



# 408 “Goose” Squadron Association Newsletter 2008



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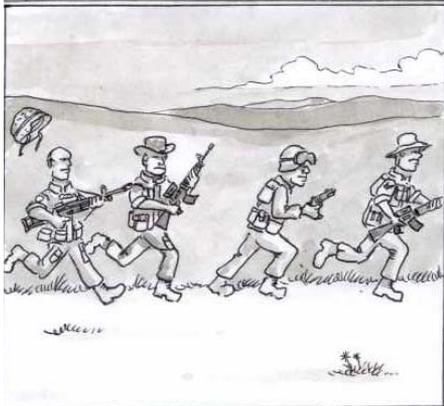
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THE SHOWER TENT



\* SQRF - SHOWER QUICK REACTION FORCE



"THE DUTY CREW WILL STAY IN THE UTTH FLIGHT ROOM"

# 408 Squadron Kosovo 1999

# From the Chairman

For those of you who may remember my comments from newsletters gone by, I undoubtedly sound like a “broken record”, repeating the same things once more with regard to the unit’s operational tempo. I won’t apologize for that as I think it is important that the membership realizes the current high spirited and focused atmosphere here at our squadron. The Air Force is bound for Afghanistan!

The squadron has been training in anticipation of a deployment for over a year. It has maintained a high readiness status within 1 Wing with the capability to meet any contingency that may arise. The unit was chosen as the lead squadron to stand up the CH147D Chinook helicopter to operational flying status in Afghanistan. Aircrew and ground crew within the squadron have been busy training and receiving their endorsements to fly and maintain the airframe in theatre. Squadron members have also received orders and by the time this newsletter is published have left on the advance and main bodies.

It never ceases to amaze me how the Air force can bring all the components of such a massive international operation to fruition. The complexity of the logistics involved is a bit mind numbing if you stop to think about it. Imagine having to compile a list of everything you could possibly need to run an operational flying component, acquiring it, packing it and sending it half way around the world without accepting the possibility of any errors or omissions! That’s the challenge the people of 408 Sqn are presently dealing with. To say the focus and ops tempo is high is a definite understatement. It is without doubt that 408 Sqn is ready and more than up to the challenge. We have done it before in the Sinai, Kosovo, Haiti, and Bosnia and we will do it again in Afghanistan.

The defeat of Germany in WWII, the mapping of Northern Canada and all the domestic and international operations to date have been successful due to the efforts of the airmen and women of this historic unit. We can all be proud of what we have done and of what we are about to do.

I hope you will find the newsletter informative. Please feel free to contact us for assistance and we will be happy to oblige. We are always very grateful to receive articles from the members. Your stories are important and they need to be told.

**FOR FREEDOM**

MWO Rod Fader  
National Chairman  
408 “Goose” Squadron Association

# ***Squadron Activities***

By Capt. Kent Dietrich

It was another exciting, action-packed year for 408 Tactical Helicopter Squadron (THS). Whether it was day or night flying, instrument or tactical flying, supporting troops or proficiency training, air shows or ground training, 408 Squadron was active and was able to show its professionalism throughout.

One of the main roles of tactical aviation is to support the Army on their exercises. With all of the other tasks and proficiency training, as well as such a large area to service, we are not always able to say yes to every request. However, it was still a very busy year on the exercise front. 408 supported Exercise Maple Guardian, at CFB Wainwright, both last autumn as well as this past spring. We also took part in Exercises Winged Warrior (Valcartier), Spartan Strike (Chilliwack), Versatile Sapper (Wainwright), Mercury Spartan (Dundurn), Afghan Cobra (Shilo), Rocky Gander and Crocus Gander.

Of course, supporting our good comrades on the ground comes in more ways than during exercises. Whether at home or south of the line, 408 THS was also able to support such tasks as rappelling training, Forward Air Controller training in Fort Sill (both in November and June), recee trips in the Squamish/Whistler area, a sniper course in Dundurn and other local support roles in Edmonton and Wainwright.

408 THS had the opportunity to support other missions that ranged from Search and Rescue, counter narcotics, transporting the CDS, Generals from Poland and Britain as well as transporting our very own Minister of National Defence. We also hosted our newly appointed 1 Wing Commander Col C. J. Coates.

In order to support other units and agencies 408 aircrew must continually train and keep proficient. Much of this is done on a day-to-day basis, but we also took the opportunity to have larger scale training opportunities throughout the year. These included advanced day and night (on NVGs) formation flying, Close Combat Support (CCA) door gun training, dust ball training and regular door gun training.

This past year marked the end of an era for 408 THS. We have been the proud home to the Sperwer TUAV School for many years now, but all of that came to an end when the government of the day announced

the replacement TUAV program, and the school was shut down immediately. The final class went through in the winter and spring, and then saw its deployment to Afghanistan in September 2008. Many thanks to all who have made the TUAV School another superb aspect of 408's rich history.

Far and away the biggest part of 408 Squadron's year, though, was being the 1 Wing Tactical Aviation high readiness unit. As such, we were the unit on 30 days notice to move where needed, when needed. As the government promised helicopters in Afghanistan by February 2009, 408 was tasked to prepare for the possibility of going to theatre.

This was a huge undertaking that required the efforts of all involved, from the Commanding Officer right through to the newest Private on strength. Preparation training took part in the air and on the ground. We trialed new radar equipment down in California, practiced mountain flying in southeast British Columbia and went on exercise in Arizona to practice high altitude operations as well as "dust ball" operations. We also took door gun training, CCA training and advanced NVG training to new levels.

Several personnel, aircrew and ground crew, were also selected to train on our new Chinook helicopters. They joined others that came from units across Canada to prepare to be the first rotation of Chinook crews and maintainers in Afghanistan.

Ground training was just as important an aspect of preparing for the possibility of Afghanistan. Of course, as all CF personnel must do prior to an overseas tour, all members that were slated to go went through their pre-deployment checks (dental, padre, family support, etc.). They were also trained for regular and combat first aid, plenty of shooting on the ranges as well as many briefings on aspects related to theatre. There was even a simulated digital exercise of operations in Afghanistan that took place at the Lecture Training facility here in Edmonton.

Physical fitness is a top priority to any CF member, especially when preparing to go to theatre. The 408 leadership recognized this and implemented a new regimen of physical training (PT). Twice a week, and in some cases four times per week, the squadron took part in mandatory PT. From runs, to "ruck" marches, 408 THS prepared to challenge the Battle Fitness Test. Ongoing PT will be the outcome of a plan that has been received very well.

/continued

All in all, thanks to our extreme motivation, continued professionalism and superb leadership 408 THS awaits the call to serve if and when the time comes.

So, one would think that it looks like it was a pretty busy year with what was already listed – and it was. But, 408 THS also continued to have a strong showing in the public arena with both air and ground presence. Being able to support community relations events, squadron visits and volunteering in our community is something that makes 408 THS a well rounded unit.

Some of this past year's events included: Meals on Wheels Christmas lunch, CF Day at Portage La Prairie, job fairs, the Calgary Stampede, Capital Ex parade, Red Friday in Edmonton, the Lethbridge air show, Rexall Indy race, CF Appreciation Day at the Calgary Stampede's Labour Day football game, serving breakfast at the Kipnes Veterans home and the Cassie Campbell Floor Hockey tournament in support of Ronald McDonald House. We also took part in the Abbotsford air show with a new ground and air Afghanistan demonstration that captivated the audience for over 15 minutes. Several visits by cadets, day-cares and scouts as well as hosting a young boy dying of cancer who wished to be a "soldier" for a day at CFB Edmonton rounded off an active year in our community.

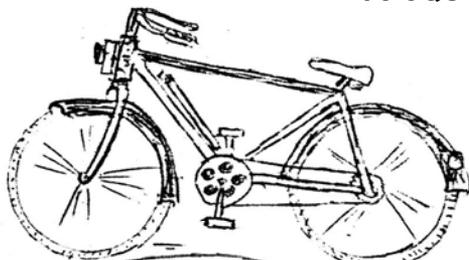
June 24, 2008 marked 408 THS' 67<sup>th</sup> Anniversary. Along with celebrations that included a mess dinner with the 1 Wing Commander, 408 ground crew worked tirelessly to get a 10-ship formation in the air. The CO led the "Geese" for a flight over the Garrison, the city of Edmonton and many surrounding communities (*For Freedom!*)

With all of this work, some fun is in order. To that effect, 408 once again took part in the annual Edmonton Garrison sports competition *Strong Contender*, had its annual Chiefs versus Indians hockey game, many other seasonal activities prior to Christmas (including the annual children's Christmas party which sees Santa arrive in a Griffon), a well-attended Family Day and several sports and bar-be-que days.

From the air to the ground, from work to play, the 408 THS family enjoyed a year that pushed our unit to new and higher levels of readiness and success. This squadron has worked extremely hard and, as you have read, it has accomplished much with the intention to carry on with pride and determination.

The  
*Diary of a Snake Charmer*  
408 Squadron R.C.A.F.

By M. Ridgway  
408 SQUADRON (WW II)



408 ILLEGITMUS  
NON CARBORUNDUM SQD.

# MANNING POOL, WHERE GOOD BOYS

Manning Pool , or Manning Depot , makes no never mind, was located in the mouldering pile known as the Agricultural Buildings in the Exhibition Grounds, Toronto. A place to cause the strong to know fear and turn the weak into gibbering idiots. The former occupants of cattle, sheep and swine had been hastily evacuated but their memory lingered on. The floors had been hastily scraped and scrubbed and it 's endless corridors would soon echo to the commands of gravel-throated NCOs as they began whipping civilians into airmen.

It was just at the beginning of the Canadian National Exhibition and the show ring, the Tanbark, was still in use and it was advisable to watch one' s footsteps when entering corridors leading to the Tanbark or one could end up palling horse hockey. The concrete floor having been the recipient of years of animal droppings, gave off an odour which no amount of deodorant could cover, while an all-over aura of gloom and doom seemed to pervade the entire atmosphere. Truckloads of rookie airmen arrived to vanish into the dark depths of Manning Pool , some never to be seen again, lost and wandering in some forgotten corridor, their names perpetuated only on some faded "Absent Without Leave" roster.

We recruits soon came to expect the same treatment as given to the former inhabitants, we were to be herded like cattle , shorn as in sheep and hauled around by the nose as befits swine. Manning Pool taught us the true meaning of the proud Air Force motto, "Per Ardua ad Astra", had we poor miserable rookies only realized the great amounts of "ardua" we would encounter , we would have hauled our astras to parts unknown and that, right speedily. Morning reveille was accompanied by great amounts of coughing as tortured lungs tried to expel the dust from manure laden air. This phenomena was known as, "Manning Pool TB" and the only known cure was a posting.

Sanitary facilities were most rudimentary, and such facilities will hereby be known by their service appellation, the "Ablutions". Consisting of a long rows of johns which flushed intermittently , it has been Known f or the occupant of the farthest john to receive an extra load of goop while meditating during the flushing process.

These crappers were minus the usual wooden saddlery and murder to ride during frigid weather. This of course had been deliberately planned by the Officer in Charge of Works and Bricks, to condition hitherto as pampered butts to the rigours which might be encountered during their service career. Officer's Ablutions, and I stress, this is merely an unconfirmed rumour, were comparison in Air Force blue plush , while for Group Captains and above , nothing would suffice except the softest of beaver pelt. Washing and shaving were performed At long tin troughs under a dim light and murky mirror for admiring one's face. Battered tin basins were available for the early risers, otherwise you shaved whatever face was closest to your razor. Many bloodstained visages were apparent as this would be the first time for many to have ever had recourse to the bane of daily shaving.

Still in our civilian clothes we learned such basics as proper deportment, the use of kitty litter has already been adequately described. All such training was done by number, and each segment became a "Parade". It became a parade to the Medical Officer to be injected with dread diseases end undergo the humiliating, "Short Arm Inspection. " During short arm inspection, the M.O. made careful scrutiny of your most intimate apparatus while whistling off-key. It should be inscribed i n the Canadian Bill of Rights that no Medical Officer should be allowed to whistle off-key such a grand old classic as the Mill's Brothers, "You always hurt the one you love" , while conducting short arm inspection. Rookies possess no rights, no Union Rep. can threaten strike action and Heaven remains the only recourse, but not to place too much trust in Divine intervention if you miss out on any parade on Station Orders. A further parade to the Station Warrant Officer in charge of discipline

could well come about . The punishment meted out to raw recruits generally -consisted of "policing", this term does not mean to put on an armband and check people in and out at the Main Gate, it is on par with the usual military sick joke of sending out a recruit with a bucket to whitewash the Last Post. To police the grounds meant to pick up garbage and soggy cigarette butts while kitchen police washed great mounds of tin plates in the Mess Hall.

Arms and shoulders still stiff from the "nocks ", a parade to Stores to be outfitted as becomes an airman, to shed the last vestige of civilian life, had been decreed. There will be only the two sizes to choose from, too large and too small , but somehow you stagger away from stores laden with such items as:

Coats, Great warm, airmen for the use of.

Tunics, melton, blue, ditto. Boots, ankle , leather .

Ties, cotton, black, two in number.

Shirts, flannel , grey, two in number.

Knives , clasp.

Knives, clasp proved something of an enigma, it was equipped with a huge blade and a toad stabber, those From Western ranch land said it was a Ferrier's knife for paring horse's hooves and the stabber for removing stones from same. The people from the Great Lakes region averred it was a naval type for cutting and splicing ropes. Whatever the origin, all agreed some supplier had made a killing on knife's clasp. Heavily laden we rookies had to run the gauntlet of a swarm of hustlers. For a fee, these wise lads would sew on your Foo Birds, paint warlike designs on kitbags and insert extra cloth into the pipe stem trouser legs so the feet would protrude sufficiently to receive the boots, ankle. Most of the rookies took advantage of the services offered, we all wished to appear as veterans of at least two weeks and jeer at those still clad in civvies. Most of all, we wanted to be issued a pass, no uniform, no pass.

Recruit passes were always in the small economy size , 48s and more being reserved for Officers and Clerical Staff. With the pass came added responsibilities, conduct becoming an airman must be maintained at all times, the words of the "Purple Garter" song must be fully memorized to be sung at Double Forte on t he last tram back to depot. The charms of the Burlap Sisters of Hogtown must not be taken advantage of, Sister sy-Phyllis especially. As a Incentive to fore go the pleasures of the flesh ,extra short" arm inspections took place . During such inspections, a curious phenomena n. it seems as t he embarrassed blush is not confined to the face alone, there were those who had survived this procedure many times who turned not a hair, and there were also those whose standard equipment sported a bluish tinge , doubtless from some medication

Here we have a patriotic display never seen in public, red, white and blue. These very colours grace the sides of aircraft in the form of roundels , could there be any connection? Naw, just coincidence!

Assembled in "Flights" under a tough NCO we were made known the ritual War Dances of the military minds .

Costumed in stiff blue serge we did such strange manoeuvres as: He ads right. Heads left. Stamp your feet. Swing your arms. Shuffle. These rituals are known as "Foot Drill" and are designed to show the left foot from t he right.

"Not that left foot , dummy, the other one!"

We were drilled in units of one and in columns of bunches to the accompaniment of ribald shouts from off -duty onlookers, "Anyone here from the West? ".,and let no homesick rookie respond for he would be invited to perform a most difficult and obscene act with the Western Provinces. For the music lovers, there were band concerts on the Parade Square. The bandsmen blew great quantities of wind for short periods and then right-wheeled off the square into such places where bandsmen hide and we, poor slobs, were left to "pick 'em up and set 'em down" on a route march.

A military courtesy between officers and enlisted men which dates from pre-historic times is taught ,this is known as the "Salute". Salutes are given

from any position, to the front or to the side, on the march, riding a bicycle or sitting in a bath tub, but, ONLY IF YOU ARE WEARING A HAT. The salute is taught by number, "Longest way up, shortest way down, at the count of three...••••• SALUTE!. On the salute to the right, the thumb must be held rigidly and not let stray downwards to the nose in that disgraceful gesture known as "cocking the snoot", no matter how richly deserved and the temptation almost unbearable. Salutes are given on the march to officers, of course, but mainly to pretty girls. On the command, EYES RIGHT, the head and eyes are turned smartly to the right. With the command, EYES FRONT, the eyeballs will be returned with a click. In actual practice, the clicking can be produced by the tongue, eyeball clicking is a nuisance and only practised by budding disciplinarians who have never been known for their keen powers of observation. To salute is to honour the commission the officer represents but fail to salute and it will not be a piece of parchment which tears off a strip but a frustrated man in a flat hat.

At least once during the chrysalis stage, the Articles of War, especially the Riot Act will be read for your benefit. In the measured tones of the King James Bible, it lays out and lovingly describes the tortures which may be inflicted to a transgressor. Each chapter and verse begins...••Should an airman, whilst on Active Service, commit the crime of...•••••here would follow the description of the crime, such as spitting on the sidewalk...••he shall be dealt with as in this act mentioned. The reader, generally the S.W.D., then rolls off his tongue such delights as:

Burning at the stake.

Drawing and quartering.

The embrace of the Iron Maiden.

Thumsc:rews and the rack.

During all the readings, the Medical staff were kept on full "Red Alert" to quickly revive some rookie who had Fainted during the gruesome recital. Revivals were swift so not one delicious turn of the thumbs crews would be missed.

Many lectures of a moral nature had to be endured. Our generation had been brought up in the strict Victorian code of "spare the rod and spoil the child", the use of profanity was punished by washing out the mouth with strong soap and the closest we had come to Capital L "Life" was taking a peek at Nudist Magazine in the Library or looking through the Police Gazette at the barbershop. This is not intended to presume that we were all as pure as the new driven snow, although some mild necking in the back seat of a car had occurred on occasion, but we were not nearly so sophisticated as today's modern youngster. The lectures as delivered in Manning Pool could have been lifted, chapter and verse , from t he serious talks given to small boys before Confirmation by Anglican ministers. Little boys who played with themselves went to Insane Asylums, there would be no re-  
prieve, you went bonkers .

In the earlier days of the Air Force, there were no service cooks and a large restaurant chain catered to Manning Depot . The shareholders of the chain became Filthy rich on the amounts of *Food* which had to be tipped directly into the swill barrels. We "Spraggs" (another term For rookies), kept body and soul together by hamburgers, hot dogs and chocolate milk from the "Y" canteen.

By this time we had been taught our left From right Foot , how to salute, and some very basic Foot drill . It became time to move on to greater glory. Daily Routine Orders were checked nightly to see if your name had ap-  
peared. Our flight of prospective Instrument Makers drew the Repair Depot in Ottawa and we were not unhappy to leave Manning Pool and it's brand of TB, a little apprehensive possibly but we climbed aboard the midnight train to Ottawa laden with kit to learn further ways of becoming airmen of his Majesty's Blooming Air works.



# Canada Increases Air Capabilities in Afghanistan

BG - 08-027 - November 25, 2008

The Canadian Forces will soon be deploying personnel and equipment for the stand up of the Joint Task Force Afghanistan (JTFA) – Air Wing. The Air Wing will be composed of CH-147 D Chinook medium-to-heavy lift helicopters, Heron Unmanned Aerial Vehicles (UAV) and CH-146 Griffon helicopters. The Wing will be composed of approximately 250 personnel from across Canada.

The Government identified the need for additional helicopters and high performance Unmanned Aerial Vehicles (UAVs) in Afghanistan. On August 7, 2008, the Government of Canada announced that it had put in place contracts to acquire this additional air capacity, thereby addressing the conditions in the March 13, 2008 parliamentary motion and the recommendation made by the Independent Panel on Canada's Future Role in Afghanistan.

The Government of Canada is committed to ensuring that the Canadian Forces (CF) have the people, equipment, and support they need to meet the nation's long-term domestic and international security challenges. The acquisition of C-17 strategic lift, Hercules tactical lift and Chinook D and F medium-to-heavy lift helicopters, commercial charter helicopters and UAVs ensures that the Canadian Forces have the air assets necessary to undertake any mission asked of them. These capabilities will ensure that Canada is able to play a leadership role abroad and make a meaningful contribution to international security while also protecting Canada's national sovereignty.

## I. CH-146 Griffon Helicopters

Recognizing the risks of moving personnel by air in Afghanistan, the Government of Canada announced the deployment of eight CH-146 Griffon helicopters and personnel from 408 Tactical Helicopter Squadron based in Edmonton, Alberta. The helicopter has played a key role in many national and international humanitarian relief operations, including those for Manitoba's Red River flood (Operation Assistance) in 1997; Eastern Canada's ice storm (Operation Recuperation) in 1998; and the United Nations effort to stabilize Haiti (Operation Halo) in 2004.

To support the helicopter escort role, the Griffon is being equipped with electro-optical/infrared sensors that can be installed on the Griffon along with other equipment to allow for the operation of the sensor for Intelligence, Surveillance and Reconnaissance (ISR) and escort tasks.

To further support the escort role, the Griffon is being equipped with a significantly-enhanced weapon system with increased calibre and a higher rate-of-fire than the current self-defence door gun. As there is significant integration work to be accomplished to put this capability in place by early-Summer 2009, an interim weapon is being fitted to the Griffon to provide an enhanced armament capability to escort the Chinook helicopter commencing in early 2009. The interim armament enhancement will provide the Griffon with a higher rate-of-fire and a greater ability to sustain such fire compared to the existing door gun.

In order to allow the Griffons to operate in the heat and altitude of Afghanistan, operational and engineering staffs have identified non-essential equipment that can be removed from the Griffon. The removal of the equipment will permit the carriage of greater fuel loads for extended range, additional mission equipment, or provide additional safety margin for operation at higher altitudes.

Griffon crews have been conducting extensive integration training with Canadian army units that they would support in Afghanistan. This training included aerial fire support and airborne control of other aerial weapon systems in direct support of army personnel on the ground. Griffon crews have also conducted "hot and high" flying training at locations in the United States that replicate the conditions in the Afghanistan theatre of operations. This training included advanced tactics, night vision goggle training, mountain flying and practice with 'dust-ball' landings commonly experienced by aircrew operating in Afghanistan. Training also included mission rehearsal exercises and scenario simulations that have emphasized command and control, leadership and decision-making in support of integrated air-land operations, in particular, the tactical integration of Griffon and Chinook helicopters together in Afghanistan.

## **February 2009:**

The six Chinook D-model helicopters will significantly enhance the mobility and flexibility of the CF while the Griffons will fly alongside the aircraft providing tactical escort support.

## II. Medium Helicopter Lift Capacity:

When helicopters are unavailable, troops are at greater risk of ambushes, land mines and improvised explosive devices. The existing NATO pool of resources has a shortfall in available airlift requirements and is unable to consistently meet Canadian needs

Canada signed an agreement with the US Government to acquire six used Chinook D-model helicopters through a Foreign Military Sales Agreement. These military helicopters will be used to fly missions for Canada and NATO countries and will be available for operations by February 2009. The addition of Canadian operated Chinooks meets a number of the CFs operational requirements, including conducting independent operations and providing airlift for troops.

### ***Immediate Needs:***

To address the immediate needs of the Task Force, the Government secured chartered commercial helicopters. These helicopters began operating in November 2008 and primarily conduct resupply missions.

### ***Beyond Afghanistan:***

In March 2008, the Government announced that a Request for Proposal had been issued to Boeing Co. to acquire 16 medium-to-heavy lift Chinook F model helicopters. These will be used to meet the Canadian Forces' longstanding medium-to-heavy lift requirements for the next twenty years. Delivery is expected in 2012. It is anticipated that the F-models will be operational in 2013.



# 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](http://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.

# Battle Fitness Test 2008





Squadron Padre



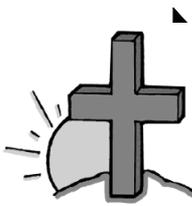
Squadron Honourary Colonel



Fireman's Carry



Pea Gravel



# 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

Allan Stables

Sam Davidson

Jim Mitchell

Albert Mills

# MEMORIES FROM THE PAST

The Squadron Association would like to acknowledge the use of the following photos by Al Ellis.

LAC ELLIS A.B. R174683 (ABBIE)



1944 Linton-on-Ouse



2007





TEMPORARY MEAL CARD

THIS Airman No. R-174683 Rank LAC  
 Name ELLIS AB is on Temporary  
 duty on RCAF STATION Whitehorse, Y.T.  
 from 0800 hrs 1-12-46 To 0800 hrs 1-12-46  
 and is entitled to eat in the  
 mess.

*J. A. Rosa*  
 F/S J.A. ROSA S.W.O.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
JAN	LONDON TRANSPORT														JUL
FEB	H.M. & ALLIED FORCES ON LEAVE (In Uniform) DAY TICKET														AUG
MAR	Issued subject to the By-Laws, Regulations and Conditions of the Board and to the Special Conditions relating to Check Tickets Available after 10.30 a.m.														SEP
APR	on day of issue only for unlimited travel within limits shown on back hereof.														OCT
MAY	THIS TICKET MUST BE GIVEN UP ON COMPLETION OF FINAL JOURNEY. Not Transferable														NOV
JUN	Fare 1s. Od. 14 54546														DEC
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

Troop Space E-2 TWO

MEAL HOURS  
 (2nd. Sitting)

Breakfast	7.45 a.m.
Dinner	12.15 p.m.
Supper	5.45 p.m.

Please retain this card and produce at Dining Room Entrance each meal.

No. V0  
 No. of Vehicle 3461

Make and description of Vehicle } Carton  
500cc

R-174683 LAC ELLIS AB

Valid until 1-12-46

*J. A. Rosa*  
 Issuing Officer.

**KHAKI CLUB**  
 1221 OSBORNE STREET

BED No. 100  
 DATE DEC 11 1945

*A.B.*

ROYAL CANADIAN AIR FORCE

Temporary Identification Card, Gate Pass & Meal Card

NAME R-174683 ELLIS AB NUMBER R-174683

RANK LAC A. B. Ellis  
 Signature

Issued at Edmonton Release Section, Edmonton, Alberta  
 Date 2/14/46  
 O.C.F. STATION EDMONTON, N.W.A.C.

Issuing Officer *J. A. Rosa*

Not valid unless stamped with RCAF Orderly Room Stamp  
 THIS IS NOT GOOD FOR ISSUE OF GOVERNMENT LICENSE PERMIT

**BIRMINGHAM SERVICES CLUB.**

DATE 6/11/43 Room 10  
 Bed 99  
 Locker

NAME A. B.

The Committee cannot accept responsibility for any Equipment, Clothing, Valuables, or other articles, brought into the Club.

BEDS MAY NOT BE KEPT AFTER 12-30 A.M. UNLESS OFFICE IS WARNED

1/





# SHORAN OPERATIONS

The following is from the Annual Historical records for the Squadron during the Shoran Operations in 1955

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2 During a preliminary survey of the area by the CO 408 Sqn in February 1955 it was decided to use Whitehorse as the main base with Norman Wells as a satellite base for re-fuelling, minor repair and communication. Station Whitehorse would be required to accommodate approximately 55 officers, 44 NCOs and 81 airmen permanently, plus an additional 44 ground station personnel as circumstances warranted.

3 A training period, in preparation for the 1955 Shoran operation, took place in March and April during which one hundred hours were flown in Lancaster aircraft. Two shoran ground stations were installed for this training, one at Shelburne, Ont, and one at Rockcliffe. During this period fourteen shoran operators were given training and four crews of aircrew officers were brought up to operational standard. Lectures were given by personnel from Geodetic Survey of Canada, and the operations officer. This training period was necessitated by the transfer of a large number of experienced personnel the previous fall.

4 Operations began at Whitehorse with the arrival of two Lancasters on 30 May 55. Already in position at that time were two Dakotas, followed by three Cansos the next day and two Otters on 2 Jun 55. The first two days were spent on reconnaissance and planning with the first station, Galena, being installed by Dakota on 2 Jun. Durwash was installed the next day and the first line attempted 4 Jun, without success. Considerable difficulty was experienced with ground and airborne equipment, and it was not until 7 Jun that the first eight transits were completed.

5 Initial progress was slower than estimated due to difficulties encountered with shoran equipment and aircraft unserviceabilities. With the arrival of two more Lancasters in the middle of Jun, some relief was afforded and aircraft unserviceabilities reduced. The difficulties with the obsolescent airborne shoran were reduced at a greater rate. All the lines of the original operation order were either completed or attempted and found impossible by 25 Jul, eight days ahead of the estimated date of completion. Between 12 and 17 Aug two Lancasters were grounded at Norman Wells because the air strip became a sea of mud after moderate rains. As these two aircraft had the only two airborne shoran sets aboard it was necessary to retrieve them. During this period, one Lancaster flew in the early morning with another standing by to take over should it become unserviceable. If the first aircraft was able to complete its mission, the stand-by aircraft would replace it in the Shoran area toward the end of its endurance. This program was found to make full use of the four shoran aircraft and crews, and to allow time for maintenance and crew rest.

6 Upon completion of the original operation, there followed a period of re-organization and preparation for the assault on the portion of the chain reaching into the Arctic Islands. It was planned to complete as much as possible of the shoran on Banks and Victoria Islands, since this area was closer to Whitehorse than any other suitable base. In view of this, it was desirable to complete this portion while facilities were already set up in the area. The first transit of the Arctic Chain was flown on 7 Aug, but progress was extremely slow. The major delay to this portion of the operation was caused by runway unserviceability at Norman Wells. On 16 Aug the airborne shoran equipment was flown out by an Otter on floats for

installation in the two remaining Lancasters at Whitehorse. The remainder of the operation was flown mainly from Whitehorse, because only a small amount of rain was needed to render the Norman Wells strip unserviceable.

7 Although several attempts were made under different atmospheric conditions, five lines in the mountainous area surrounding Whitehorse were not completed. Lines twelve, seventeen, eighteen, twenty and twenty-two were attempted at heights varying from 26,000 to 29,000 ft the maximum altitude for Lancaster aircraft loaded with Shoran equipment and crew. These lines could not be completed due to weak and unsatisfactory return pulses, apparently caused by distance and intervening high terrain. In the Arctic Island area, lines seventy-one and seventy-three were also not completed.

8 The shoran support section of the operation consisted of three Cansos, two Dakotas and two Otters aircraft. The detachment also had part time use of one Piasecki H21 helicopter. Flying under IFR Conditions in mountainous areas presented problems for Cansos and Dakotas. Since the safety height was usually higher than the single engine performance of the aircraft, only VFR flights could be made by these aircraft, which often necessitated longer routes following the river valleys.

9 Supply-dropping by parachute was utilized quite successfully using Dakotas. At Stations Chapman and Pear, 3,000 and 2,800 pounds of non-breakable material were dropped successfully by parachute, thereby reducing the amount which had to be flown in by Otter and carried up to the site by pack-board. Another 3,200 pounds of supplies were dropped in re-supplying stations, giving a total of 9,000 pounds dropped during the course of the summer with the loss of only one ten gallon barrel of gasoline, due to chute failure.

10 The Piasecki H-21 helicopter acquired on a loan basis from Station Whitehorse was used very successfully on the installation of Chapman, and at Canyon to lift equipment in after a fire. It was also used on the removal of Mon 164. Gold and Chapman. The helicopter was a tremendous asset during installations and removal of these difficult sites.

11 Shoran support in the Arctic Islands was complicated by the great distance of the sites from refuelling points. Whenever possible sufficient fuel for a flight was taken from Norman Wells. Arrangements were also made to use fuel from chaches in connection with DEW Line work.

12 The afternoon buildup of heavy cumulus and cumulonimbus clouds over the Ogilvie and MacKenzie Ranges hampered the line flying on a number of occasions but was never serious enough to warrant a change to night flying as had been anticipated. Icing, low ceilings, and visibility at base caused most of the weather delay to the survey section of the operation. Similarly, flying in connection with Shoran support was very often delayed by fog and low stratus, especially in the Arctic Islands and coastal regions. High surface winds with estimated gusts at 70-80 knots caused flooding and consequently unserviceable ground stations at Stanton and Kittigazuit. A delay in removal of the stations at the end of Aug was also caused by high surface winds. Low surface temperatures at the end of August were beginning to affect the operation by making seaplane operations hazardous. On 27 Aug when the last equipment was removed from Banks Island by Canso, new ice had begun to form on the shoreline of the small freshwater lake where the aircraft landed.

# Shoran Thule Greenland



TIME 1957



# Letters and Requests

Subject: Fl Lt Jack A. Wall.  
From: "Vincent Hemmings" <miller@waitrose.com>  
To: <chairman@forfreedom.ca>  
Date: Sun, April 6, 2008 8:49 am

Dear Sir,

I am an Aviation History who has researched the local airfield near to my home. The airfield in question is RAF Bassingbourn. I was 8 when WW II started and I witnessed the comings and going from this airfield and RAF Steeple Morden.

When you become a researcher you often get involved with other incidents which have no relation to RAF Bassingbourn or RAF Steeple Morden. Recently I have been contacted by an Australian who had a relation Fl Lt Jack. A. Wall, service number 403969 who flew with 408 Squadron from RAF Oakham and bailed out of his aircraft on 27th July 1942. This has been confirmed by Mrs Judy Adams who now runs the Caperpillar Club. Fl Lt Wall was the only member of the crew to bail out. Looking at Fl Lt Wall Record of Service this must have happened in England. Do you have any information on this incident in the Squadron's Records.

Thanking you in anticipation,

Yours sincerely,  
Vincent. A Hemmings.

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Name: Pete  
E-mail: sundowner@minidata.co.nz  
Found: Found using a search engine.  
Location: New zealand

My uncle, serving with 408 was lost night of 9 Nov 1941 Sgt Evan B.T.M. Robertson ,Buried with the other crew members in Westkerke Churchyard, the smallest Commonwealth War Graves Commission cemetery. Can someone answer a question? All records say 408 was flying Hampton's at the time. My uncle was Observer on a Wellington the night he was killed. The pilot was a Canadian, wireless operator and gunner English, and my uncle a New Zealander. Crew of 4,so it was a Wellington

I am researching my late uncle's Second World War career. He was Warrant Officer James Albert Squires 1623565. >From August to December 1944 he was posted to 408 (Goose) Squadron at RAF Linton on Ouse in the UK to gain operational experience on Halifax aircraft as a second pilot. I have my uncle's Flying Log Book for the period but although he lists the posting he does not list any of the flights that he made for this period. Do you have any record of my uncle's flights with 408 Sqn?

Thanks

Jim Squires<jim.squires@metoffice.gov.uk>

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Subject: Wing Commander Jacobs DFC  
From: STEPHEN DARLOW <stephen.darlow@btinternet.com>  
To: chairman@forfreedom.ca, stephen.darlow@btinternet.com  
Date: Wed, April 16, 2008 1:10 am

Dear Sir

I am a military aviation author and researcher and I am currently looking at writing an article on a 408 Squadron crew - following a recent visit to the Reichswald War Cemetery.

I publish an online e-zine Fighting High (<http://www.stevedarlow.co.uk/fightinghigh.htm>) - and one of the regular articles is 'Where the Airmen Lie'. I am considering an article concerning the crew of Wing Commander Jacobs DFC - shot down on 22/23 May 1944. I can use the archives here in England to research the circumstances around the loss - but I wonder if you could help at all to locate any photographs of W/C Jacobs and his crew - (Lancaster II LL723 EQ-H) F/S J P Young, P/O M Henderson, F/L T R McDougall DFC & Bar, F/O J B Dallyn, F/O P M Hughes, F/L J R Hanson, F/O L E Morgan, F/O W G Philpot.

Hopefully you won't mind my request and I look forward to hearing from you.

With thanks

Steve Darlows BSc  
Military Aviation Author  
[www.stevedarlow.co.uk](http://www.stevedarlow.co.uk)



Hello,

As you can read in the mail attached, I'm looking of any information about a Halifax HR655 belonging to 408 RCAF squadron which crashed in Brittany on February 7th, 1943.

I'm in touch with RAF historical society which forwarded your webpage.

I'm looking for evidence about the aircraft, but a lot of elements make me thing about HR655 at the crash spot.

I really need your help to get as much as possible photo, family contacts .... to go ahead.

Photos is quite important as a woman still remember vcery well the face of a gunner who was hanged in a tree with its parachute.

The whole crew is buried at Guidel cemetery where I shot all tombstones.

Of course, all my investigations will be forwarded to you.

If you do read french, have a glance to <http://www.absa39-45.asso.fr/>

Best regards.

Philippe Jegousse  
47 Rue Voltaire  
92300 Levallois Perret  
pjegousse@free.fr

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Name: Scott McGill  
E-mail: keeping6@hotmail.com  
Found: From a friend.  
Location: Niagara Falls, Ontario

I was hoping that someone would remember my great uncle Flying Officer JOHN NICHOLAS KERRY J/37220, 408 Sqdn., Royal Canadian Air Force who died age 23 on 11 September 1944

If anyone remember John (Jack), can you please contact me by email: keeping6@hotmail.com.

Name: Alison Woods  
E-mail: m\_haylor@hotmail.com  
Found: Found using a search engine.  
Location: Ontario, Canada

Affiliation with unit  
Ronald George Barclay Shea

Comment:

I am hoping someone can remember my great uncle Ronald. He was a Sgt (Flt/Engr) and died November 24 1943 at 20 years old. We know nothing of that day, other than we think he was shot down. Any photos, information or even stories from anyone who remembers him would be really great for my mother. Thank you.



Name: Angela Fish  
E-mail: angelfishsoton@hotmail.com  
Found: Linked from another site.  
Location: hampshire england

Affiliation with unit  
my father George Wilson

Comment:

I am trying to find out more about my fathers wartime exploits with the squadron he was a flight sergeant engineer flying Halifax's from Linton his pilot was I think called Lou pitou I would like any info poss. thanks



Name: Tony  
E-mail: tony\_bruno@hotmail.com  
Found: Found using a search engine.  
Location: Windsor Ontario Canada

Found this site while looking for information in regards to my cousin F/O Wilbert Timmins of Lancaster Mk II, LL699, coded EQ -C.

He and his crew were lost over Brunswick on Jan 14, 1944. Also seeking information on F/O W. Glen who became POW and only survivor of this crew. Would appreciate ANY information on any of this crew, listed here Sgt Tattersfield, F/O W. Glen, F/Sgt A. Williams, F/Sgt G. Deighton, F/Sgt M. Wiper and Sgt Leo Carr.

Dear Sir,

I wrote to you before but have more information and would like to ask a question.

My father was a navigator Pilot with the Goose Squadron ww2 he told me of a daring mission he and another were sent on but #408 Squadron service records do not tell of this mission he original told me that he did a recon mission in a bomber he loved the Lancaster and talked about it this was not the bomber he used, in the recon mission he used a Mosquito recon plane with no weapons or bombs he said he flew up the Ruhr Valley in broad daylight to photo what was at the base of the Moehne Dam (the photos showed a row of trees) Bomber Command had High up photos and was worried that the row was a row of anti air craft guns.

Dad said he got an award for his dare devil mission I was wondering if there is anyone who knows of this mission and the award as the 617 squadron is calling him a liar.

My father is a retired medical doctor how dare they treat a man that has done so much for mankind with such disrespect.

"Lest We Forget"

I hope you can help in this important situation.

Thank you

Gregory Cragg. <cragg@telus.net>

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Hello:

My wife and I are compiling an history of her brother, Flight Sergeant Reginald McLeod Hicks (8182956) who was killed when his Halifax II crashed near Bonneleau, about 20 km from Poix, France early on July 4th, 1943. We have reasonably complete details of his time with 408 Squadron, but nowhere have we been able to find the cause of the fatal crash - enemy action, or an aircraft malfunction. As one crew member, Sergeant Paul Emile Cote, a Canadian, survived we wonder if he ever provided details of the crash. The Halifax II was EQ-C, serial JB 796.

We look forward to your comments and thank you for any details you may be able to provide.

Regards,

Brian Walton <brian@thermacoustics.com>



