired)

Thank you LCol Rook, members of 427 Special Operations Aviation Squadron, LGen Smith, LGen McNaughton, BGen Dabros, Honourable Cheryl Gallant MP, Mayor Johnson, ladies and gentlemen, boys and girls. As stated, my name is Walt Pirie. I am a member of the executive of the 427 Squadron Association. The Association is made up of former and current members of 427 Squadron of all ranks from WW11 to the present day. Among other activities we maintain a history of the Squadron and provide information about the Squadron through our website and our online magazine, ROAR. I flew the F86 Sabre on 427 Squadron during the Squadron's Sabre era of the 1950's and early 1960's. I am pleased to be addressing you today on behalf of the 427 Squadron Association. The 427 Association is the titular owner of this magnificent memorial you see before you. I say titular owner because the idea and impetus for this wonderful reminder of the sacrifices of previous members of the Squadron came from LCol Jeff Orr, the immediate past Commanding Officer of 427 Sqn, and that idea has been fully supported by the present Co, LCol Clay Rook. To bring the idea to fruition, the reins on the project were handed to the Sqn Honorary Colonel, HCol Del Lippert, a resident by the way of Cobden. Del took those reins and galloped forth at a prodigious pace. Del has seen the project through from inception, through design, to contract letting, to manufacture, and installation. He was the primary fund raiser, with help from the RCAF Association and its Director, Dean Black, who, by the way is also a member of the 427 Squadron Association Executive. Over \$200,000.00 has been raised. A list of donors will be inscribed on a plaque to the side of the Cenotaph. We on the 427 Squadron Association have been

grateful that Del has sought our advice from the outset and kept us informed throughout the implementation of the project. The Association presented Del with its Lionheart award last night, but today we all owe Honorary Colonel Del Lippert a huge debt of gratitude. Again, we of the 427 Sqn Association are proud to have played a small part in this endeavor and we pledge to take our responsibilities as owners of the Memorial seriously. With the willing help of the CO and members of 427 Sqn it will be maintained throughout the years in a manner befitting such a magnificent and touching Memorial. Turning now to the Cenotaph itself. I know of no other in the world that would surpass this one in workmanship, appropriate design and intricate detail. The bronze Lion grabs ones attention immediately, and appropriately so. But, to see scale etchings of each of the aircraft flown by 427 Squadron from the Squadron's inception in 1942 through to the present, along with a listing of all those members who gave the ultimate sacrifice in service to their country and in support of freedom for all, is truly awe inspiring. I would like once again to thank the Squadron for allowing the 427 Association the privilege of ownership and care for this unique Memorial. Thank you all for coming. Thank you all for listening. Ferte Manus Certas



Walt Pirie, member of the 427 Squadron Association, addressed the gathering during the unveiling of the memorial in Cobden, Ontario (photo Dean Black)

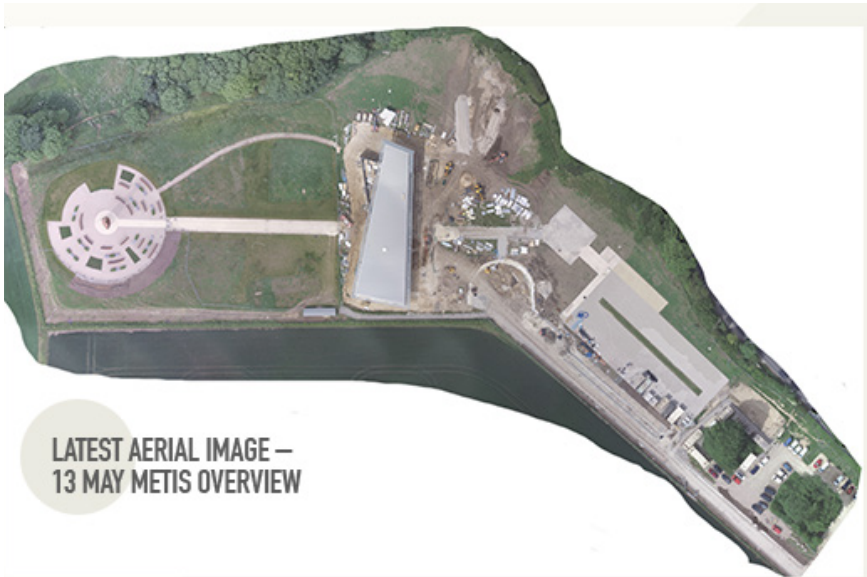
International Bomber Command Memorial and Interpretation Centre Lincoln, UK



The final push to fund the eagerly anticipated International Bomber Command Centre (IBCC), in Lincoln, recently received a boost through a £700,000 grant from Biffa Award, a multi-million-pound fund that helps to build communities and transform lives through

Biffa's support will also help the IBCC deliver an external exhibition combining the Lincolnshire and International Peace Gardens.

As many of you will remember, in 2015, we held an event to unveil the Memorial, with an audience of 3,000 people including 312 "Bomber Boys", the largest gathering of the command's veterans since 1947. At that stage only the first phase of the Walls of Names were in place. This award ensures that all 58,000 men and women, who lost their lives protecting the freedoms we enjoy today, will be honoured, as their names are added to the memorial walls. The centre will be the only place in the world all these losses are memorialised. These walls will be completed by late September. This figure equates to the number serving in today's full-time RAF And Royal Navy combined.



LATEST AERIAL IMAGE —
13 MAY METIS OVERVIEW

awarding grants to communities and environmental projects across the UK.

The project will ensure that the million men and women who served or supported Bomber Command during the Second World War are honoured and remembered in the heart of what has become known as "Bomber County". The visitor centre, named after Ray Chadwick, the designer of the Lancaster will with the support of the Biffa Award, house state of the art interactive and immersive exhibitions based not only on the history of the Command but on the first-hand testimonies of those involved.

The IBCC project has already created the most comprehensive, free-to-use database on the command's losses in the world, with almost 3 million individual pieces of information. The database, which was launched on the web site on the 4th of May 2017, has already seen over 4,000 users searching for information family members and ancestors.

The centre is due to open in December this year and will be officially unveiled on the 12th of April 2018, commemorating not only the completion of the project but the 100th anniversary of the commissioning of the Royal Air Force.

Gillian French, Biffa Award, Head of Grants said, "We're really pleased to be able to support the International Bomber Command Centre. The centre will pay respect to those who served at Bomber Command and allow visitors to explore the personal stories of the men and women who played such a vital role in our history." The project still desperately needs your help to be able to continue the build process without stoppages and to ensure the centre can still be opened this year. Please give all you can in support at www.internationalbcc.co.uk/donate or text: Simply text LBCM01 followed by the amount you wish to donate to 70070 or post to 13 Cherry Holt Road, Bourne, Lincs. PE10 9LA



Our appeal for photographs marking "Tartan Day" (April 6th) netted a photograph of Roy Weldon Moffatt (in kilt), a 427 Squadron veteran of the Second World War, from Regina, and Richard Dunn, 427 Squadron Sabre (SPAADS) veteran (in tartan jacket). The names of friends in both photos have been withheld to protect the "innocent"! Thank you to Weldy and Dick

427 Squadron Memorial Unveiled

by CONNIE TABBERT

EDITOR

WHITEWATER REGION (Cobden) -- A relationship forged decades ago was made stronger with the unveiling of a monument at Veterans Memorial Park in Cobden Sunday afternoon.

The unveiling of this Memorial Cenotaph was also the conclusion of the 75th anniversary weekend celebrations of 427 Squadron from Garrison Petawawa.

The celebrations began with a pig roast and meet and greet social Friday evening, a ball Saturday evening, both at Garrison Petawawa, and the unveiling Sunday afternoon.

During the 30-minute ceremony, the gathered crowd of about 200 heard from four different speakers - Whitewater Region Mayor Hal Johnson, 427 Squadron Commanding Officer Lieutenant Colonel Clay Rook, retired 427 Squadron Colonel Walt Pirie on behalf of the 427 Squadron Association and Padre Captain Ray Smith.

Emcee Master Corporal Imre Glassé-Hille provided a brief history of 427 Squadron.

"427 Squadron was initially formed in 1942 as a bomber squadron during World War 2," he said. "The squadron was adopted by Metro-Goldwyn-Mayer, MGM, who presented a bronze lion to the squadron. This, along with the adoption of one of Prime Minister (Winston) Churchill's lion cubs, Mareth, is how the squadron became affectionately known as the Lion Squadron.

"Following the war in 1952, 427 Squadron was re-activated as a fighter squadron flying first the CF-86 Sabre and then the CF-104 Starfighter in 1962.

"In 1971 the 427 Lion Squadron was rerolled to tactical aviation flying in support of the army with a variety of aircraft including the L-19 Bird Dog, CH-136 Kiowa, CH-135 Twin Huey, and currently the CH-146 Griffon.

"427 Squadron is now the dedicated Special Operations Forces aviation asset for the Canadian Special Operations Forces Command," MCpl Glasse-Hille continued, ending with, "In leading up to the squadron's 75th anniversary, a project was undertaken to honour all those who had perished while serving with 427

Squadron since its inception. The result is what you will see unveiled here today."

Prior to the speakers taking to the podium, 427 Squadron Honorary Colonel Del Lippert and honorary guest retired 427 Squadron Colonel Jim Smith unveiled the bronze Lion statue atop the monument as they pulled off the tartan cloth. Hon. Col. Lippert was chosen to unveil the monument because he was a driving force behind the project and retired Col. Smith was chosen because he is one of the oldest Lions, an ex-tail gunner in 1945 of 427 Squadron.

"He's one of the oldest members that used to serve the 427 Squadron," LCol. Rook said.

The monument is spectacular. It is made up of four black granite slabs about 6 feet tall with the fallen members names inscribed on them, the battles the 427 Squadron members fought in and the aircraft they flew in etched on the granite slabs. A large bronze lion stands on a round granite slab atop the monument. The monument sits on top of another large, round granite slab.

Whitewater Region Mayor Johnson was first to the speaker's podium. "This is a huge, huge honour to have this memorial here in our park in Whitewater Region," he said. It is a tradition going back quite some time that the squadron has been looking after Cobden and the people who come every year to make us proud to be part of our Remembrance Day service. They also use the area as a training ground when necessary, he added. "I especially feel honoured when I see the blue uniforms," Mayor Johnson said. "My father was in the airforce in the second World War." He recalled when 427 Squadron Hon. Col. Lippert attended a council meeting in early spring to ask permission to have the monument erected in Cobden's park. "I'm sure he realized immediately that we were overwhelmed, that all of council was in favour of this and honoured, to have such a noble lion and noble honour as this memorial on Hwy 17 in our Memorial Park, it just about brings tears to my eyes to think of that." Mayor John said adding, "Cobden is front and centre to all traffic going west, all traffic going east."

Mayor Johnson noted that all of Canada will eventually see this memorial as they travel the TransCanada highway. He knows young people will have their picture taken at the monument and know the history of this unit because of the monument. "On behalf of Whitewater Region, thank you

to 427 Squadron," Mayor Johnson said.

Just as he was to leave the podium, he said, it's a small world we live in, because CO LCol Rook knew his father, the late Harold Johnson, who was well known in Cobden.

LCol Rook said 427 Squadron is a world-class precision special forces aviation unit in support of Canadian special forces command. "From the skies over the English Channel, France, Fortress Europe and Germany in January 1943 to 1945 to preserving peace in Europe during the Cold War and continuing to support the Canadian army with tactical army aviation in the last quarter of the 20th century to today, 427 Squadron continues its tradition of selfless dedication, professionalism, warrior spirit and relentless task and mission focus as recently demonstrated in Afghanistan, Iraq and around the globe," he said.

The long-standing support and relationship between Cobden and the squadron continues to be a driving force of success, he said. "Thank you to all from White-water Region for your continued trust, support and acceptance within your community," he said. H/Col. Lippert's determination that those who have served and sacrificed be recognized, along with the relationship between Cobden and 427 Squadron, is the reason the unit's memorial is in Veteran's Park, he said.

"This cenotaph is a dedication to the honour of those who have died in the line of a duty, a tribute to the future generations of all the families and of our community in remembering those who protected our freedoms and beliefs," Lt/Col. Rook stated. "It also symbolizes the future accomplishments that have yet to be written for the men and women who continue to serve today." Retired Col. Pirie spoke about how the cenotaph came to be in Cobden and who will be looking after it in years to come. He flew the F86 Sabre during the Squadron's sabre era of the 1950s and early 1960s. He noted the 427 Squadron Association, which is made up of former and current members of the squadron from World War II to today, maintains the history of the squadron and provides information about the squadron through its website. The idea for this cenotaph started with LCol Jeff Orr, the past CO of 427 Squadron, and the current CO LCol Rook continued to support it when he took over, R/Col Pirie said. The reins of the project were handed to HCol. Lippert who moved it forward.

"Del has seen the project through from inception, through design, to contract letting, to manufacture and installation," R/Col Pirie said.

He was the primary fundraiser, with help from Dean Black, a member of the association, and they raised more than \$200,000. A list of donors will be inscribed on a plaque to be erected to the side of the cenotaph, he said. Although the cenotaph is completed, the association's work does not stop, as it will ensure the monument is maintained throughout the years, Col. Pirie said. Speaking about the monument, R/Col Pirie said, "I know of no other in the world that would surpass this one in workmanship, appropriate design and intricate detail. The bronze lion grabs one's attention immediately, and appropriate so. But, to see scale etchings of each of the aircraft flown by 427 Squadron from the squadron's inception in 1942 through to the present, along with a listing of all those members who gave the ultimate sacrifice in service to their country and in support of freedom for all, is truly awe inspiring." Padre Cap Smith spoke to the crowd prior to blessing the monument. "We are here this afternoon to honour our fallen comrades, to honour those who served in the past and those who are currently serving, and to dedicate this memorial to their sacrifice and service," he said.

Standing in front of the memorial, Padre Smith said, "Who do we build a place like this? For the fallen; for the families of the Lions; for us, those who have served and those who are serving now, for all Canadians - to remind all Canadians that their freedom came at a price." He gave nine reasons why anyone would want to go to a memorial monument, including to grieve, because grieving is healthy; to make peace with the battle that is still raging inside some of us; to remember good times with our comrades; and to celebrate the lives of those we lost and to be inspired, to be proud, to stay focused and stay vigilant. "If our fallen comrades could speak to us, what would they say," Padre Smith questioned. "I believe the would say to us - treasure your loved ones-treat every day as a gift; savour each moment; don't waste time worrying about things that don't really matter and stop and smell the roses." But most important, he said they may be saying, "Please don't forget us. We cannot forget for two very important reasons," Padre Smith continued. "The first is that forgetting is disrespectful and the

second is that forgetting is dangerous. Those who forget history are destined to repeat it. Our world isn't getting any safer."

Although a man of peace, Padre Smith knows peace does not just happen by itself, at times it has to be created. "The Good Book says, 'Blessed are the peace makers,'" he said. "That's us. We are the peace makers. We rush into harm's way and make peace because that is who we are and that is what we do." Padre Smith then gave the prayer of blessing and dedication to end the ceremony. Everyone was invited back to the Cobden Legion for a social time and food and refreshment. Following the event, LCol Rook said, "(This monument) is a way to recognize those who have sacrificed for all the freedoms and beliefs that we preserve and sometimes take for granted in Canada.

"It's recognition of the relationship between Whitewater Region and 427," he said adding, "What a great opportunity for us to reflect on the past, look at what we've done and remember those fallen for all the freedoms we do have and for what successes we're going to have in the future in supporting Canadian Armed Forces, the Government of Canada and the great citizens of Canada," he said.

Battle of Britain

RAF piano burning tradition

By Dr. Roy Heidicker, 4th Fighter Wing
Published August 18, 2017

SEYMOUR JOHNSON AIR
FORCE BASE, N.C. --

The heritage of the 4th Fighter Wing began with the Royal Air Force Eagle Squadrons in World War II. Long before Pearl Harbor



and American entry into the war, these American volunteers fought with England

against the Nazis. These squadrons, 71, 121 and 133, became the 334th, 335th and 336th Fighter Squadrons of the 4th Fighter Group in September 1942.

Every year the 4 FW commemorates the Battle of Britain. This year's event will take place at Sept. 15 2017 to coincide with the wing's 75th Anniversary. The highlight of the event, this year and every year, will be the burning of the pianos. Multiple squadrons on base are scheduled to enter a piano in the competition. Each piano will be distinctively decorated, often in the colors and emblem of each squadron. The rules of the competition appear to be a bit murky. This is most likely due to the excitement generated by combining those two party favorites: enthusiasm and fire. The first place piano is saved from the fire to be returned to the squadron. The second place piano squadron is awarded a prize, but their piano is sentenced to the flames. Third through next to last, no prize and off to the fire. The last place piano is supposed to be spared, but most often winds up in the inferno. Prior to burning, the pianos are broken up by powerful young warriors wielding axes and sledgehammers. Your correspondent has never actually witnessed a chainsaw being utilized, but rumors persist. Tradition demands the pianos are broken up into fairly small pieces, not all that easy a thing to do. I recommend you try it the next time you are looking for something to do. This tradition is apparently not a hard and fast rule as relatively intact pianos have been put to the torch.

In the RAF, who also continue the practice of piano burning, even the process of delivering the piano can be special. On at least one occasion the piano was delivered suspended beneath a RAF Search and Rescue helicopter. There is no record of a Guided Bomb Unit piano being "delivered" by an F-15E Strike Eagle. That would certainly eliminate the need for the axes and sledgehammers aspect of the tradition.

My goal in writing this article was to share with you the actual historical precedent for the tradition of piano burning. As a PhD trained Air Force historian this appeared to be a challenge, but certainly doable. I contacted three extraordinary people, all British, in my quest for an answer. These included Mr. Phil Bonner, a 38-year veteran of the RAF, and Mr. Peter Elliott, the Senior Keeper at the Department of Research & Information Services, RAF Museum, Hendon. I also

interviewed Flight Officer Pete Walker, a former exchange pilot with the 336th Fighter Squadron on loan from the Royal Air Force.

It is my sad duty to report that the actual historical precedent for RAF piano burning is unknown. However, there are rumors and legends aplenty and we will glance at the best of these. One legend begins that during World War I all RAF pilots were upstanding English "gentlemen." Between the wars and particularly during the early days of World War II, the demand for pilots exceeded the number of gentlemen available. As all RAF pilots should be gentlemen, the proposed solution was to have anyone not trained in playing the piano (everyone knows all English gentlemen know how to play the piano) be given piano lessons. This did not go over terribly well with young pilots who were already being pushed to the limit fighting the German Luftwaffe. One day, for reasons unknown, a squadron club burned to the ground. In a classic "good news/bad news" scenario the piano learning pilots realized that while the club was gone, so too was the dreaded piano. The word went out to other squadrons and soon pianos were being dragged outside the clubs and ignited. Hard to play a piano that's been turned to ash.

Some say the piano burning tradition is somehow connected to Viking funerals. That is where the fallen Viking is placed on a ship and the ship is set afire as it is cast off into the sea. There is also a rumor (it being a British tradition) that it dates back to the Gunpowder Plot. This was a plan to blow up the House of Lords in 1605. As the pianos are burned up, but not blown up, I have decided to discount this theory. This might be the best opportunity to mention that the Royal Navy believes that the RAF has, "no traditions, just bad habits!" Of course the Royal Navy has its own way of disposing of pianos. When the HMS Ark Royal, a British aircraft carrier, was decommissioned, the officers decided to bury the Wardroom piano at sea. They did this by firing the piano from one of the ship's catapults into the ocean. No bad habits displayed there.

The legend that I believe makes the most sense involves a piano playing pilot during the Battle of Britain. This pilot, whose name will forever be shrouded in mystery, was a truly fine piano player. After some tough missions the pilots could always look forward to enjoying the beautiful music and camaraderie that it inspired in

the club. One sad day the battle claimed another brave RAF pilot, the piano player. That evening when his comrades gathered at the club they realized that never again would they experience the magnificent piano playing of their friend and colleague. They acknowledged he could never be replaced so in his memory they carried the piano outside the club and burned it.

This year when we hold this event and remember the Battle of Britain we can choose any of these legends or others that persist about why pianos are burned. That is the nature of legends, they always contain mystery and secrets that may never be revealed. What is important is that we honor the RAF pilots and the British people who persevered and then triumphed in the Battle of Britain. And we, and the world, can never forget our RAF Eagle Squadrons, volunteers all, who are the foundation of the 4th Fighter Wing.



427 Memorial Dedication

The officiating Padre was very kind to share his address for the benefit of our 427 Association members

Martin Luther king Jr. "He who passively accepts evil - is as much involved in it, as he who helps to perpetrate it. The one who accepts evil without protesting against it - is really cooperating - with it. Human progress is neither automatic nor inevitable... Every step toward the goal of justice requires sacrifice, suffering, and struggle; the tireless exertions and passionate concern of dedicated individuals. Our lives begin to end - King says - the day we become silent about things that matter."

We are here this afternoon, to honour our fallen comrades, to honour those who served in the past - and those who are currently serving, and to dedicate this

memorial to their sacrifice and service. We are here to celebrate the lives of those who stood, and are still standing for what Dr. King so eloquently articulated.

King Solomon ECC3 "A Time for Everything"

1 There is a time for everything, and a season for every activity under the heavens:

2 a time to be born and a time to die, a time to plant and a time to uproot,

3 a time to kill and a time to heal, a time to tear down and a time to build,

4 a time to weep and a time to laugh, a time to mourn and a time to dance,

8 a time to love and a time to hate, a time for war and a time for peace.

Who do we build a place like this? For the fallen; For the families of the Lions; For us – those who have served and are serving now; For all Canadians – to remind all Canadians that their freedom came at a price

Why we should come here!

- to step away from the busy tempo of work
- to grieve - grieving is healthy
- to rest - a shelter in the storm
- to make peace with the battle that is still raging inside of some of us
- to release, anger, hatred, bitterness
- to remember good times with our comrades
- to celebrate the lives of those we lost
- to recharge - like an oasis in the desert
- to be inspired, to be proud, to stay focused, stay vigilant

So how do we honour the former and current serving Lions? We live a life worthy of their dedication and sacrifice! BUT - What does that look like? If our fallen comrades could speak to us - what would they say? If I could be so presumptuous, I believe they would say to us;

- Treasure your loved ones - family and friends - love, cherish, forgive
- Treat every day as a gift - savour each moment - don't waste time worrying about things that don't really matter – stop and smell the roses
- Work hard - train hard for the next battle
- But then play hard – like we did last night - burning a piano

- Please, don't forget us. We CANNOT forget for two very important reasons:

1) Forgetting is disrespectful

2) Forgetting is dangerous

-Those who forget history are destined to repeat it

- Our World isn't getting any safer

- I am a Military Chaplain

- I am a man of peace

- I do not carry a weapon

- And I pray for peace every day

- But I am not naive

- I understand that many times – PEACE – does not just happen by itself

- Sometimes PEACE must be created

- The Good Book says "Blessed are the PEACE MAKERS". That's US – the Peace Makers - WE RUSH INTO HARMS WAY AND MAKE PEACE BECAUSE THAT IS WHO WE ARE AND THAT IS WHAT WE DO

- I toured the Ann Frank house in Amsterdam. In the memorial book I wrote, "I give you my word that my children will know what happened here".

- I thought in that moment, that if I make sure my children know who she was and what she did – then Anne's life and legacy would live on

- We are here today my friends to do the very same thing.

Prayer of blessing and dedication

- If prayer is not a part of your tradition and upbringing, please take some time for silent reflection and gratitude. Creator of all, we gather here this afternoon to dedicate this memorial to the brave lions of 427 past and present. It is our deepest desire that this be a place of encouragement, and place of healing, a place of comfort, and a place of inspiration. As thousands of travellers pass this monument every single day, may they be reminded, that the service and sacrifice of the few, provided safety and security for the many. And our hope and prayer is that this monument become the inspiration and catalyst for the next generation of future Lions to answer the call, to put on the uniform, and to rush into harms was and MAKE peace, just like their brothers and sisters before them. These things we request – with hearts full of gratitude – AMEN and AMEN



The IBCM Trustees ask you to mark the date in the diary for the

OPENING CEREMONY OF THE INTERNATIONAL BOMBER COMMAND CENTRE
on Thursday 12th April 2018
At the IBCC in Lincoln

Formal invitations will be sent in February

We would be grateful if you could indicate your likely attendance by 12 January 2018 to:

Nicky Barr, Director, IBCC, Canwick Avenue, Lincoln, LN4 2RF
or email: events@internationalbcc.co.uk

In partnership with:



As mentioned earlier in this newsletter, the International Bomber Command Centre will be formally unveiled on 12 April 2018, near Lincoln, UK on Canwick Hill. The memorial (spire) can be seen from almost anywhere in Lincoln, its height perfectly matching the wingspan of a Lancaster bomber. While the date 12 January was set as a deadline for veterans and descendants to identify themselves and confirm their intentions to visit, there may still be time to do so. The event will attract significant dignitaries and security will be paramount, therefore, please be sure to convey your intentions to visit by advising personnel at the e-mail address shown above.

Leading Inspiration for Lincoln Bomber Command Memorial Tony Worth Passes On

The International Bomber Command Centre team in Lincoln have paid an emotional tribute to the creator of the project and former Lord Lieutenant of Lincolnshire Tony Worth, who has died after a brief battle with cancer. The IBCC confirmed the news on social media on the morning of Friday, November 10, reflecting on his work and dedication to Lincolnshire and the RAF. The news has sent ripples of heartfelt tributes across the county, many sending thoughts and prayers to his friends, colleagues and family. A Lincolnshire Bomber Command Centre spokesperson said: "It is with immeasurable sadness that we have to announce the death of International Bomber Command Centre Chairman, Tony Worth CVO, after a brief battle with cancer. "Tony was the creator and driving force behind the project which is being built to ensure that the story of Bomber Command can be preserved and told for future generations, and that the service and sacrifice of those who lost their lives can be honoured. "Closely bound with this concept was his desire to tell of Lincolnshire's contribution to the outcome of the Second World War. "Tony had a passion for the county and spent much of his life serving the people and institutions based here. "From working on various boards looking at protecting the area from flooding, to chairing the Cathedral Chapter, being a Governor of the University of Lincoln to serving as County President of the Royal British Legion. "He also served as the Lord Lieutenant of Lincolnshire for nearly a decade having previously been the High Sheriff and Deputy Lieutenant which lead to him being awarded a personal honour from Her Majesty the Queen. "He was recently awarded a Lifetime Achievement Award by Lincolnshire Business in recognition of the enormous contribution he has made to the county. "He will be sorely missed by the many people whose lives he has touched. The team at the IBCC are more determined than ever to ensure that the project creates a lasting and fitting legacy and that Tony's traits of determination, energy, passion and enthusiasm, sprinkled with great humour, live on in all they do." (Pictured to the left, National President RCAF Association Colonel (Retired) Terry Chester, Executive Director Nicky Barr, IBCC, and (right) Tony Worth, CVO, former Lord Lieutenant of Lincolnshire and leading inspiration for the International Bomber Command Memorial and Interpretation Centre (IBCC). Photo Dean Black





Ed's message is still relevant and will remain so, for years to come. He will be missed by many friends in Canada, the United States and Europe, especially Germany where he spoke at memorial events at Buchenwald.



We Will Remember Them

Edward Carter-Edwards

The tenor voice, endless jokes and talks about his POW experiences that were so much a part of Edward Carter-Edwards are now history. In his 94th year, Ed passed away Wednesday, February 22, 2017 at McNally House. Born in Montreal in 1923, his family moved to Hagersville then Hamilton. Ed joined the RCAF during WWII. When his Halifax bomber was shot down June 1944, he was captured and incarcerated along with 167 other allied airmen in Buchenwald Concentration Camp. After liberation, Ed returned home and married Lois (nee Russell) in 1946 and settled in Ancaster. Ed's voice could be heard in productions of the Hamilton Theatre Company, Harlequin Singers and Church choirs at Ancaster, Hamilton and Smithville. After retiring from Westinghouse/Camco, Ed and Lois moved to Bala and Bradenton Florida before settling in Smithville in 1994. Ed was a co-founder of the Hamilton/Burlington chapter of the National POW Association, member of the Konzentrationslager Buchenwald (KLB), Association Française Buchenwald Dora et commandos, the RCAF Association, RCAF 434 Wing, 427 Lion Squadron, Smithville Legion Branch 393, 6th RCAF Museum in Dunnville, and Honorary member of the OPP Veterans Association. Ed spent many hours talking to elementary school children up through university-level students, service clubs, and various associations at home and abroad about his war experiences, the dangers of intolerance and need for compassion and human understanding.



Lois Carter-Edwards

CARTER-EDWARDS, LOIS (nee Russell): On December 31, 2017 at the age of 90, Lois once again reunited with Ed, the love of her life and husband of 70 years, who passed away earlier in 2017. A loving wife, a supportive partner, and mother to Dennis (Karen), Leanne (Mike) and predeceased by daughter Lynda. Lois leaves behind grandsons Trent, Craig, Tyler, Justin and John and three great grandchildren Sean, Chloe and Callum. Lois is also survived by sisters Audrey Gordon and Muriel Drolet. Lois was a keen bingo and card player, accomplished knitter and travel companion with Ed on many trips near and far from home. Lois enjoyed an active social life they shared together with the Hamilton Theatre Company, Ancaster Senior Center, Ed's many speaking and singing engagements and the fellowship of their friends over the years in Ancaster, Bala and Smithville, especially Smithville United Church. (All photos, Dean Black)

HANK SIEMENS, AIRMAN RADIO PERSONALITY - 6 June 2017



Hank Siemens was a Saskatchewan boy, born at Balgonie and raised at Indian Head where his father worked in a tree nursery. He joined the Royal Canadian Air Force in 1951 and became a career Airman, serving, in many interesting places and holding, a variety of responsible positions.

Basic training took place at Aylmer, Ontario. Airframe Technician training was next at Borden and his first posting, was 42 Air Navigation School, RCAF Station Winnipeg. At that time the Korean War was on and Hank was assigned to special duty with 426 Thunderbird Squadron at McChord Air Force Base, Washington State, USA. There he worked as a crew member on North Stars flying supplies and personnel to Japan for duty in Korea and bringing, wounded back home.

Then it was back to Winnipeg for a brief period and on to Moose Jaw for Harvard maintenance. It was during this time that a NATO student flying a Harvard collided with a Trans Canada North Star over Moose Jaw with high loss of life. Hank was among RCAF personnel detailed to locate wreckage and bodies. Although he did it with professional fortitude, the memories of that tragic accident remain to this day.

Hank next went to CJATC Rivers where he initially worked on the Mk 5 and 6 Austers and the L-19 with the First Light Aircraft (Army) School. Other duties included maintenance on the P-51 Mustang, crewman on Dakotas, Flight Engineer on C119 Flying Boxcar and helicopter experience on the G-47, S-51 and S-55. Training on these machines took him to Fort Rucker, Alabama and Fort Worth, Texas for maintenance courses. His first overseas posting was to Number 3 Fighter Wing, Zweibrücken, Germany in 1959. There he worked on Sabres with 427 Squadron until 1962. It was then Hank became involved as a volunteer broadcaster with CFN Radio. It was also during this period that Hank had the honour of serving with the elite Canadian Sabre team that represented Canada at the Gunmyer Trophy Shoot. The RCAF fellows won it hands down a number of years running, over all other NATO Air forces. In fact they won it so often some air forces refused to compete any longer. This was during the "glory days" of the RCAF when it was recognised as the best air force in Europe. Returning to Canada in 1962 he was stationed at Gimli until 1965 when

the opportunity for another posting at 3 Wing came up. There was no problem deciding what to do and Hank served there until Zweibrücken was closed out in 1969, an event that Canadian Service personnel and German Nationals alike still look back on with sadness. The bond that had grown between the Canadians and Germans was very strong, and parting was hard. It was back to Canada again, this time with 434 Squadron at Cold Lake where he served until retirement in 1975.

We also mourn the passing of these "Lions": L.E. MacPherson; and, Robert Graham



Jim Moffat, above, at the Runnymede Memorial, 26 June 2012

Jim Moffat was born on August 6, 1921, in Timmins, Ontario. He enlisted in North Bay, Ontario, on March 29, 1942. He joined the RCAF 427 Squadron, Bomber Command, based in Leeming, Yorkshire, England. During the war he was the sole survivor of a collision between the Halifax bomber on which he was flying and a Lancaster. Mr. Moffat spent six months behind enemy lines under the assumed name of Charles Lebrun, through the assistance and efforts of the Belgian and French resistance forces, as well as ordinary citizens. He was a flying officer (air gunner) at the end of the war. He returned to Canada, where he studied Financial Management at the Ryerson Institute in Toronto, Ontario and worked with the Household Finance Corporation of Canada at offices in Brantford, Ottawa and Brockville, Ontario, and Montreal, Quebec. Mr. Moffat married Anne Dosman in 1948, and they raised six children. In June 2012 he traveled to London, England to witness Her Majesty Queen Elizabeth II, Patron to the Royal Canadian Air Force Association, unveil the Bomber Command Memorial in Green Park. Jim was very grateful for the recognition that had finally been bestowed upon those who waged the strategic bombing campaign - those who returned and those who had not. On Friday, 2nd of June 2017 we learned that Jim Moffat had passed away. We remember with respect and fondness Jim's long and fruitful life. We also remember the ordeal he suffered, while behind enemy lines. Those interested in learning more are encouraged to consult the book by that title. At the going down of the sun,...., we will remember them.