



427 Squadron Association

www.427squadron.com

PATRONS

LIEUTENANT GENERAL (RET) DONALD MCNAUGHTON CMM CD

MAJOR GENERAL (RET) ROBERT CHISHOLM CMM CD

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In Memoriam

Honourary Colonel & Association Chair – W/C R.G.(Bob) Middlemiss



"It is with great sadness that we learned of the passing of our Hon.-Col., Wing Commander (Retired) Bob Middlemiss. His courageous struggle with his illness ended during the early hours of 31 Jul 2013, hours after celebrating his 93rd Birthday. He was the 427 Special Operations Squadron Honourary Colonel since October 2003 and has touched the lives of all past and present Lions. His presence was inspiring to all ranks of the unit, as he reveled in his mentoring role to young RCAF personnel.

Hon.-Col. Middlemiss was an RCAF legend of the highest order. His amazing career spanned three decades as a Spitfire, CF-86 Hawk and CF-104 Starfighter pilot. From destroying four enemy aircraft during WWII aerial combat to ushering in the Mach 2 jet age, Hon.-Col. Middlemiss was a true hero in all respects. Despite being shot down once and wounded on a second occasion, he rose to

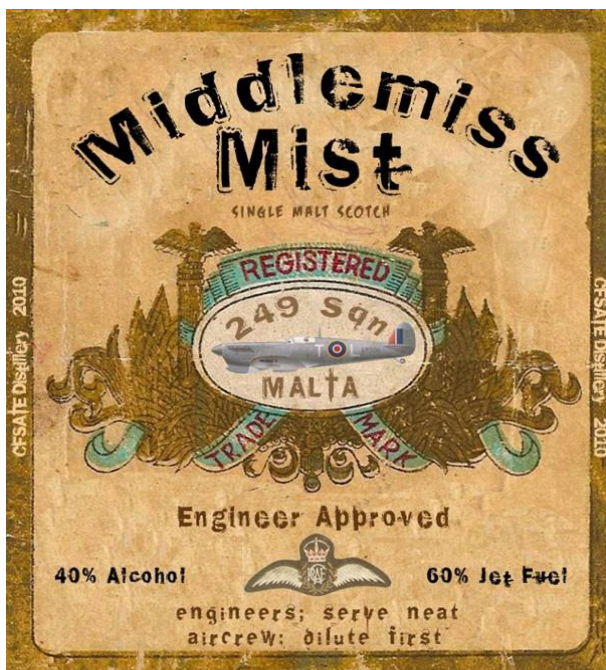
command four fighter units. He retired in 1969, maintaining a close relationship with the RCAF and Air Force Veteran groups.

It is indeed a sad day for the RCAF and for Canada. There has been an outpouring of condolences from the highest echelons of the RCAF and the CAF. His absence will be particularly felt by those closest to him. His family, his second family in 427 Squadron and the military community of 16 Wing and CFB Borden."

LCol Travis Morehen
Commanding Officer
427 Special Operations Aviation Squadron

The Association has reproduced the above tribute by LCol Morehen, after learning of Bob's passing, as it duplicates eloquently, the respect and affection we all hold for Wing Commander Middlemiss. For a complete review of the life and career of W/C Middlemiss please go to the [Middlemiss file](#). See page 12 for L/Col Morehen's eulogy at the memorial service.

FERTE MANUS CERTAS



**427 Squadron Commanding Officer
L/Col. T. A. Morehen**



Members of the Association

It has been a very busy period for 427 SOAS since I last wrote. We have been from Halifax, to Kentucky, to Africa, to South East Asia. The flying flights have exercised and improved their tactical flying capabilities in the domain of Maritime Counter Terrorism and Attack Operations. They have been superbly supported by the maintenance and logistical supporters of the unit.

Without them, we can not move anywhere or do anything. The new SCWO, CWO Dave Fredette has joined us running full speed and is loving his new home. We had a quiet informal Gathering of the Lions due to Op Tempo but are looking forward to being all together for the Christmas season. The new year will start off with a deployment to the southern US for door gunnery and CANSOFCOM support followed by another deployment to

Africa. 450 Squadron has left our lines to occupy their own building. We wish them the best of luck in setting up their world class capability.



We will keep you informed. Best wishes to you all.

Lion 9

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Membership & Finance**Sask's Christmas Wish List - 2013**

- That many more new members will join the Association in 2014.
- That more donors will support the Association this year (before Dec. 31).
- Someone will volunteer as back-up for Wayne & Sask (before it's too late).

First the Bad news:

Our beloved Chairman W/C (Retired) "Bob" Middlemiss has passed the final fix.

Our revenue (Membership & Donations) has virtually dried up. (to date \$150.00).

New members are not beating down the doors - one Associate Member this year. A good friend of our Honourary Colonel has joined us —Micheala Jakobi.

Our 12 month search for ex-Squadron members who might volunteer as back-up for the people who keep the Association "in the air" has not been fruitful.

Now the Good news:

The Directors have selected an excellent candidate to replace "Bob". He will be approached after the Squadron has appointed their next Honourary Colonel.

Although revenue is down this year, we have a healthy \$4300.00 bank balance.

Our ROAR editor and Website Manager are appreciated by people from all over the world. Many web searches for Uncles, Grandfathers etc. who were members of 427 at one time, end up on Wayne's plate and he, in many cases, is able to provide the data or the link to the information that is desired.

The current BOD, **all ex-Sabre pilots** (Dale Horley, Dickey Dunn, John Shute, Neil Lakins, Ted Hessel, Walt Pirie, Sask Wilford and Wayne MacLellan) are still "Balls to the wall" in favour of keeping the Assn. going. We are also convinced that there are many of you who feel the same pride in our link to this famous Squadron. We hope to be around for a few more years but would prefer to have a back-up in case we are not. There are many initiatives that could and should be taken by the Association to strengthen the bond with our serving comrades, however this will require new blood and new ideas.

WE NEED YOU.

Positions in need of back-up: Chairman, Mem'ship/Treas., Editor of ROAR, Website Manager, Directors.

Respectfully submitted:

Sask Wilford

FERTE MANUS CERTAS

Membership policy – 427 Squadron Association

The following is a list of the current membership categories: Charter Membership ,Life Membership ,Annual Subscription Membership , Honourary Associate Membership , Associate Membership ,Affiliate Membership and Association Partnership .For a complete definition of the categories please access the web site at: <http://www.427squadron.com> .

To apply for a 427 Lion Squadron Association membership or make a bequest, please cut out, complete and mail the form which can found at <http://www.427squadron.com/membership.html>

Donation Procedure

See previous ROARs or the website at http://www.427squadron.com/news_file/tax_deduction.html for details.

Please adhere to the following when sending a cheque:

- * Make your cheque payable to "RCAF Assn Trust Fund" (any amount exceeding \$20.00).
- * In the "Memo" section of your cheque write: 427 Lion Sqn Assn.

We Will Remember Them

At the going down of the sun and in the morning
We will remember them - Laurence Binyon



W/C (RET.) PATRICK JOHN STUART (PAT) HIGGS **22 March 1929 - 8 September 2013**

Pat graduated from Royal Roads Military College in the late 1940's with the first class of Air Cadets. Patrick touched the lives of many through his leadership and benevolence over the course of his military career. His progression as an RCAF fighter pilot took him and his family to many parts of the globe - most notably Germany in the 1960's. Retiring as a Wing Commander (Lieutenant-Colonel) in the 1970's, Pat's fondest memories of his military service were as Squadron Leader of 422 Squadron (F-86 Sabre) of 4 Fighter Wing, Baden Sollingen, Germany and Wing Commander of 427 Squadron (F-104 Starfighter), 3 Fighter Wing, Zweibrücken, Germany.

Other highlights of his career included:

- In the 50's, Pat flew extensively in the Canadian north and Arctic.
- Following his squadron days (60's), Pat served on the staff of NATO's 4th Allied Tactical Air Force in Ramstein, Germany as assistant chief of staff, offensive operations, and in Canada on the staff of NDHQ as the chief of combat air requirements. Finally, he was chief of NATO air plans and special studies in the Air Operations Branch of NDHQ.
- Pat concluded his career in the public service in 1987 as a senior program evaluation officer with Transport Canada after authoring notable evaluations including Canadian Coast Guard ice-breaking and

helicopter activities, air traffic controller training, aviation and marine search and rescue prevention activities to name a few.

Patrick's last formal publication was in the 2011 edition (Vol 35, No. 2) of Airforce Magazine as the Guest Editorial – Canadian Arctic Airspace Sovereignty.

Pat sent the article below for the March 2010 ROAR issue.

[Memories of a Lion CF-104 CO](#)

FLIGHT SERGEANT RONALD C. BECHTOLD

Tail Gunner, d:June 15, 2013

**F/O ALISTAIR NORMAN (MAC) MACLENNAN, DFC,
Pilot - 1940-1946 d:January 10, 1973**



Mac enlisted in the RCAF on the September 24, 1940. He graduated from No.2 I.T.S on October 14, 1940. Promoted to LAC, he then went on to No.6 E.F.T.S in Prince Albert, Saskatchewan. Successful there he was next posted to No.4 S.F.T.S at Saskatoon, Saskatchewan. He finished there in January 1941 and in March 1941 was promoted to Sergeant.

He then embarked for overseas in April 1941 and attended No. 21 Operational Training Unit (OTU) at RAF Moreton-in-Marsh and learned to fly the Wellington bomber. Then on to RAF Driffield for a B.A.T (blind approach training) course on Whitley Mk III aircraft and was then posted to 405 squadron RAF Pocklington, Yorkshire. Of note in his log book, is the entry for August 31, 1941 when his Wellington Mk II caught fire and crashed shortly after take off. Luckily, he escaped unharmed, but the aircraft was destroyed. During this period he also took part in the first RCAF raid on Berlin.

After completing 14 ops, he was promoted to Flight Sergeant and sent to No. 3 Flight Instructor School, Hullavington and Babdown, to train to become a flying instructor. Once qualified, he was posted to No. 15 OTU at RAF Harwell as a Flight Instructor. In November 1943 he received his commission with the rank of Pilot Officer and in May 1944 he was promoted to Flying Officer.

He then went onto 1664 Heavy Conversion Unit (H.C.U) and learned to fly the Handley Page Halifax bomber and was posted to 427 Squadron at RAF Leeming in June 1944. He flew 25 ops with 427 and on the night of 12/13 Aug his aircraft, a Halifax Mk III, MZ755 ZL-R was attacked by a German JU88 night fighter near Brunswick. The aircraft received damage to the starboard inner prop but was able to return safely. The aircraft was repaired that day and flew again that night. His wife Wendy, told me, that he told her, one way he would avoid trouble over enemy territory, was to break from formation, which would get him into trouble with his superiors back at base.

He left 427 in mid September 1944 and was posted back to Canada to join 168 Heavy Transport Squadron (H.T.S) flying B-24 Liberators on mail runs etc. He did this until October 1945. After this it was instructor duties again, this time at No. 6 (RCAF) OTU Comox and Greenwood, flying Beech Expeditors.

He retired from the RCAF January 31, 1946 and joined BOAC in the UK flying Lockheed Constellations and other types. He settled in Chichester, West Sussex, UK and continued to fly until his un-timely death on 10th Jan 1973. He was awarded the DFC for his efforts, skill and courage in October 1944, although he did not actually receive the medal for 10 years, until 1954.

[More on Mac MacLennan](#)

Graham Carrington, a post war ex RAF airman with a very great interest in Bomber Command has a friend whose late husband was a Halifax pilot with 427 in 1944. She hoped he could be included on the Remember page. Graham made it happen and provided the write up and photos.

F/O VICTOR (VIC) G. LANGLEY

Navigator - 1941-1945 d: June 9, 2009

SGT. J.A. "JAMES" SPENCER

Flight Engineer, d: October 6, 2009

Sergeant Spencer was the only survivor from four 427 Squadron aircraft shot down on the night of [22/23 June, 1943](#) during an operation to bomb Mulheim. He was a part of pilot F/Sgt J. D. Hamilton's crew. The other crew members were Navigator - WOII J.J. Reansbury, Observer - Sgt G.D. Sharp, Reargunner - F/Sgt P.J.A. Dennis and Mid-Upperunner - F/Sgt G.L. Tyrone, Observer - Sgt N.G. Whiting, and Flight Engineer - Sgt J.A. Spencer. Sgt.s Sharp and Whiting were RAF the remainder of the crew was RCAF.

Our thanks to Adrian van Zantvoort, a keen historian who organized a memorial to this crew after a fragment of the aircraft was unearthed. The memorial was unveiled in Kaathoven, Netherlands on June 22, 2013.



It is the **VETERAN** not the preacher who has given us freedom of religion

It is the **VETERAN** not the reporter who has given us freedom of the press

It is the **VETERAN** not the poet who has given us freedom of speech.

It is the **VETERAN** not the campus organizer who has given us freedom to assemble

It is the **VETERAN** not the lawyer who has given us the right to a free trial

It is the **VETERAN** not the politician who has given us the right to vote.

It is the **VETERAN** who has served under the flag to protect us all.

**Eulogy for Col Bob Middlemiss by L/Col Morehen, CO 427 SOAS
Delivered at a Memorial Ceremony—Camp Borden—August 18, 2013**

Dan, Robert, thank-you for giving me the chance to briefly talk to-day. For those gathered here, we will have heard about the Father, the Fighter Pilot, the Pillar in the Community, the Friend, the Legend, the Icon, and more commonly about Bob. As HCol Masse and I talked last Friday, we joked that it would be my challenge not to repeat anything that Dan, the HCol, or Gen Foster will have already said. Please forgive me if I do, as I think there is a consistent theme that has been emerging. The HCol simply put, was larger than life and an inspiration to us all. Were it that easy to describe such a man, I could stop here.

The next words I use I will not claim exclusive rights to as I have taken the words of seven former Commanding Officers, six Squadron Chief Warrant Officers, and numerous other Lions to try and represent what the HCol meant to the Squadron and to the ROAR association. As I calculated it last night, approximately 600 Lions since 2003 would need to have their voices heard. I will do my best in the time I have given myself, but I know it will fall short. The task is daunting and formidable to pay tribute to such a man.

I think he would be happy to start with the toast “once a fighter pilot, always a fighter pilot” followed by a shot of keen single malt quickly followed by a refill and the toast “Once a Lion, always a Lion”. The second toast I imagine him now reacting slightly slower, not because the scotch was too strong, but because he would flash that impish little smile, and with reflection, think of 427 Squadron near and dear to his heart. Of course we cannot claim exclusive rights to him, nor should we try. The diversity of the people assembled here, friends, family, members of the community, colleagues, members of the squadron association, military past and present is a testament to his legacy.

The support that 16 Wing and Base Borden have given us to make this ceremony possible speaks volumes to his presence here. He has touched many of us deeply and profoundly.

Here are some highlights of how other Lions have described him.

- He was a tower of strength and a shining example for all to follow.

- We have all benefitted under the HCol's tutelage and friendship, we are richer for having been privileged to know him.
- He was an inspiration and an Icon, he represented everything about an Airman devoted to serving his country.
- We have all been honoured to draw on his experience, advice, and friendship. He has been an excellent steward of the 427 ROAR Association and HCol position.
- He loved and cared for all members of the squadron, young and old.

He will always be held fondly in the hearts of and minds of the 427 Sqn Lions past and present. Thoughts are inadequate when measured against the need to recognize the loss we have suffered. His greatest gift to us all was his tangible link to our past and his constant reminder to us that what we do matters and we should recognize how privileged we are to be doing it. He displayed endless energy, enthusiasm, and joie de vivre in his task as HCol.

His community and military exploits have been recorded and will remain with us for many years to come. Each of us has been shaped by our own personal experiences with Bob. I was posted away when he came back to the Sqn in 2003 but I remember meeting him at a Gathering of the Lions 2002 I think and was enthralled by his wit and his charm. Somehow we ended up in his room in the afternoon and to my surprise, here was somebody who liked scotch as much as Eddie

I conclude by suggesting that we would have all wanted to have spent more time with the HCol. We would have wanted to hear another story of glory or chasing the hun. I guess we will just have to buy the book! We would have wanted to have one more scotch with him, seen one more twinkle in his eye, or received one last pearl of wisdom. I thank his family, for allowing us these moments with him.

Alas, his candle has burnt out, but it has burned ever so brightly and it has shone warmly on all of us.

Ferte Manus Certas



Lost Trails—Mail “Returned to Sender”

Only a few of the Association members whom we are no longer able to contact are here. The complete list of 54 members is ,however, posted on the web site under [News/Lost Trails](#). If you know of an updated address, phone number or Email, for anyone on the list please notify Sask (wilsask@hotmail.com). Thanks to all those who have assisted in identifying and locating members .

Dave	Allison	CF-104	Gordon	Heselton	CF-104
Edwin	Flemington	F-86	Jack	Leroux	Helo
Ken	Godall	F-86	Michael	Ward	Helo
Ray	Henault	Helo	Bernd	Wehmeyer	Helo

We also have had requests for any information on **Flying Officer Richard “Dicky” Chester Day**, downed on August 23/24, 1943; **Flying Officer G.D. “Bud” Foxton**, June 18, 1953; **Flight Sergeant. Robert A. McBeath**, March 24/25, 1944. Any info to macway01@gmail.com

Moving?

Please notify us of your new address and email if you move.

Email Sask at - wilsask@hotmail.com

Or regular mail to: **A.W. Wilford**

427 Lion Squadron Association

9129 Side Road 17

R.R. #2

Stories/Biographies/Books Wanted

We need your input. Consider sending your stories, biographies, books or photos. As little or as much as you want. A guideline for bios might include::

Date of Birth—Birthplace—Air Force career with details, the more the better. Civilian career—Partner and children -Present location

For stories ,books or photos, the sky’s the limit.

Please give your permission to allow it to be published on the web site and possibly in ROAR. All mailed material will be returned to the sender.

Email—macway01@gmail.com

Regular Mail—MacLellan, 221-11 Bronte Rd., Oakville, ON, L6L 0E1

2013 Gathering of Lions

The 2013 GOL took a different direction from previous years. As usual, there was a Meet & Greet on Friday afternoon. It was held in Hangar 4 and was attended by a large contingent of squadron personnel. Among the retired Lions was Weldon Moffatt who had made the trek from Regina. Weldon, a WW II vet has been a strong supporter of the Association and the Squadron for many years. On Friday night a buffet of excellent snacks was made available to stave off our hunger pangs.

The Saturday celebration was also held at Hangar 4 and started early evening. It was also notable for the snow that continued to fall into the evening. However, in spite of the weather conditions a good crowd gathered and were treated to a buffet supper. A lively dance band was present throughout the evening. As the CO remarked it was an informal gathering focussing on the present day 427 as well as the many operations conducted during the rotor wing era of the Squadron.

To that end, a series of short presentations was made by the principals of the Squadron. It was very informative and allowed everyone including serving personnel an appreciation of the multi tasks that have to be carried out and coordinated to operate a Squadron such as 427 SOAS. Upcoming operations were announced and also those that were in the process of being planned. A review of the many operations around the world that the Squadron had been involved in during the past was reviewed.

427 SOAS continues to be the Squadron most widely deployed around the world and the average time on deployment for Squadron personnel is close to a 130 days per year.

After the above formalities were concluded a professionally made video of the 1993 Somali operation, featuring 427, was viewed.

Despite a snowy evening, it was good to be with others both serving and retired who share a pride in belonging to this great Squadron.

See last page for photos

Griffon Armament

Ed. Note: Part of a discussion at a forum on Army.ca. The "you understood wrong" author is Good2Golf. Check out the rest of the discussion which started in 2008 regarding a Griffon replacement. For us old guys a Dillon is a modern Gatling gun.

<http://forums.army.ca/forums/index.php/topic.69726.0.html?PHPSESSID=jgsj2rt2b692flufpc7mt3il03>

From what I understood there were problems with integrating the Dillon system into the Griffon and even then they could only mount it out of one side of the chopper where as with a Blackhawk they could mount them port and star-board.

You understood wrong.

1. The only reason there was ONE Dillon on the Griffon in theatre was because it also had ONE .50cal high-rate (1200 rd/min) GAU-21 on the OTHER side.
2. Yeah, the Griffon was crappy enough that it earned the nickname "Allah's Breath" from the Taliban, a mark of respect for a formidable foe.
3. NO OTHER helicopter is/was as fast as a Chinook in theatre. The Griffon was actually faster than pylon-carrying shooters like Apache and Cobra.
4. The Griffon's side-mounted weaponry was actually far better suited for intimate, top-cover/overwatch fire support than nose-shooters that would have to stand-off to get suitable depression angle or run-in lines for that's...not so with Griffon.
5. An operator will use best tools at hand. If you're moving troops as the primary role and you can't get Chinooks, you probably go with the next best thing, like a Black Hawk or Hip, as that's what they were made to do. There is a difference between troop transport and light utility, like the Griffon, that you take what you can get, when you can get it.

HEAVY BOMBER ERA



[Kaathoven Memorial](#)

On June 22/23, 1943 in a field close to the village of Kaathoven, Netherlands, a Halifax, DK141 ZL-N, of 427 Squadron was intercepted and shot down by a German nightfighter. The previous night another Halifax of 158 (RAF) Squadron was destroyed mid-air and wreckage fell approximately 20m from that of the 427 aircraft. Sgt. Jim Spencer, the Flight Engineer of the 427 aircraft, was the only crew member to survive. He was later captured and finished the war as a POW. All other crew members perished.

Seventy years later, these two events, the crews of the downed aircraft and the gratitude of the Dutch people were memorialized by a ceremony and unveiling of a memorial close to the two crash sites. The dedication was part of a full day of remembering.

Parts of both aircraft were discovered by [Adrian Zantvoort](#) assisted by Ton Bosmans and Ebert van Wanrooj. Restrictions on recovering aircraft parts for identification were placed by the farmers owning the two fields. Crops took first priority. Adrian is a Bomber Command amateur Historian and has done extensive research on wartime crashes in the South Eastern part of Holland. He has an archive which contains 250 files with

details on aircraft, crews, operation and accounts of witnesses and ex crewmembers. He was the driving force to honour the 427 and 158 Squadron crews with a memorial.

Along with relatives of the RAF crew, Major Gary Fleming and Pvt. Laura Sharpe from 427 Squadron were able to attend . The New Zealand ambassador, British Attache and F/Sgt Johnson from the Canadian embassy in Brussels were also in attendance.

The full day planned for the Memorial dedication had many emotional but proud moments. The day began with a bus tour of the surrounding country side with a commentary from our guide, a local retired Headmaster, meneer Homborgh. Although the memorial service was not lengthy, it was respectful and dignified. On a table in front of a simple memorial, people from the area had laid their own wreathes and crosses. Additionally wreathes were laid by the dignitaries. Adrian Zantvoort then spoke to the crowd in English.

"These were ordinary men and ordinary people like you and me but they did extraordinary things and we should be grateful to them for their sacrifice"

To link 70 years to 2013, a reading by a young Dutch teen concluded the ceremony which was then followed by a Fly Past of a twin engine (looked like a Cornell) and a Harvard look alike.

We were then welcomed to a farm adjacent to the site where a large tent had been erected since the weather was cold and somewhat blustery. Coffee and very tasty cupcake desserts were served for all who had attended the ceremony. Inside the farmhouse, a video screening room had been set up and the story, as a documentary, of the two downed aircraft was shown. Several of the older town people began animated discussions with the visitors in a mixture of Dutch and English regarding their memories of the crashes as well as the recovery efforts.

It was a generous gesture by the Dutch organizers to show their appreciation for the part played by these British and Canadian crew members. It was a proud moment to realize that 70 years later an RCAF and RAF crew was still being recognized as being a part of the fight for freedom.

VERY IMPORTANT MESSAGE FOR OUR BOMBER COMMAND VETERANS AND SURVIVING FAMILY MEMBERS

A clasp has been presented to veterans of the strategic WW II bombing campaign, air and ground crews, and is to be affixed to the Canadian Volunteer Service Medal (CVSM).

The purpose of this e-mail is to encourage all our members who may know of a bomber command veteran in their community to share this information with their veteran friend, or the surviving spouse of a bomber command veteran, or with family members of a bomber command veteran. An application form is found at <https://www.veterans.gc.ca/eng/collections/cmdp/bomber>

The original information was received from Dean Black, Executive Director of the Royal Canadian Air Force Association. The complete email was re-printed in our April 2013 issue of ROAR

Puzzle

<http://www.funtrivia.com/trivia-quiz/World/Aero-Engines-100949.html>

An example question: *What plane was designated the HK-1. It was made of wood and flown only once by its owner: Howard Hughes.*

Lions & Sex

Two Newfoundlanders are drinking in a small bar in Cornerbrook.

Fred says, "Did you know that Lions have sex 10 to 15 times a night!"

"Ah, hell", says Bob. "and I just joined the Kiwanis".

A reminder, all previous Volume 2 ROARs are available on the

[427 Squadron web site](#)

Interview

*Ed. Note: **Ted Hessel** has been conducting interviews with some of our members. He has put together an excellent question checklist. The following interview is with [Alan Todd](#) whose biography is on our web site. Due to space constraints we will complete the interview in the next ROAR.*

Ted: How many flying hours did you have by the time you flew your first bombing mission ? How many hours did you have on Air Force release ?

Alan: When I finished training ,146 hours, on release 463 hours.

Ted: Please comment on the met briefings , especially accuracy.

Alan: They were well detailed and usually fairly accurate. Halifax aircraft were sent out west of Ireland to assess incoming weather.

Ted: How did you maintain route accuracy ?

Alan: Up to the European coast we used GEE. This was based on measuring the time period of radio signals from ground stations. When the Bomb Aimer informed the Navigator that we had crossed the coast we switched to H2S. A type of radar within the aircraft. This was operated by the Bomb Aimer. We were expected to drop our bombs within +/- 30 seconds.

Ted: I understand that you used GEE but the Germans jammed it. Then you had Oboe but it only could be used by one aircraft at a time and that it was limited by the earth's curvature and couldn't work on long operations.

Alan: In my experience, jamming was not a problem. There was a second frequency that could be used. Oboe was used by the Pathfinder Squadrons to drop a first marker that would be within ten miles of the target. This would be followed by paraflares and Mosquito aircraft would drop final markers. Then the Master Bomber would advise the Bomb Aimers where the next bombs were required.

Ted:What was the largest operation you flew in? I am thinking number of aircraft and what was the target ?

Alan: I don't have the exact number of aircraft on operations but it was probably between 200 and 500. The main force arrived over target at a rate of 50 per minute. The target for my largest op was probably Duisberg on October 14, 1944.

(Ed. 6 Group contributed 260 aircraft for this operation. It is assumed that other Bomber groups would have at least equaled the same number of aircraft making it an over 500 aircraft operation.)

A Public Service Announcement

A new scam targeting older men.

Women often receive warnings about protecting themselves at the mall for purse snatchers, etc. This is the first warning I have seen for men. I wanted to pass it on in case you haven't heard about it yet.

A "heads up" for those men who are regular customers at Lowe's, Home Depot, Costco or even Wal-Mart. This one caught me totally by surprise. Over the last month I became a victim of a clever scam while out shopping. Simply going out to get supplies has turned out to be quite traumatic. Don't be naïve enough to think it couldn't happen to you or your friends.

Here's how the scam works:

Two nice looking college age girls will come over to your car or truck as you are packing your purchases into your vehicle. They both start wiping your windshield with a rag and Windex and they wear skimpy T-shirts. (It's impossible not to look) When you thank them and offer them a tip, they say "No" but instead ask for a ride to MacDonald's. You agree and they climb into your vehicle. On the way they start undressing. Then, one of them starts crawling all over you, while the other steals your wallet.

I had my wallet stolen August 4th, 9th, 10th, twice on the 15th, again on the 17th, 20th, 24th and the 29th. Also September 1st, 4th, 7th, twice on the 8th, another 6 times in October, three times already in November and very likely again this upcoming weekend.

So tell your friends to be careful. What a horrible way to take advantage of us older men. Warn your friends to be vigilant.

Wal-Mart has wallets on sale for \$2.99 each. I found even cheaper ones for \$0.99 at the Dollar store and bought them out in three of their stores. Also you never get to eat at MacDonald's. I've already lost 11 pounds just running back and forth from Lowe's to Home Depot, to Wal-Mart. So please, send this on to all older men that you know and warn them to be on the lookout for this scam.

(The best times are just before lunch and around 4:30 in the afternoon.)

Friday Night at the 2013 Gathering of the Lions

