



408 "Goose" Squadron Association

Newsletter 2007



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W/C Ferris DFC

From the Chairman

The famous 408 “Goose” Squadron has entered into its 66th year of service to Canada. Looking back on our accomplishments can only instill a sense of pride for all who have served under the “For Freedom” banner. Our contribution to the history of our country has been significant and will continue with the next generation of airmen and airwomen. Sixty-six years is a long time for any particular entity and almost unbelievable for an operational unit such as ours. Whether currently flying in war torn Afghanistan, the vast wilderness of northern Canada during the 50’s and 60’s or the dark dangerous skies of Fortress Europe in WWII we continue to meet every challenge with the same fortitude and resolve. 408 Squadron remains proud, strong and ready!

The word “hectic” would probably be the best way to describe the actions around 408 Squadron since the last newsletter. A considerable amount of training and preparations have been undertaken to evaluate and accredit the squadron to a high readiness state. The units under the control of 1 Wing Headquarters, based in Kingston, rotate readiness levels so that an individual unit is always maintained and prepared for whatever contingency that may arise. It’s 408s turn to assume this role.

Many changes have occurred since last year including the posting of a new CO and SCWO. This newsletter will contain many articles of interest including a synopsis of the squadrons operations in the past year.

As always we solicit stories, queries and announcements from the membership. As an association, we try hard to preserve the past while looking forward to the future. Please continue your support of the 408 “Goose” Squadron Association. Have a Merry Christmas and a safe and healthy New Year

FOR FREEDOM

MWO Rod Fader
National Chairman
408 “Goose” Squadron Association

Squadron Activities

By Capt. Kent Dietrich

One of the major exercises that the squadron participated in this year was Ex Cougar Salvo. This annual 39 Brigade event was held in the Comox, BC area in 2007. Five helicopters and their personnel enjoyed the outstanding support of 19 Wing Comox facilities and personnel during the rainy week on the west coast. Vancouver Island provided a rugged background for the airmobile, reconnaissance and convoy over watch missions during the exercise. One of the challenges for the squadron faced was avoiding the many sensitive citizens in the vicinity of the landing zones. This made for some cumbersome routing to avoid making too much noise for some of the locals. However, the group was able to work around the inconvenience and accomplish the inserts of the army reservists.

One role into which the squadron is expanding is Close Combat Attack. CCA is fire support provided by armed aviation assets tasked through the land component chain of command. Although door gunnery has always been one of the tasks of a Canadian tactical helicopter squadron, the transition to CCA refines the use of our weapons on the battlefield. Adoption of the CCA role will allow us to provide close quarter support of ground troops in either pre-planned or ‘troops in contact’ scenarios. In concert with



this, the missile warning system in the Griffon is in the process of being upgraded.

In an effort to learn from our allies experiences in CCA, the squadron visited the US Marine Corps at Camp Pendleton, California. The trip was informative and the demonstration of fire-power by their Cobra attack helicopters was quite impressive.

Throughout the months of April, May and June the squadron prepared for domestic disaster relief operations. Forecasters predicted record water accumulation from the rain and melting snow in the B.C. interior this spring with the resulting possibility of flooding of large areas. These predictions were reminiscent of the 1997 Manitoba floods. Much reconnaissance and planning from 408 and 403 squadrons went into response to a natural disaster.

Fortunately, the water did not break the banks of the Fraser River and a full scale deployment was not required.

The squadron came under new leadership this spring. On May 25th the goose squadron welcomed a new Commanding Officer, LCol Roger Gagnon to the flock replacing LCol Keddy. A native of Hawkesbury, Ontario, LCol Gagnon began his flying career with the Canadian Forces in 1979. LCol Gagnon is a true blue helicopter man, having flown the Jet Ranger, Sea King, Chinook and now the Griffon. In his spare time, the new CO enjoys sailing at his cottage, playing musical instruments and a variety of sporting activities.

It is every CF member's duty to be fit. To that end, members of the squadron faced off against 1 Canadian Mechanized Brigade Group units in Ex Strong Contender at CFB Edmonton. The fighting 408 assembled it's best to compete in hockey, volleyball, indoor soccer and curling. Units were divided into major and minor sized units for the tournament. When the dust had settled, the squadron finished the week with 3 silver medals and 1 bronze. This gave the squadron third place in the overall minor unit standings.

Airshows, public displays and other miscellaneous taskings within the last year have included the Rocky Mountain Airshow, Saskatoon Airshow (Saskatoon, SK), Nanton Airshow, Esquimalt Airshow, Edmonton Eskimos insert demonstration, Sourdough Days (Whitehorse, YK), Portage /continued



Airshow (Portage La Prairie, MB), Canada Day Fly-past (Edmonton), Calgary Stampede, Edmonton Grand Prix, Fort St. John Airshow, Peace River Airshow, Family Day, various cadet familiarizations and too many squadron tours to mention.

Tactical Unmanned Aerial Vehicle training has been ongoing. Not only has 408 sent a great many personnel to Afghanistan in this roll, but has trained personnel from across Canada in the employment of the Sperwer TUAV. Under the leadership of 408, the use of this aircraft has seen unprecedented levels of success. Furthermore, the tasks that we have been able to carry out with this platform have exceeded the scope that was previously thought possible.



Change of Command Parade



Col Dabros 1Wing Commander presents the “colours: to the new CO LCol Gagnon



March Past of the Colours



Inspection of the Squadron



Our mascot “Bruce the Goose III”



Biography – Lieutenant-Colonel Roger W. Gagnon, CD

Lieutenant-Colonel Roger Gagnon was born in Hawkesbury, Ontario in 1957. He began his flying career with the Canadian Forces in 1978 and was awarded his pilot wings in 1979 on the Bell Jet Ranger in Portage-la-Prairie. He has flown a variety of rotary aircraft in different operational theaters which include his first tour at 423 Sqn as naval aviator on the Sikorsky Sea King.

He then served several tours at 450 and 447 MTH as an army aviator on the Boeing Vertol Chinook helicopter serving progressively as a flight and simulator instructor,

flight commander and deputy commanding officer. He also completed one staff tour in 10 Tactical Air Group as Chief Standards and Evaluations for the tactical helicopter fleets of the air force, attended Command and Staff College in Toronto and completed an Honors BA in International Relations in 1993 at Le College militaire royal de St-Jean-sur-Richelieu.

LCol Gagnon completed the first phase of his military career in the summer of 1998 after serving three years as Chief Aircraft Accident Investigator/Prevention at the Directorate of Flight Safety (DFS).

Roger moved to the civil aviation sector by joining Transport Canada in September 1998. He served as a Civil Aviation Inspector with successive appointments to the position of Chief Aviation Program Safety and Chief Program Management with the Aerodromes and Air Navigation Directorate and finally as Chief Safety for the Civil Aviation Aircraft Services Directorate.

LCol Gagnon re-enrolled in the Canadian Forces on 01 August 2006 and assumed his duties at NDHQ Ottawa as Director Protocol and Foreign Liaison 3.

In June 2007 LCol Gagnon assumed command of 408 THS.

Roger has two daughters Marie-Claude (21 May 1984) and Andréane (05 Sep 1986). His personal interests vary with the seasons but he does enjoy nature and sailing at his cottage, playing musical instruments and a variety of sport activities.

Chief Warrant Officer Wayne White



Chief Warrant Officer Wayne White was born 14 October 1955 in Twillingate, Newfoundland. He graduated from Twillingate Central High School in June 1972 and after a couple of years of intense self awareness searching he decided to go back to school in 1974 and attended Trades College in Grand Falls Newfoundland. CWO White graduated as an apprentice Electrician in June of 1975.

Failing to find work in Newfoundland in this trade, he did his Mecca to Toronto as all good Newfoundlanders did back then and found work assembling aluminium windows and doors at Indal Products Limited until he was laid off in Dec 1975.

Returning home to Newfie, CWO White enjoyed the good life of EI until he became bored of that and decided to join the Canadian Forces in August 1976. He did Recruit training at CFB Cornwallis, Nova Scotia from October to December 1976, POET training in Kingston, Ontario Jan – Apr 1977 and trades training as an Integral Systems Technician (IST) at CFB Borden from May – Sep of that same year.

Pte White was posted in September 1977 to CFB Greenwood, Nova Scotia where he was employed on and saw the retirement from service of the CP 107 Argus and the introduction to service of the CP140 Aurora in 1980.

In June 1982 he was posted to CFB Baden-Soellingen, Germany where Cpl White was employed on the CF 104 Star Fighter and was promoted to MCpl in January 1983. He closed out the CF104 from the CF inventory in 1985 with 441 Sqn as the Line Servicing Coordinator and saw the introduction to Europe of the CF18 Hornet. MCpl White was promoted to the rank of Sgt in July 1987 and was posted to CFB Greenwood that same year as the 1st Crew Sgt in the BAMEO Snag/Servicing organization.

In May 1989 he was posted to 302 Canadian Forces Technical Services Detachment (CFTSD) in Toronto, Ontario where Sgt White was employed as a Quality Assur-

ance Representative (QAR) at Litton Systems Canada. In July 1991 he was transferred to 102 CFTSD, Halifax, Nova Scotia and continued to work as a QAR at Litton Systems Atlantic Division facility there.

In August 1994 Sgt White was promoted to the rank of Warrant Officer and posted to CFB Shearwater where he was employed as a Crew Chief at 423 MH Sqn, working on CH124 Sea King Helicopters.

In November 1997 he was posted to 440 (T & R) Sqn Yellowknife as the AMCRO/QM with CC 138 Twin Otters. WO White ended his tour at 440 Sqn as the Acting Sqn Maintenance Officer/Sqn Warrant Officer

He was posted back to 12 Wing Shearwater in August 2000 where he was employed as the Avionics Support Officer (AvSO).

Promoted to the rank of Master Warrant Officer in June 2001 MWO White was attach posted to HMCS TORONTO as the Air Detachment Superintendent (HELAIRDET CHIEF) in October that same year. During his attached posting he sailed in support of various exercises and Navy commitments, the most notable being OPERATION ACTIVE ENDEAVOUR in December 2001 as part of the NATO Fleet in the Mediterranean and ROTO 0 of OP APOLLO in the Adriatic Sea and Persian Gulf in support of the War Against Terrorism January to May 2002. He received the NATO Article 5 medal for OP ACTIVE ENDEAVOUR and the South West Asia Service Medal (SWASM) for OP APOLLO.

On completion of his sea tour in May 2003 MWO White was transferred back to 423 MH Sqn Shearwater where he was employed as the Senior Aircraft Maintenance Superintendent (SAMS).

In August 2004 he was posted to CFB Rockcliffe, Ottawa to the Project Management Office Maritime Helicopter Project (PMO MHP) where he was employed as the Subject Matter Expert (SME) for design liaise with industry for the Maintenance Training Device requirements for the Sea King replacement, the CH 148 Cyclone.

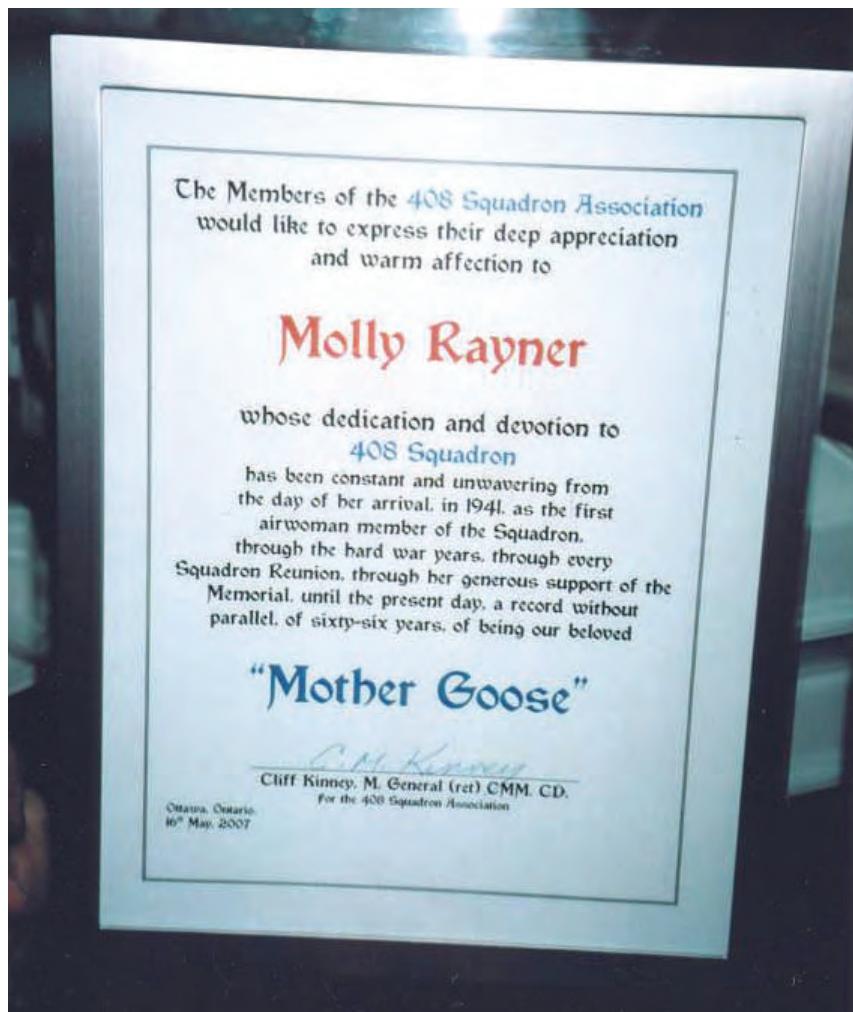
Upon promotion to his current rank in July 2007 CWO White was posted to 408 Tactical Helicopter Sqn, Edmonton, Alberta as Squadron CWO.

Mother Goose

On 16 May 2007" the 408Sqn. Association hosted a luncheon in Ottawa honouring Mrs. Molly (Mother Goose) RAYNER of Brantford, Ont. She was feted for her unwavering support of Squadron activities ,including a major contribution to the financing of the squadron memorial in Trenton, Ontario.

Present at the luncheon were 408Sqn. Memorial Committee members : Grant Pennington, Wally Kasper, Morrie Konick, Clifton Kinney (Chair) ,Alex Saunders, Paul Nyznik, Al Rayner Missing: Ron Cleminson.

The certificate shown below, was conceived and executed by Wally Kasper, and was presented to Mrs. Rayner by Committee Chair, Major General Kinney (.ret) on behalf of the Association.





Missing In Action

by W/C (ret'd) Ron Butcher, DFC, CD

On the night of February 25/26, 1944 a raid by 594 aircraft - 461 Lancasters, 123 Halifaxs and 10 Mosquitoes was directed at Augsburg, Germany by Bomber Command as part of the Allied Bombing Offensive. Several crews from 408 Goose Squadron RCAF, including ours (Trip No. 14), were involved. For our crew the trip was relatively quiet except that we were subjected to unwelcome but inaccurate friendly fire from the defences as we went south on the west side of London to our turning point on the south coast at Beachy Head. The attack at the target was very concentrated and effective, the first major raid on Augsburg. 21 aircraft were lost, four of them in collisions.

One of those lost was Lancaster II, Serial DS971, F-Freddie (EQ-F) from our squadron. It had been hit after leaving the target and crashed high up on a mountain rock next to Uhenfels castle near Bad Urach-Seeburg, 120 miles west of Augsburg, where it was seen to explode by an 11-year old schoolboy, Fritz Gross. There was only one survivor, gunner Flight Sergeant Douglas Mullock, who became a Prisoner of War (ironically, he died in 1981 in the crash of his small, privately-owned aircraft).

Fourteen years later, in 1958, Gross was doing rough casting work on Uhenfels castle next to the crash site which had long since been cleaned up. He noticed a glint of metal and found a ring with the engravings, 'Westdale' and 'Alius Alia Via Ad Astra Ascendit'. He showed it to a few friends and kept it for years in his bedside table. With the passage of time it was largely forgotten; however, in 2005 Otmar Gotterbarm, a retired school teacher with an interest in crash research learned of the ring and asked his son Mario to determine what 'Westdale' might mean. Within minutes an internet search revealed that it was the name of a high school in Hamilton, Ontario, with the motto, 'Everyone Finds Their Own Way To The Stars' (Alius Alia Via Ad Astra Ascendit).

Next, Otmar prepared a list of 30 Canadian airmen who were casualties in crashes in the local area and included it in an e-mail to the school, asking for help, "I am doing research on air warfare in Southern Germany. At least one of the airmen must have been a Westdale student – victim or survivor we don't know yet – as a ring was found bearing an engraving (of the school's name and motto)"./continued

Principal Stella Gibson read the e-mail, went to the school's Honour Roll and found that only one name matched the list Gotterbarm had sent – Cyril (Cy) Ridgers. It was his school ring. The upshot was that Cy's nephew, Craig Ridgers was presented with the ring at an emotional ceremony in Bad Urach March 20, 2006 in the presence of Craig's wife Janice, 22 pupils and two teachers from Westdale. The ring was back in the family after an absence of 62 years.



(Much of the material in the four previous paragraphs is condensed from a feature article by Mark McNeil in the Hamilton Spectator March 20, 2006).

The airmen who were killed in the crash are buried at Durnbach War Cemetery, Durnbach, Germany. They are, Pilot: Pilot Officer William Robert (Bob) Smith, Distinguished Flying Cross (RCAF), from Toronto, Ontario, whose DFC had been awarded February 24, 1944, two days before he became a fatal casualty; Navigator: Flying Officer Cyril (Cy) Ridgers (RCAF), from Hamilton, Ontario. He was awarded the Distinguished Flying Cross posthumously effective April 24, 1944; Air Bomber: Flight Sergeant Lloyd Beer (RCAF) from Pictou, Nova Scotia; Wireless Operator/Air Gunner: Flight Sergeant R E Bowler (RAF); Air Gunner: Pilot Officer Clarence Draper, Mentioned in Despatches (RCAF) from Elgin, Manitoba; Flight Engineer: Sgt F Crofts (RAF).

Smith's was one of the senior crews at 408 Squadron at the time and is believed to have been on its 29th operational trip, of the required 30 for a completed tour. Casualties were high in those days but the loss of such a senior crew was deeply felt by the whole squadron. Earlier, Cy had shown me his log book containing a full page of Berlin trips. /continued

. In the Honours and Awards section at www.airforce.ca he is credited with 14 trips to Berlin, a record not achieved by many crews.

Cy Ridger and Flying Officer Gord Schacter, my room mate, were the navigators with whom I had the most contact at 408. Both went missing within five weeks, Cy at Augsburg and Gord at Nuremburg, March 30/31, 1944 (our trip No.18) when 95 aircraft failed to return (Gord was on his 13th trip and survived as a Prisoner of War and lived until 2005).

The attrition rate was high. As of March 31, 1944 Bomber Command had lost 178 four-engined bombers in the previous seven days. From November 1943 to that date there were in excess of 1,000 bombers lost (approaching 7,000 fatal casualties), leaving less than that number in the current available frontline strength.

Fortunately the chances of a crew surviving improved dramatically as Bomber Command was tasked to concentrate on targets preparatory to the invasion of France, and our crew's operational tour was completed June 10, four days after D Day.

The overall wartime percentage of Bomber Command fatalities was second only to that experienced by the Kreigsmarine, Germany's submarine service.

The official history of the Bomber Offensive describing the battle status with regard to hazards involved, stated: Outpaced, out-maneuvered and outgunned by the German fighters and in a generally highly inflammable and explosive condition, these black monsters presented an ideal target.

It is no wonder aircrew personnel in Bomber Command at that time did not really expect to reach their next birthday, the way I see it any way!

.....



Photo of Canadians in the crew of F- Freddie.

Caption: Coffee before interrogation after a
previous trip. L to R: "Butch" Draper, Cy
Ridgers, Doug Mullock, Bob Smith, Lloyd Beer. Credit: RCAF Photo PL19702.

MEMBERSHIP

MEMBERSHIP DUES

408 "Goose" Squadron Association is run entirely on the funds generated from membership dues and donations. The administrative costs for office materials and the annual printing of the newsletter use a considerable amount of the total yearly membership dues collected. It is very important that all members pay their yearly dues so that we can continue with the important principles of the Association. As Association Chairman it is my responsibility to manage the operating budget on your behalf. Date membership dues paid till can be found on the address label in upper right corner.

When you receive your newsletter please remit your dues quickly. Dues are \$10.00 yearly.

Please send your dues to: National Chairman

**408 "Goose" Squadron Association
PO Box 10500 Stn Forces
Edmonton, Alberta T5J 4J5**



408 Squadron Association Website

Please note the association website address has changed to www.forfreedom.ca If you have ideas of what you would like to see on this website please let the National Chairman know.



MEMBERS WITH E MAIL ADDRESSES

If you have an Internet address please let us know what it is. If you would prefer having the newsletter sent by electronic means please indicate that as well. All membership lists containing this information is completely secure and access to our membership lists are restricted and protected.

IN REMEMBRANCE OF OUR 408 SQN FALLEN

Remembering the Fallen

By: Capt. O'Kane 408 Squadron

On Thursday November 1, 2007, 408 Goose Squadron Association National Chairman MWO Rod Fader, presented a memorial Huey main rotor blade to 408 Squadron CO LCol Roger Gagnon at Hanger 2 in Namao to commemorate the sacrifices of the men and women who died during operational missions. This memorial is the first of two initiated by MWO Fader to ensure the 408 fallen are remembered. MWO Fader was able to acquire the blades through the kind generosity of Delta Helicopter's of St. Albert. The expertise of the squadron's Aircraft Structures Section and the comprehensive review by the unit historian WO Del Badiuk were instrumental in the completion of the project.

MWO Fader's vision to acknowledge the men and women who made the ultimate sacrifice will ultimately be realized when the second identical blade is presented to the Charles Campbell Museum in Kingsville, Ontario. 408 Squadron was adopted by the people of Kingsville during WWll.



MWO Fader (National Chairman) and LCol Gagnon CO 408 SQN



The “Engravers” with the CO



The “Craftsmen” of 408 Squadron

The Memorial





Photo: (L to R) WO Badiuk (Unit Historian), MCpl Millette, MCpl Mossey, Cpl Friesen, Cpl Mullins, Cpl Forth, Cpl Otto, MCpl Estey, CWO White (Squadron CWO), MWO Fader (National Chairman), LCol Gagnon (Squadron Commanding Officer), Cpl Petersen, Cpl Phillips, Cfn Dubé, Sgt Patten (ACS Supervisor)



FINAL FLY PAST

It is with deep regret that the Association wishes
to inform its membership of the passing of the
following Squadron Association members

Kenneth JW Bennett

Alan Stock

James Casey

Donald R. Smith

Newton Brydon

Frank McDaniel

MEMORIES FROM THE PAST

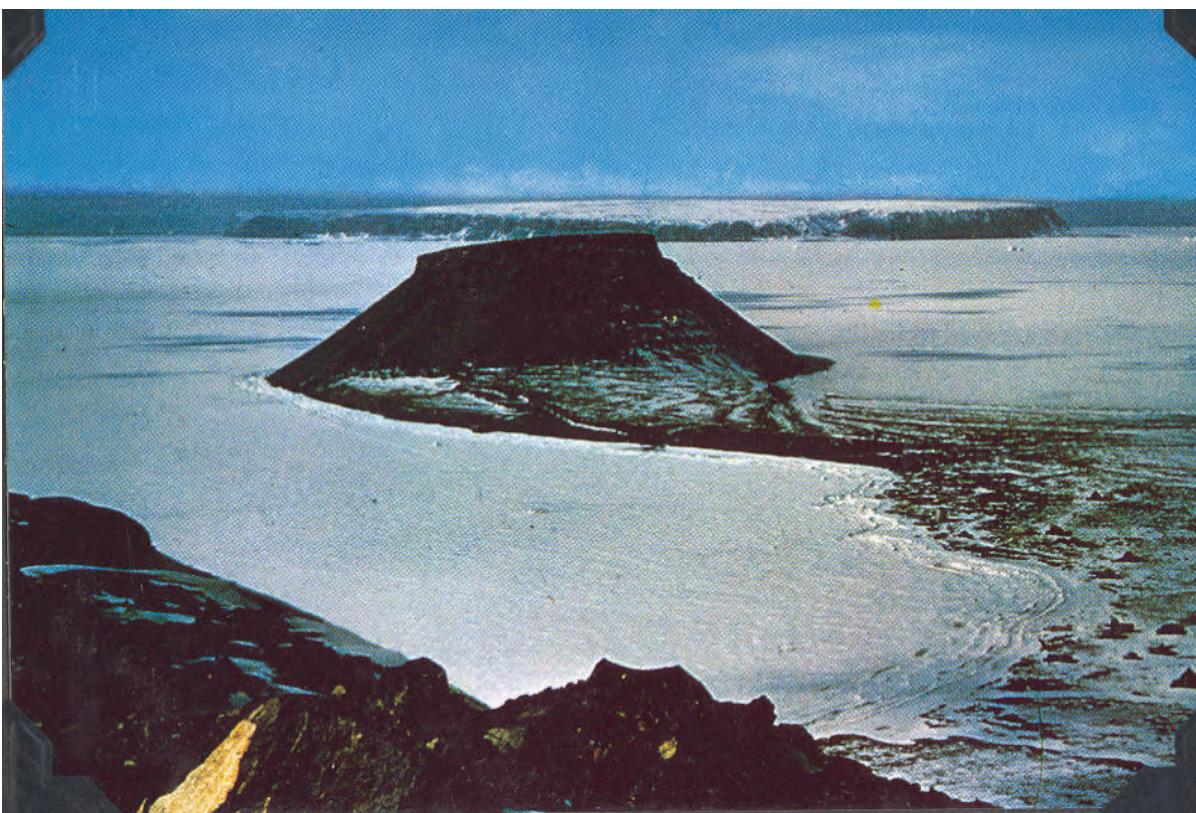
The Squadron Association would like to acknowledge the use of the following photos by Mr Ron Blessin.

Mr Blessin has graciously provided us with over 100 pictures of

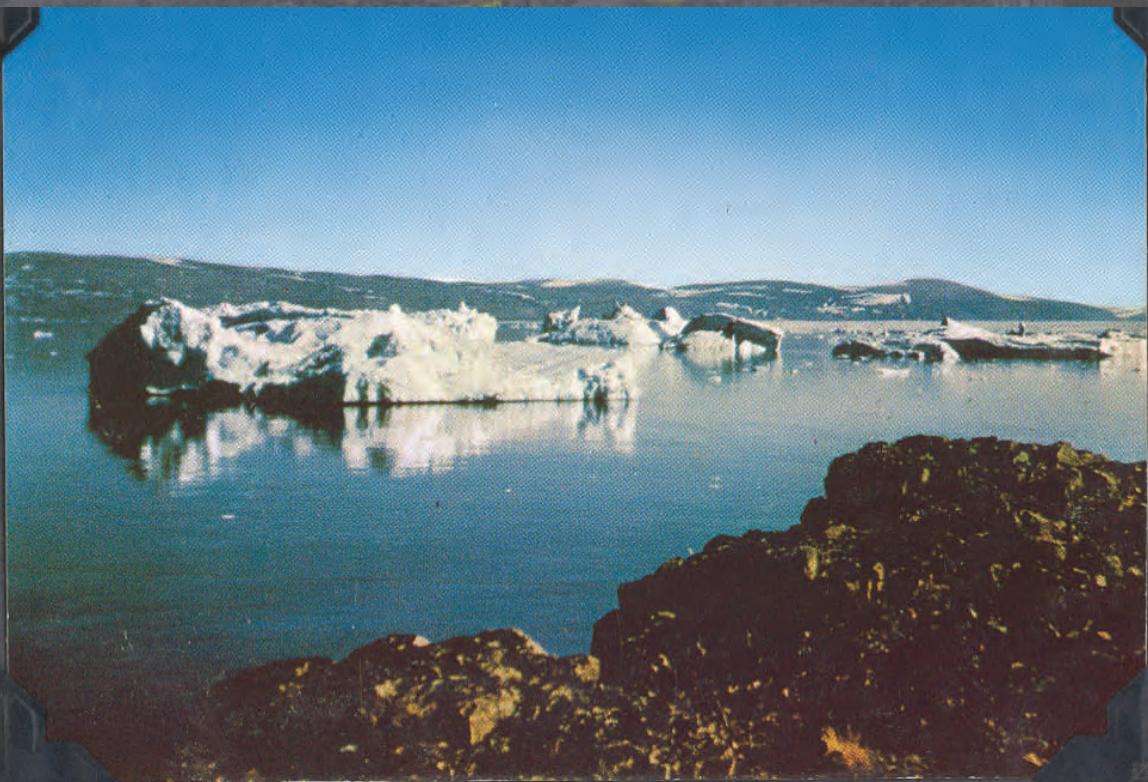
Resolute Bay and the 1957 Shoran operation at Thule Airbase in Greenland. Ron was 19 years of age when the 57 operation took place

We will endeavour to provide access to the other photos through our website.



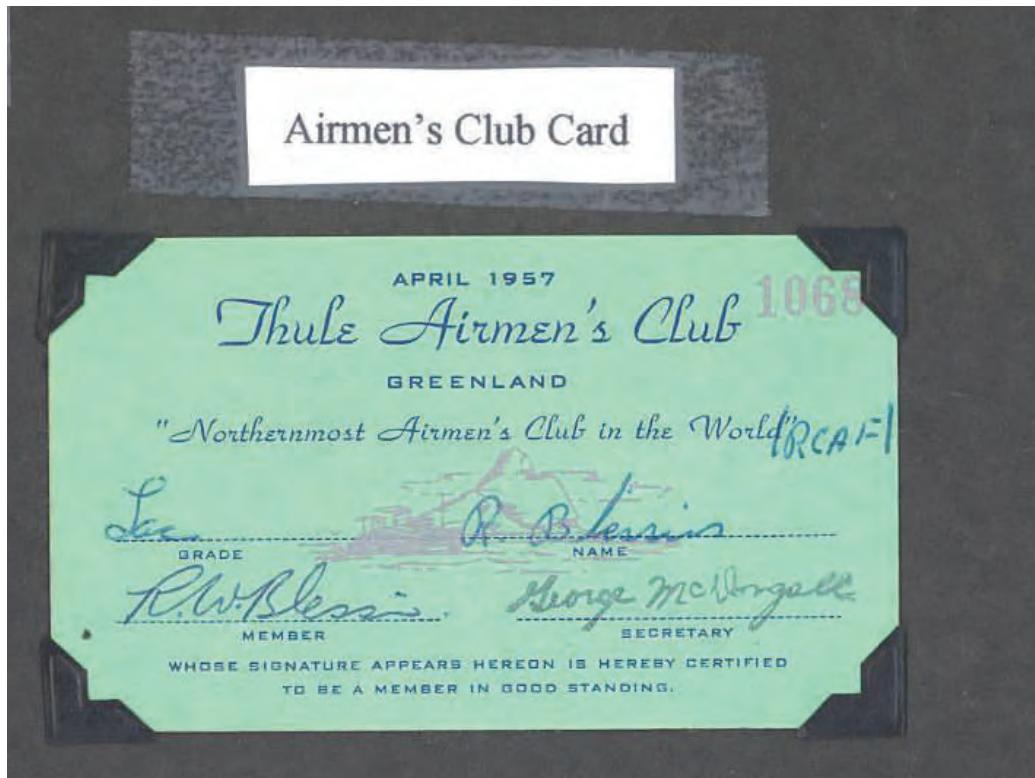


Mt Dundas with Danish Village at right



Glaciers and icebergs in Wolstenholme Fjord

Airmen's Club Card



Ron Blessin at a
one-Arm Bandit
Thule Airmen's Club



Brown examining waste discharge bucket at barracks entrance. It smelled bad!



Devon Island Shoran Site – 1957 Operation



View from the tower



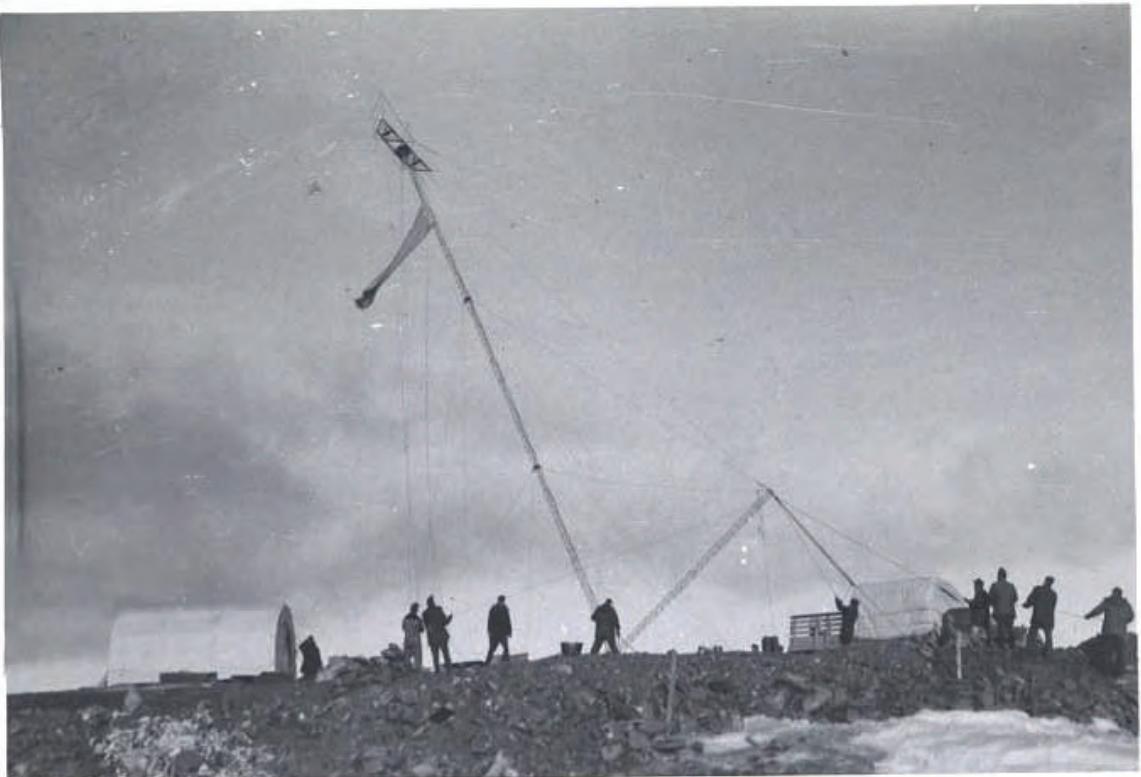
Crowston and Chuck Bachman on polar bear patrol



Lee, Edge and Richards



JUNE 1957



JUNE 1957



Dismantling Thule Shoran Site at end of 1957 Shoran Operation

JUNE 1957



JUNE 1957



Letters and Requests

Name:

Kathleen Carlow
E-mail: samaleen@shaw.ca

Comment:

My great uncle Ab, A..E.Fowell died 15 June 1943, his nick name was Chick. He kept an autograph book during the war.

I was just curious about the circumstances of his death as I am doing my family tree. Someone was trying to get the hatch open so he could parachute out but they were unsuccessful so he told them to save themselves and leave him. He was supposed to be on leave that day, flying home but someone else used his name and left for leave in his place.

That is the story we were told by the survivors after the war.

Thank-you! Kath

Name: gezim elshani LA
E-mail: gelshani@hotmail.com
Location: Glogovc, Kosovo

Affiliation with unit
408 & 430

Comment:

Greetings from Kosovo.

Just wanted to greet you all, letting you know that you will always are in our hearts and minds, please post more pictures of Canadian peacekeepers that served in Kosovo. I worked for Canadian forces as language assistant, but I still remain a part of that lovely family.

Subject: FLT. LT. Douglas C. Teskey
From: "JimTeskey" <jimteskey@knet.ca>
To: <museum@forfreedom.ca>
Date: Wed, May 16, 2007 3:15 pm

I'm sending this off in hopes that you might be able to assist me in finding more information about my father, FLT. LT. Douglas C. Teskey who served with 408 Squadron out of Linton-on-Ouse.

I actually have more information about my uncle than my father, but not from Dad himself. He didn't speak of that part of his life and losing his younger and only sibling, Stan.

My father passed away almost ten years ago.

My uncle, Flight Sergeant Stanley James Teskey RCAF (J/95517) Halifax VII serial NP820 code OW-W from 426 Squadron, died in a mid-air collision 25/04/1945 after taking off from RAF Linton-on-Ouse, North Yorkshire in an operation to the coastal batteries at Wangerooge on the Frisian Islands.

Stan's aircraft collided in the target area with Halifax VII serial NP796 code EQ-M from 408 Squadron also from RAF Linton-on-Ouse.

I'd at least like to find as much information about Dad, including his serial number, aircraft type, serial number & code, decorations, etc., if you can help or put me onto the best heading for these.

I'd also like to find the names of Dad's crew if possible.

Sincerely,

James Douglas Teskey
Education Advisor
Keewaytinook Okimakanak Tribal Council
Balmertown, Ontario
P0V 1Co
(800) 387-3740 ext 1309
(807) 735-1381 "

Subject: Request for assistance
From: "Glyn and Greta" <glynearl@btinternet.com>
To: <chairman@forfreedom.ca>
Date: Sun, May 27, 2007 8:26 am

Dear Sir/Madam,

I am trying to trace a friend of my father from WWII - a Mr Peter Cheney - who served in the RCAF in North Yorkshire, England between 1944-45. I believe he may have been in your squadron, are you able to confirm this is so?

Yours faithfully

Glyn Earl

:

I depart Canada 17 April '07 to attend ceremonies in Belgium related to my uncle, F/Sgt. George R.M. Warren, RCAF, who was the only casualty resulting from Halifax ZA-A/JD-368 (10 RAF Squadron) being shot down over Haulchin, Belgium, on 28 August 1943. The story is long, suffice to say I will be repatriating a charred remnant of his parachute which has been safeguarded for 65 years by the family on who's farm JD-368 crashed.

He was JD-368's rear-gunner, age 19, from Ottawa; the remainder of the crew safely parachuted, 6 to escape/evade and return to the UK/RAF, one was captured to spend the remainder of the war at Stalag 4B. Among the ceremonies to take place will be a wreath laying at Gosselies Cemetery north east of Haulchin to be attended by serving RAF/RCAF members from SHAPE, Mons; 10 (RAF) Squadron Association members; and others.

I am aware the former CO of 408 Squadron, J.D. Twigg, W/C, is also buried at Gosselies, having been killed on Ops 28 August 1942, exactly one year to the day before my uncle lost his life. I will be placing a small Canadian flag at each of the grave markers of the Canadians buried at Gosselies. Please advise if there is anything else I might do while at the cemetery, on behalf of the family or the association, to further honour Wing Commander Twigg's memory.

Best regards,
Geoff Warren
Powell River, BC

Subject: Decorations & Honours Register

From: "Decorations & Honours Register" <admin@honoursregister.co.uk>

To: <nationalchairman@forfreedom.ca>

Date: Wed, October 17, 2007 8:11 am

Goose Squadron Association

Dear Sir or Madam,

The Decorations and Honours Register is now accepting registrations for the Commemorative Edition to be published in the spring of 2008. We believe that many of your members are eligible for inclusion and we would welcome their entries in this new and unique book.

Registration is free of charge and painless, either via our website

www.honoursregister.co.uk <<http://www.honoursregister.co.uk/>> or by simply sending in an individual's name, list of medals, decorations and/or honours with dates awarded, to us by post to the address shown below. The closing date for registration is 29 February 2008.

Please see our press release <http://www.honoursregister.co.uk/PROct07.pdf> which contains all the information your members should need to participate in this new reference book. Perhaps you may kindly print it off and post it on your member's notice board or mention the Register in your member's magazine or newsletter.

The Register has been featured in the Daily Express, the Daily Telegraph, the British Legion magazine and Medal News. Our Editor, the honours expert Charles Mosley, was recently interviewed on BBC Breakfast and SKY television.

If you would like any more information please do not hesitate to contact the writer. Thanking you in advance for your help and support.

Yours faithfully,

Adrian Checketts

Director

The Decorations & Honours Register

KBC Bournemouth Exchange

23 Hinton Road

Bournemouth

BH1 2EF

admin@honoursregister.co.uk

Telephone 01202 201405

Name: tanky
E-mail: tankyharrison37@ntlworld.com
Found: Linked from another site.
Location: DERBY.ENGLAND

Affiliation with unit
408 SQD

Comment:

My sister in laws father was killed on the evening of the 6/7 june 44.

His Lancaster was (LL643)and his name was Ralf William lowery. her dad was killed when my sister in law was 2yrs old. he was with 408 Squadron. It has taken a long time to find out what happened on that night but we got there in the end.

We will be taking Sheila to the crash site next year with her children and grand children. she is a fantastic lady.

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Subject: Historical request
From: Sean Maloney <sean@seanmmaloney.com>
To: chairman@forfreedom.ca
Date: Fri, September 21, 2007 3:22 pm

Sir:

I am looking for former 408 Sqn members from the 1950s and 1960s that were involved in APEX ROCKET operations. Could you point me in the right direction?

Sincerely,

-Sean M. Maloney, PhD
War Studies Programme
Royal Military College of Canada

Subject: Air gunner HANCHAR Georges during war 40-45ubert
From: "Jacques HANCHAR" <jacques.hanchar@skynet.be>
To: <chairman@forfreedom.ca>
Date: Thu, March 15, 2007 3:48 am

Dear Sirs,

I am the son of HANCHAR Georges C.A. (Belgian nationality) who was member of the 408 th squadron during the war 40-45. He was killed on June 13, 1944 with his Lancaster MKII , immatriculated : DS772 or EQ-T above North of France.

On the plane were also:

F/L Mc Iver HC , pilot RCAF

F/S Goodwin W.H, Bomber RCAF

F/L Pledger (DFC) T.D. , radio and air gunner RCAF

+ two flying officers from the RAF

and another belgian air gunner: F/O Dulait A.J.C.. Air gunner
All Canadian and English airmen are buried in the Avesnes-les-Aubert's cemetery (near Cambrai-France)

I am looking for all information regarding this period of the 408 squadron: photographs, references, books etc.)

Have you any information in your files about this period.

Many thanks in advance.

Best regards,

Jacques HANCHAR
Reeboklaan, 1
3001 Heverlee (Leuven)
B Belgium

Subject: Re: Air gunner HANCHAR Georges during war 40-45
From: "Jacques HANCHAR" <jacques.hanchar@skynet.be>
To: <chairman@forfreedom.ca>
Date: Tue, November 6, 2007 9:48 am

Dear Sirs,

I am very happy to hear from you about my question
I consulted the 2 internet references you mentioned.

As i mentioned before, I am the son of HANCHAR Georges C.A.
(Belgian nationality) who was member of the 408 th squadron during the war 40-45.

He was killed on June 13, 1944 with his Lancaster MKII , immatriculated :

DS772 or EQ-T ; above North of France.

On the plane were also:

F/L Mc Iver HC , pilot RCAF- Nb CAN.J.8169

F/O Wyatt J.H. Navigator-Nb RAF 151 94

F/S Goodwin W.H, Bomber RCAF-Nb CAN.J.86923

F/L Pledger (DFC) T.D. , radio and air gunner RCAF- Nb CAN.J.9694

F/O Dulait A.J.C.. Airgunner RAFSB- Nb RAF 145279

F/O Hanchar C.A.G. AirgunnerRAFSB-Nb RAF 145468

SGT Russel D.Engeneer RAF- Nb 614239

From my side, I got some information you will perhaps appreciate
In fact, 2 years ago, we were invited by the french commune of
Avesnes-les-Aubert (where the plane crashed) for a kind of commemoration in honour of the 7 airmen killed (Canadian consul was present)- A commemorative plate was placed for the 2 Belgian airmen.
In the cemetery, the english and canadian airmen are still buried on a special place

We received a booklet with quite a lot of information regarding the mission (in english and in french) including witnesses from people who attended the crash- I can let you have a copy if it could be of



Course Air gunner squad- I cannot identify the people on the photograph except from left to right first row- the 3rd-my father Hanchar and the 6 th one-Dulait



photograph: return of mission for Dulait A. -H. Mc Iver -D. Russel- and G.Hanchar

