



Volume 6 – Issue 2

www.427squadron.com

May 2026

427 Special Operations Aviation Squadron



**SQUADRON
CHIEF
WARRANT
OFFICER
ADAM FREY**

Lions one and all,

As I write my first column to appear in the ROAR, I'm reflecting on how big of an honour it has been to be selected as SCWO of 427 SOAS, with our extensive history and multiple iterations as a squadron over time.

These first 9 months have passed by in a flash, with many excellent experiences and time spent with the people who make up the Squadron. I'm well-placed with an excellent CO as a Command Team partner, extremely contributive HCol, and highly productive wider leadership group, including a team of highly skilled MWOs around me. The high level of talent carries on down to each and every rank and individual here; combined, this makes for a very integrally supportive team.

Addressing recent events, and in no specific order of importance, after our

...continued on page 2



**HONOURARY
COLONEL
LIANNE
ING**

Fellow Lions,

After a long winter, Spring has finally arrived in Petawawa and I am happy to share some updates since the last issue of ROAR in November.

The squadron hosted a series of events leading up to the Christmas break, including the annual Christmas parties, Officers At Home, Special Operations Soldiers (Aviators, Sailors) Appreciation Dinner (SOSAD), and Sticky Floor. After a much-needed holiday break, the squadron resumed its busy schedule of operations, exercises, training, and planning.

The Government of Canada's Defence Industrial Strategy was formally released in February 2026. The strategy focuses on new investments in the CAF, while building a robust, sovereign defence sector.

...continued on page 2



SCWO FREY continued....

combined CANSOFCOM North hockey team won the Ex Olympian Bear hockey tournament; my hats go off to 450 Sqn, who bested our 427 Sqn team at the annual Middlemiss Cup.

Recently, I've spent time with our fixed-wing component on their Mission Qualification Course (part of their SOTAC Blue Phase training), allowing me to see for the first time how they work their talents from within the aircraft.

In April, we had an excellently attended RCAF Ball, combined with 450 Sqn, and following on the heels of a GOL Meet and Greet event. Of course, I am very much looking forward to spending time with the Associate crew this fall, at our proper GOL Gala.

We were affected with the recent passing of Sgt Harry Winters, our last (known) remaining associate with history going back to WWII, our best goes out to his family and all those who knew him.

To finish on a higher note, it was an honour to be able to see and participate in multiple phases of SOTAC this iteration to date, and a hearty congratulations to all of our King Charles III Coronation Medal recipients!

Until next time. Cheers!



HCOL ING continued....

The approach is expected to accelerate defence spending, and the Next Tactical Aviation Capability Set (nTACS) program is one of the major investments receiving significant focus. A detailed overview of nTACS was provided at the RCAF Ball in April, where MGen Jeff Smyth—the current Chief of Air & Space Force forefront Development and a former DCO at 427—described the aggressive plans for a new mixed fleet of aircraft that will deliver critical capabilities and modernize the RCAF's platforms over the next decade. 427 is expected to be at the forefront of this program, which will require significant planning and training for a new fleet of helicopters.

The 84th Anniversary *Gathering of the Lions* meet and greet was also held in April at the Normandy Officers Mess. It was a great occasion for current and past Lions to mingle and catch up. The squadron also took this opportunity to pay tribute to Sgt Harry Winter, a WWII Lion who passed away at the end of February at the age of 103.

As we look ahead, the squadron will continue its high tempo, supporting a range of critical tasks, training and planning. I look forward to continuing to support the command team and squadron members in the exciting months ahead. Plans are in the works for a formal *Gathering of the Lions* Gala later in the year and I look forward to connecting with more Lions at that event.

Ferte Manus Certas

Editor's note: pictured left is the King Charles III Coronation Medal with ribbon (obverse) and a blowup of the medal (reverse). The rationale for the ribbon and images design is included in an article on the last page of this edition of ROAR

Editorial Introduction to May 26 ROAR. As you will note in the first article below, the Association is undergoing an evolution. Part of that is the ‘retirement’ of Wayne McLellan the previous editor for well over a decade. On behalf of all, a great ROAR of thanks to him. This edition contains 2 fairly lengthy but very worthwhile articles, both honouring the memory of the recent passing of two Lions: Harry Winter, our last known living Lion from WWII (pg4); and Bud White, an inductee to Canadian Aviation Hall of Fame (pg10). Our next edition will include an article linking a memorial in Lorient France to our Lion Memorial to the Fallen. I hope all find items are of interest, and would welcome submissions, short or long by any Lions from any era to ROAR. Just send them along to kenrsorfleet@gmail.com.

CHANGES IN YOUR EXECUTIVE COMMITTEE

We are undergoing a change in several members of the 427 Squadron Association Executive Committee. As a result of the vacancies that have arisen due to the recent passing of two of our executive from the Sabre era, Dale Horely and Walt Pirie, we have this year welcomed two new members to the executive: Brian Houlgate and Andy Lee.

Out three other Sabre era reps are all in their mid-eighties and are also looking forward to passing on the torch. As of now, Ken Sorfleet has taken over the responsibilities as Editor of ROAR and Dean Black is in the process of taking over as Website Manager from Wayne McLellan. As well, Rick McLaughlin is in the process of assuming the roles of Treasurer and Membership rep from Dickie Dunn (to be completed by Dec 26). Our committee does operate on a consensus basis and now includes these nine members (in order of their seniority in joining the executive): three from our Sabre era - Sask Wilford, Wayne MacLellan, and Dickie Dunn; five from our Tac Hel era - Dean Black, Randy Meiklejohn, Ken Sorfleet, Rick McLaughlin, and Brian Houlgate, and one from our SOAS era - Andy Lee. All the executive committee members bios are on the website.

Sask is the longest serving member and is still very supportive, but is keen on passing on his position on the committee to a newer Lion this year. We anticipate our other two stalwart sabre era reps will continue on for continuity purposes through 2026, but will be looking for their replacements in 2027. All of which means that we are looking forward having three proud newer Lions, join the executive committee over the next year or so, and hopefully, these will include at least one with an NCM background and one from the SOAS era. If you are considering joining the executive, please initially let us know of your interest by advising Ken Sorfleet via his email kenrsorfleet@gmail.com.

PHOTOS FROM GOL – 10 Apr 26



Above Photos (L to R): 1. CO briefing GOL on the squadrons high operational and training tempo, with SCWO watching and of course Mareth our Lion Mascot in attendance; 2. Three eras of Lions from (L to R) Andy Lee (SOAS), Ken Sorfleet (TacHel) and Wayne McLellan (Sabre); and 3. Two essential supporters – current CO's Admin Asst Megan Duhamel and immediately preceding decade's Admin Asst Sandy Daley

SERGEANT HARRY WINTER - W/OP - AIR

21 MAY 1922 - 28 FEB 1926



His Biography - In mostly His Own Words (updated by Ed. To 2026)

I was born on 21 May 1922 in Cardiff and attended school during the years of the depression and high unemployment. My father was a tradesman and was therefore in permanent employment as a maintenance engineer.

When I left school in 1940, I took up employment at the local paper making mill, first as an assistant stock keeper, then in the costing department and then to processing orders for the machines.

In May 1940 there was a call for volunteers for the LDV, called the Home Guard, so I joined the local force doing guard duty at the BBC and the Head Post Office. On January 2, 1941 Cardiff experienced its first blitz and I decided to retaliate and volunteered for aircrew in the RAF. I had my ACSB (aircrew selection board) in May and was called up in September.

After eighteen months training, I was passed out as a Sergeant Wireless Operator (Air) and posted to an AFU (advanced flying unit) then to an OTU (operational training unit) where I crewed up with a Canadian crew and did my first operation in a Wellington bomber. At this time the four engine bombers were replacing the twin engine ones so my crew was sent to a heavy conversion unit where we picked up an additional air gunner and a Flight Engineer as we transitioned to the Halifax bomber. On completion we were posted to another Canadian squadron, 427 Squadron. Our Squadron had been adopted by a major Hollywood film company, MGM, and we were allowed to name our aircraft after the stars. The Squadron then also adopted a lion cub at the London Zoo because the opening screen of every MGM movie was a roaring lion. We became known as the Lion Squadron. On my nineteenth operation over Germany, our aircraft was shot down near Hamelin. The pilot and the two gunners were killed. I received wounds in the legs which kept me in hospital for seven months.

ABOVE PHOTOS: Harry in Service Cap 1943; Enroute Bomber Command Memorial 2012

On my journey from Hamelin to Dulag Luft near Oberursel for interrogation, I was confronted by an armed soldier, while I was laying on a stretcher on a train station platform, who wanted to shoot me. It was only the intervention of the Feldwebel (Sergeant) escort which saved my life.

After hospital treatment, I was sent to a prison camp in Upper Silesia (now western Poland) in July 1944. In January 1945, the Russians were making a big push westwards, so the Germans decided to evacuate the camp. From January 19 to February 28, 1945, we were on a forced march in sub-zero weather, minus 25C, through Czechoslovakia into eastern Germany, finally ending up south of Berlin where we stayed until overrun by the Russians in April. We were kept as hostages by the Russians until all Russians in German hands had been returned. I decided to escape and with American assistance crossed the Elbe river, which was the border between the Russians and Americans, to Schoenbeck. From there we were transported to Hanover, flown to Brussels, then taken by train to Lille and then by Lancaster to Dunsfold, train to Cosford for a medical then finally home by May 10, 1945.

I returned to civvy street going back to my old job and after three years was transferred to the paper coating mill where I spent a further six years. I met my wife Josie at a dance near Penarth in 1947 and we married in 1950. In 1955, I moved to London and took up a position as a paper salesman and technician.

I have also been active as a Mason. My Masonic career started in 1960 when I was initiated into the Manor of Bensham Lodge No. 7114 and was installed as Master in 1970. Since then, I have been through nine Chairs and I am the founder of the Redhill Mark and RAM lodges. Masonically, I have visited The Grand Lodge in San Francisco and Boston, also a lodge in Hamelin, Germany. After retirement in 1984, I decided to occupy myself as a Tyler (mason outer guard) which keeps me active during my closing years.

I have travelled through every country in Europe except Spain, and have traversed Canada from west to east twice. I have travelled every coastal state in America and some inland ones and have been twice to the Hawaiian Islands visiting four of them including Pearl Harbour. In 1999 Josie and I were treated to a Concorde flight and a trip on the Orient Express.

2018 was a busy travel around the UK year. In July, I was invited to the Royal International Air Tattoo, the worlds largest military airshow, by the Aces High organization and met up with the members of the Red Arrows. I returned to RAF Leeming, in the fall 75 years after I had left, courtesy of Project Propeller and I paid tribute to my fallen crew at the Leeming Memorial. I also attended a POW reunion at RAF Wittering in Oct, where former RAF POWs were feted at a Mess Dinner and talk by a pilot shot down in the first Gulf War (Ed note: likely Tornado Pilot John Nichol)

For my 100th birthday, I was thrilled to fly in a spitfire from Biggen Hill, very briefly held the controls, and had the pilot show me a barrel role!. In 2025, I became involved in the Daily Telegraph Christmas Charity "The Not Forgotten" and went to Buckingham Palace for the charity annual garden party, and was a guest of honour at the Westminster Abbey National Service of Remembrance to mark the 80th Anniversary of VE Day.

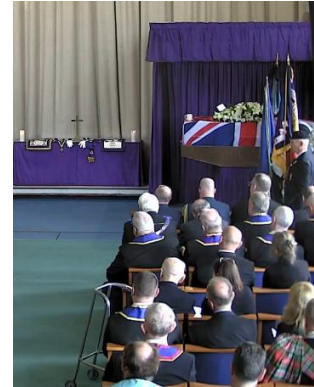
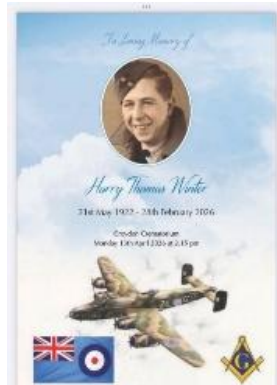
I have been married for seventy-five years, having celebrated my diamond wedding at Oakfield Road in October 2000 and our 75th in South Croydon in 2025 and shortly after celebrated Josie's 100th birthday. We have two sons, Martin and Paul, two grandchildren, David and Sarah, and two great grandchildren, Amelia and Kirsten.

Addendum: Harry died on 28 February, 2026 and his Funeral Service and Celebration of Life took place on Mon 13 Apr in South Croydon, a suburb of London, UK. Representing the RCAF and 427 was Col David Holmes, the Air Force Advisor in the High Commission in London, and representing 427 Sqn Assn was retired LCol Eddie Haskins a long-time member of the Association. Ferte Manus Certas



ABOVE PHOTOS: With President POW and Caterpillar Clubs (Air Commodore Clark) 2012; RAIT with Red Arrows 2018; Leeming Museum and copy of London's Revenge 2018; Leeming Memorial after laying crosses in memory of his fallen crew - F/O Bob Harrison, Sgt Harry Russell and F/S Ray Wells 2018; Harry's 100th Birthday, 2022; Greeted by the Duchess of Gloucester from the Not Forgotten Charity, Buckingham Palace 2025; Not Forgotten interview with Matt Goss 2025; Josie's 100th Birthday and their 75th year of marriage;

A TRIBUTE TO HARRY'S WARTIME SERVICE BY JOHN NICHOL



“My name is John Nicol. I'm a former Royal Air Force Tornado navigator, and I was a prisoner of war during the first Gulf War in Iraq in 1991. I first met Harry, perhaps 20 years ago, at a prisoner of war reunion. I can't remember the exact details, but I do know it involved a bar and a drink. After I heard that Harry had died, I searched through all the old photographs that I had of him and I found quite a few. In each one, he's wearing his blue blazer with his RAF badge, he's wearing his RAF tie, and he's got his RAF medals on his lapel. He's also wearing his trademark grin, and he's got a glass of wine, or more likely a glass of champagne, in his hand. Which is just how I remember Harry. So, it is my great privilege to be asked to offer a few words about Harry's wartime service in the RAF. But I'm not going to give you my version of his service. I'm going to let Harry tell you in his own words. Because last year I spent quite a bit of time with Harry in his home, talking about his life, talking about his wartime service for a book that I'm writing about our prisoners of war, so these are Harry's own edited recollections about his war.”

I was 17 when the war started and I joined the Home Guard. We did basic military training, all the sorts of things that you used to see on Dad's Army. It was really rather good fun, and it made you think that you were really part of the war effort. But I wasn't much more than a child. Then, on 2 January 1941, Cardiff got bombed and everything changed. My own house was damaged and the roof was on fire. It certainly concentrated the mind and made you very aware of what the war meant, and that nobody was invulnerable. The Germans were coming over to attack us, bombing our homes, our friends, our countrymen. But we needed to respond. That's the way that war worked back then. I really wanted to fly. As a boy in the 1930s, I'd watched the early flights, and I wished that I could have a trip in one of those aircraft. So, volunteering as aircrew was going to give me that opportunity to fly. It was a real adventure for a young man. Of course, I had no concept about what was to come. I joined up in 1941, and by the summer of 1943, I started ops as a wireless operator on Halifax bombers with 427 Squadron at RAF Leeming in Yorkshire.

Life on an RAF squadron was a wonderful experience, an incredible adventure for a young lad from Cardiff. If we weren't flying, risking our lives over Germany, we were living life to the full on the ground. Looking back, it was a wonderful time.

Photos Above (L to R): John Nichol's Tribute; Cover Page for Order of Service Booklet; and Union Jack cover of Harry's Casket

Yes, other crews were being shot down, dying, but you didn't really have much time to think about that. You concentrated on yourself, on your own crew, on your own ops. We lived together as a crew, we socialized together as a crew, and we went flying together as a crew. And there was a chance that we might die together as a crew. Your crew became your whole life.

I remember one day a friend who I'd trained with arrived on the squadron. He was coming out of the sergeant's mess, and we stopped to have a quick chat. He told me he was going on his first op that night and he was looking forward to getting started. We said goodbye. Off he went in one direction, and me in the other. I never saw him again. He was shot down and killed that night. That was the reality of life in Bomber Command. But you never thought it would happen to you. That's what I thought.

On 22 October 1943, we were sent on ops to Kassel, about 100 miles north of Frankfurt in Germany. About five minutes off target, there was a series of rapid, terrific explosions through the aircraft and all the way up through my seat. Bang! Bang! Bang! We'd been hit by cannon fire from a German night fighter. As I scrambled through the fuselage to check on the crew, there was another burst of cannon shells, and I felt a terrific blow, an incredible pain in my right thigh. The pilot ordered us to bail out. As I fell out of the escape hatch, there was a jerk as the parachute opened, and then there was silence. I was floating down. Suddenly, I crashed through a tree. I smashed my other leg, and I knocked myself out.

Things were not going my way that night. I vaguely remember being taken into a building, and when I finally came to, I was lying on a bed with a nurse and a doctor bending over me. They told me that my left leg was broken and that I was wounded by the cannon shell in my right thigh. I was still very confused, and I said, "Where am I?" They said, "You're in Germany?" And I said to them, "Oh, I can't stay here. I've got to get back to England. There's a war on."

So, I tried to get out of the bed, but my left leg was in a splint and my right one didn't work, so I collapsed. A German officer came into the room, and the haze in my mind began to clear. I realized where I was. Three of my crew had been killed. My war in the air was over, and life as a prisoner of war commenced.

I was eventually transported to a Prisoner of War camp by train. In one railway station canteen, a German soldier with a Schmeisser machine pistol came over. He looked very drunk; he was very angry, and he was waving his machine pistol around, shouting that he wanted to shoot me. This really was a dire situation, and I had no doubt that he could easily kill me without a second thought. There was nothing I could do about it. I simply looked at him and waited.

Thankfully, Gunther, the medical orderly escorting me got another German soldier to come and intervene. I have no doubt that German saved my life that day.

I spent the rest of the war in POW camps. In January 1945, hundreds of thousands of us prisoners of war were forced marched westwards in the bitter winter weather away from the advancing Russian army. Conditions were truly terrible. It was freezing, often minus 20 degrees, snowing, sleet. Sometimes you couldn't see your hand in front of your face. You just had to go blank-minded, put your head down, one foot in front of the other, hour after hour, day after day. It was a truly, truly terrible experience. Conditions were desperate. We had little food, but finally, on April 22nd, we were liberated. After 18 months of captivity, we were free. We were cheering, we were hugging, we were running around slapping each other on the back.

I arrived home to Cardiff on March 11, 1945. I could see a huge sign hung over the porch. It said, "Welcome home, Harry." My mum was hugging and kissing me. It was all very emotional. And then my dad stepped out. He'd taken the day off work. He simply shook my hand and he said, "Welcome home, son." My war was over. I found it quite difficult to settle down after life in the military. It was quite a struggle going back to normality. I found it quite difficult being tied to a desk.

I still think about those war years. I dream of being in action, the incredible raids we were involved in. I miss those days, all the excitement, the camaraderie, the adventure. I suppose you forget about the bad things. You forget about the death and the destruction and the loss of friends. You forget about the injuries, your own near-death experiences. You put the bad to the back of your mind and you remember all the good times. I could easily have been killed back in 1943, but I've led a full and happy life. I'm one of the lucky ones. I survived the war. I can honestly say those days were the best of my life. Now, I'm not worried about dying, John. I did my duty.

Those are Harry's own words. And now he has made his final flight, and our records suggest that there is now only one surviving [ed: WW2} Royal Air Force prisoner of war. They really were an incredible generation, and we owe them so much gratitude. Blue skies, Harry, thank you for your service. You did indeed do your duty, sir, and you served our country well. By JOHN NICHOL

Photos R: Reception following service – pictured are LCol (ret'd) Eddie Haskins 427 Sqn Assn; Duty Air Officer Air Commodore Edward Cook; Harry's good friend ex- Royal Marine Jules Walker; London's Deputy Lord Lieutenant; and Harry's sons Martin Winter and (seated) Paul Winter



Thanks to distinguished guests

*Air Cdre Edward Cole, The Duty Air Officer,
The Royal Air Force representing The Chief of the Air Staff
Col David Holmes, Air Force Advisor, Canadian High Commission
Lt Col (Retd) Eddie Haskins, 427 Sqn Association*

**ABOVE QUOTE IS AN EXCERPT FROM THE ORDER OF SERVICE BOOKLET
FOR HARRY'S CELEBRATION OF LIFE**

**CANADIAN AVIATION HALL OF FAME LION BUD WHITE'S
CELEBRATION OF LIFE / MEMORIAL SERVICE
1 MARCH 2026 AT THE ROYAL VANCOUVER YACHT CLUB**

Ed Note: 427 Squadron Association was fortunate to have a member of our Executive Committee attend Bud White's memorial service. Indeed, that was Dickie Dunn, our Treasurer and Membership Rep, and not only did he attend, he also organized the event. He and Bud were both first tour Sabre pilots on 427 in Zweibrücken, though a few years apart. Thanks Dickie, for a great sendoff for Lion Bud White.



DICKIE DUNN'S REPORT

Shortly after Robert ("Bud") White died in January at age 97, his family asked me to organize a Celebration of Life and serve as MC. On March 1, 62 family members, Air Force veterans, spouses, and friends gathered at the elegant Royal Vancouver Yacht Club.

I opened the program, introduced myself, and thanked everyone for attending this memorial, then asked, "Why am I the designated MC?" The short answer: 427 Lion Squadron. Bud flew the F-86 Sabre with 427 Fighter Squadron in the mid-1950s at Zweibrücken, West Germany. I joined 427 in the early 1960s, and we later became close friends through the Air Force Officers' Association in Vancouver.

Bud built an extensive and varied 31-year military career. While most officers serve with multiple squadrons, 427 was Bud's one and only squadron, a unique unit with a living history. Four 427 pilots attended: myself, Bill Best from the Starfighter era, Wes Bowers and Jack Jackaman from the helicopter era.

Bud's son, Richard White, delivered a comprehensive overview of Bud's life and achievements, supported by photos on a large screen. The presentation traced Bud's life from his birth in Sudbury to his 97th birthday celebration in Vancouver on 11 December 2025. (*A longer, though still incomplete, chronology of his achievements is appended.*) His youngest daughter, Patricia, followed with a heartfelt family perspective. Bud's grandchildren, Andrea, Cale, and Cooper, each shared their own reflections.

I then invited Jerry Vernon, Secretary of the Air Force Officers' Association, to the podium. He spoke about Bud's distinguished aviation career and proposed a toast: "To Bud." Everyone stood and raised a glass.

Billie Flynn, a former CF-18 fighter pilot, squadron commander, F-35 test pilot, and a close friend, shared a vivid account of his friendship with Bud. While visiting Vancouver as a guest speaker at an Air Force Birthday Mess Dinner, he joined Bud on a skiing trip to Whistler. Following Bud downhill, he quickly learned that Bud had only two speeds: "fast" and "vanished." Billie also spoke about Bud's deep love of Canada and his attempt to set a world altitude record for Canada's Centennial.

In planning the starfighter zoom climb, Bud proposed to harness the energy of the jet stream with calculations using only a slide rule, long before home computers. Decades later, an engineer using modern computers arrived at the same solution. During the risky attempt, Bud shut down the engine at altitude, trusting it would restart on descent. He reached 100,110 feet, setting a Canadian record, although not surpassing the Russian world record achieved with rocket assistance. Billie noted that Chuck Yeager, the most famous test pilot at the time, attempted a similar climb but entered a flat spin, ejected, and nearly lost his life. At a gathering of 700 test pilots in Los Angeles, Bud received a standing ovation after recounting his zoom climb. Billie concluded: "I, for one, am extremely proud to have called him my friend."

Dan Dempsey followed Billie. A former Starfighter pilot, Snowbirds commander, Hawk One pilot, and noted aviation author, he recalled meeting Bud at Vintage Wings of Canada in 2011 when he was leading the Hawk One team. Having met Bud many years earlier, he already knew of Bud's deep love of the RCAF and his strong support for the Snowbirds. Dan invited him to critique his Sabre show, as new routines had been introduced, and Bud responded with enthusiastic approval. The following September in Ottawa, Michael

Potter, founder of Vintage Wings of Canada and the Honorary Colonel of the Snowbirds, knew of Bud's strong support and contacted LCol Maryse Carmichael, CO of 431 Squadron, to suggest that special approval be granted for Bud to fly with the team. And so, on Sunday, 16 Sep 2012, Bud went flying with Snowbird 5, Capt Brett Parker, flying at the back of the formation with eight Snowbirds in front of them flying with four feet of overlap on their wings. This was an exceptional honour for a civilian, and Bud was suitably impressed, even getting some stick time after the flypast. The flight commemorated the Battle of Britain and passed over the Canada Aviation and Space Museum, where Bud's Centennial Starfighter was on display. Dan also recalled being a 14-year-old in Edmonton when he was captivated by Bud's 1967 Centennial zoom climb, during which Bud attained a speed of Mach 2.45 and zoom climbed Starfighter 700 to set the Canadian altitude record of 100,110 feet. When he finally met Bud 13 years later in 1980 during his first tour on the Snowbirds, Dan found Bud to be a bundle of energy and extremely passionate about the RCAF. For Dan, Bud remained an inspiration for the rest of his life

George Miller, a Golden Hawk, an early leader of the Snowbirds, and a fellow member of the Canadian Aviation Hall of Fame, spoke next. He first met Bud at Zweibrücken and later renewed their friendship in Vancouver. Aloft in George's Navion while preparing for the 2010 Sabre Pilots Reunion in Penticton, Bud was impressed with its handling characteristics and thought of buying one. When George mentioned he knew of an aircraft for sale for about \$50,000, Bud replied, "I'll buy it as soon as we land." George praised Bud's boundless energy and his ability to simplify complex ideas. He concluded: "Bud was one of the finest pilots, a fine man, and a significant part of my life for many years."

Richard then offered closing remarks on behalf of the family: "Thank you all for coming. If Bud were here, none of you would get away." He also noted that the family plans an interment in Ottawa in August, hopefully with a flypast.

I returned to the podium to conclude. From everything we heard, Bud embodied the archetype of a Renaissance man: an exceptional aviator, devoted father and family man, accomplished athlete in hockey, skiing, and mountaineering, a successful businessman, and a mentor to many.

It has become customary to recite *High Flight* at gatherings such as this. Given Bud's extraordinary Starfighter climb to over 100,000 feet, the highest altitude reached by a Canadian, he certainly qualifies for that tribute. The poem, written by Pilot Officer John Magee, who died flying a Spitfire during the Second World War, captures the spirit of flight.

Yet there is a certain irony. Bud's climb was nearly vertical, about 60 degrees, and did not quite match the image of one who "wheeled and soared and swung."

Bud's work as a test pilot aligned with the Starfighter's NATO mission: to deliver nuclear weapons in the event of conflict. RCAF pilots trained for that role by flying at perilously low altitudes, frequently at night.

A more fitting tribute is *Low Flight*, which Peter Sleeman kindly agreed to recite.

LOW FLIGHT

Oh, I have slipped through swirling clouds of dust, a few feet from the dirt,
I've flown the STARFIGHTER low enough to make my bottom hurt.
I have travelled the desert, hills, and valleys, mountains too,
frolicked in the trees where only the flying squirrels flew,
chased the frightened cow along, disturbed the ram and the ewe,
and done a hundred other things you would not care to do.
Flown through total darkness, just the other guys and me,
spent the night in terror of things we could not see.
Cast my eyes to heaven as we sweated through the flight,
put out my hand and touched the MASTER CAUTION light.



DICKIES REPORT CONTINUES WITH A BRIEF CHRONOLOGY

BUD WHITE: A BRIEF CHRONOLOGY

Robert “Bud” White was born in Sudbury on 11 December 1928 and grew up in Kirkland Lake. He later attended Upper Canada College in Toronto, where he earned his Private Pilot Licence before entering the Royal Military College of Canada.

In 1950, while recovering from a sports injury at Toronto General Hospital, Bud met a young nurse, Lee Smith. They married after his graduation from RMC. He then trained on the North American F-86 Sabre at CFB Chatham and deployed to West Germany with 427 Squadron.

He attended the Empire Test Pilots' School, then joined the Central Experimental and Proving Establishment (CEPE) in Edmonton. As a test pilot with Northwest Industries Ltd. at CFB Namao, he conducted acceptance trials on the Canadair T-33 Silver Star and Fairchild C-119 Flying Boxcar.

Bud later worked in the United States at Cape Canaveral and Los Angeles with the United States Air Force and NASA on Project Mercury and Project Gemini.

In 1967, while based in Ottawa, he commanded the Centennial Altitude Project and flew a Lockheed F-104 Starfighter to a Canadian record altitude of 100,110 feet in a zoom climb.

He later served as Director of Cadets and Military Training at RMC. In 1972-73 he attended the USAF Air War College at Montgomery, Alabama. In 1974, Bud was inducted into Canada's Aviation Hall of Fame and appointed an Officer of the Order of Military Merit by the Governor General of Canada.

He went on to command CFB North Bay, home to one of the largest underground military facilities in the Western world. He retired from the Air Force in 1979.

In retirement, Bud worked in the mining and aviation industries, taught skiing in Whistler, and spent ten years living in New Zealand. He later returned to Vancouver, where he purchased and flew his beloved North American Navion.

In 2009, the BC Aviation Council honoured him with their prestigious "Lifetime Achievement Award.”

In 2023, Bud suffered a stroke that left him with paralysis on his left side. He passed away peacefully in his sleep on 11 January 2026



Robert Allan White – A Canadian Aviation Hall of Famer

Ed Note: After gaining his RCAF wings, Bud's first posting was as a Sabre Pilot on 427 Squadron in Zweibrucken West Germany in 1954. He rapidly gained the respect of his flight mates and served with 427 for 3 ½ years. With such a solid foundation he went on to excel in whatever endeavour he was involved. Bud passed away in his sleep on 11 Jan 2026 and is a Lion who will always fly with the Eagles. He is one of the very few to be honoured in Canada's Aviation Hall of Fame. For his full write up go the www.cahf.ca and find his name under the inductees for the inaugural year of its opening - 1974. To add somewhat to Dickies report, what follows hereunder are just a few of those highlights as outlined in Bud's write up in Canada's Aviation Hall of Fame commencing with this quote.

“His record matched can be only by those airmen of high endeavour and professional calling who have devoted their lives and skills to the benefit of the free world, and whose contributions have substantially benefited Canadian aviation”.





Nickname: Bud

Birth Date: December 11, 1928

Birthplace: Sudbury, Ontario

Death Date: January 11, 2026

Year Inducted: 1974

Awards: OMM; SSM (NATO); QSJM; CD**;
The McKee Trophy; BC Aviation Council
Lifetime Achievement Award

Saving His Crew: With the Arrow cancellation, White returned to engineering test-flying duties in Canada in 1960 with the Central Experimental and Proving Establishment (CEPE) at Edmonton, Alberta. There he served with the Climatic Detachment at Namao, and as the Detachment Commander and resident test pilot at Northwest Industries Ltd., conducting acceptance trials on Canadair T-33 and Fairchild C-119 aircraft for the RCAF. During this 2-year period, he received a commendation for saving his crew and a C-119 Boxcar aircraft when he faced an engine failure on takeoff at maximum weight during an engineering test flight.

Working with NASA: In 1962 White was one of 4 Canadians loaned to the United States Air Force (USAF) Space Systems Division at Los Angeles, California, for service with the National Aeronautics and Space Administration (NASA) space programs. He spent the first year with the Mercury manned program, then returned to the Gemini Launch Vehicle Directorate as an Operations Project Officer with the rank of Squadron Leader. There he was responsible for Pilot Safety, Man-Rating and Acceptance programs with responsibility during operations for engines, propellants and loading systems. He was also the Program Office "Chaperon" for the critical GLV#2 'All-Up Systems Unmanned Launch Vehicle' from Baltimore assembly and test through Canaveral erection, test and successful launch. During his 3 1/2 years with the USAF and NASA, working out of Los Angeles, Sacramento, Baltimore and Cape Kennedy (Canaveral), he served with distinction in the acceptance and launch programs for the last two Mercury and the first four Gemini manned NASA space flights, as well as representing his Gemini Program office during other associated military and NASA launches.

Chasing a Record: During 1967 he led the Canadian Centennial Team, composed of military, government and civilian personnel, in challenging the Russian-held World Altitude record for aircraft during Canada's Centennial Year. They focused the highest level of Canadian technology on special instrumentation and modifications to a CF-104 Starfighter aircraft, and a unique 'Zoom' profile. Arrangements for tracking were made with the Defence Research Board and Telecommunications Establishment (DRTE) in Ottawa; and authentication was provided by the Canadian Flying Clubs Association. After 42 flights and 25 'zooms' (with 12 of them above 96,000 feet), Wing Commander White terminated the program in December. He had failed to beat the Russian record (which had used rocket booster assist). On December 14, 1967, he had, however, piloted the aircraft to a new Federation Aeronautique Internationale (FAI) Canadian record of 100,100 feet (30,510 m) which still stands to this day (1974). He was awarded the Trans-Canada (McKee) Trophy in 1968 for his leadership and flying skills in this undertaking. His unique CF-104 #700 is still on display in the National Aeronautical collection in Ottawa.

Honours and Recognition: For his engineering test flying, Gemini Program Office service with the USAF and NASA, and particularly for his leadership of the Centennial team, Colonel White was made an Officer of the Order of Military Merit (O.M.M.) by the Governor General of Canada in June 1974 in Ottawa. A month later, as one of the 28 McKee Trophy recipients and with 79 others in total, he was inducted as a Member of the "First Class" of the new Canada's Aviation Hall of Fame at a ceremony held in Edmonton, Alberta. ...He has served on the CAHF Board of Directors; was President of the Air Force Officers Association and the Battle of Britain Memorial Trust. In 2009, the BC Aviation Council honoured him with their prestigious "Lifetime Achievement Award" in recognition of "his notable achievements and distinguished service in military and civilian aviation".

Editor's note: What a Lion, Bud, and what a life for Harry Winter.

It reminds me that all of us have our own stories to tell. Some are long but some are short, and those anecdotes ideally accompanied by photos with appropriate captions would be most welcome in ROAR. Send to kenrsorfleet@gmail.com

That said, our website also has a specific section for biographies (and eventually obituaries) that each of us should put together, not only for recording our time as a Lion, but also events leading up to and subsequent to that service. Doing so, helps all of us record our comings and goings for posterity and become a boon to assist others who eventually have to put together that obituary. Our newly established webmaster, Dean Black would welcome submissions from any and all Lions (all members of the Exec Committee are there). Send submissions to dean.black@airforce.ca

King Charles III's Coronation Medal

(extracts from Government of Canada website)



The military selection criteria for awarding the King Charles III's Coronation Medal was based on merit and eligible candidates must have made a significant contribution to Canada or to a province, territory, region or community of Canada, or have made an outstanding achievement abroad that brings credit to Canada.

The CAF leadership directed that recognition be focused on the work of those in lower ranks for both the NCM and officer corps, which are so critical to our operational success. Therefore, the vast majority of medals were awarded to non-commissioned members up to the equivalent rank of Warrant Officer and to officers up to the equivalent rank of Major, though a small number also went to deserving individuals holding the equivalent rank of Master Warrant Officer, Chief Warrant Officer and Lieutenant-Colonel.

The medal is circular and silver in colour. The obverse pictures a crowned and robed effigy of His Majesty The King of Canada, facing right, circumscribed with the inscriptions "CHARLES III DEI GRATIA REX" and "CANADA". On the reverse, there is background a ring of frosted triangular shapes evoking the image of a string of pennants displayed for a celebration. These 13 shapes allude to Canada's provinces and territories, and their circular arrangement conveys the idea of inclusion for all Canadians. The circle is also an important concept for many Indigenous Peoples, symbolizing not only equity but also the cycles of the natural world. Over this background appears the Canadian Royal Cypher in the center, the date of the Coronation, 6.V.2023, on the left and the words "VIVAT REX" meaning Long Live The King, on the right.

The ribbon has a red stripe in the centre on each side of which are white stripes followed by dark blue stripes and red edge stripes. This ribbon is identical to the British Coronation Medal ribbon and is inspired by the King Edward VII's Coronation Medal ribbon from 1902, which was the first Coronation Medal suspended from a ribbon.

Ed note: At least 14 of these medals were awarded to members of the Lion Sqn...Bravo Zulu to all.