

Summer 2026

WARRIOR

***BE PART OF
THE STORY.***

Ensuring a Legacy of Canadian
Military Maritime Aviation.

Robinson



English

In 2021, the then Commodore Josée Kurtz became the first woman to be appointed commandant and vice-chancellor of the Royal Military College; this was just one of many in a long list of incredible firsts for Rear-Admiral Kurtz.

In 2009 she was appointed commanding officer of the HMCS Halifax, becoming the first woman in Canadian Forces history to command a major warship. A year later, she became the first woman chief of staff to the commander of the Canadian Fleet Atlantic in Halifax.

In 2019 she achieved another milestone when she was appointed commander of Standing NATO Maritime Group 2, the alliance's fleet in the Mediterranean and Black Sea region; she was the first woman to command an SNMG. Most recently, she was promoted to Rear-Admiral and was appointed commander Maritime Forces Atlantic, becoming the first woman to be responsible for fleet training and operations on the eastern coast of Canada.

Français

En 2021, Josée Kurtz, alors commodore, devient la première femme à être nommée commandante et vice-chancelière du Collège militaire royal, ce qui n'est qu'un exemple parmi d'autres d'une longue liste de ses incroyables premières.

En 2009, elle est nommée commandante du NCSM Halifax, devenant ainsi la première femme de l'histoire des Forces canadiennes à être aux commandes d'un grand navire de guerre. Un an plus tard, elle devient la première femme chef d'état-major du commandant de la Flotte canadienne de l'Atlantique à Halifax.

En 2019, elle franchit un nouveau jalon quand elle est nommée commandante du 2e Groupe maritime permanent OTAN, la flotte de l'alliance dans la région de la Méditerranée et de la mer Noire; elle est la première femme à diriger un tel groupe. Plus récemment, elle est promue contre-amirale et nommée commandante des Forces maritimes de l'Atlantique, devenant ainsi la première femme responsable de l'instruction et des opérations de la flotte sur la côte Est du Canada.

RMC Canada CMR
Facebook Page

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Thank you to Danielle Wezenbeek for all her design work and dedication to the production of the Warrior.



"Commodore Josée Kurtz, Commander of Standing NATO Maritime Group 2 (left), speaks with Commander Rafael Delgado Carpenter (right) during a visit to the Spanish ship ESPS PATIA'O on October 23, 2019. Photo: Corporal Braden Trudeau, Trinity - Formation Imaging Services RP24-2019-0055-013



"Commodore Josée Kurtz (right), Leading Seaman McManus and members of her NATO staff from Spain, Turkey, Greece, Albania, Poland, the United Kingdom and Canada pay their respects to other ships from Standing NATO Maritime Group 2 conducting a combined sail past in the Aegean Sea during Operation REASSURANCE on November 7, 2019. Photo: Corporal Braden Trudeau, Trinity - Formation Imaging Services RP24-2019-0064-005



"Commodore Josée Kurtz, Commander of Standing NATO Maritime Group Two, exits a CH-148 Cyclone helicopter call sign Kingfisher, after flying over the Mediterranean Sea during Operation REASSURANCE on September 5, 2019. Photo: Corporal Braden Trudeau, Trinity - Formation Imaging Services RP24-2019-0039-001



"Commander of Standing NATO Maritime Group Two, Commodore Josée Kurtz, observes a replenishment at sea with US Naval Ship MEDGAREVERS in the Mediterranean Sea during Operation REASSURANCE on August 19, 2019. Photo by: Corporal Braden Trudeau Formation Imaging Services RP24-2019-0027-006

From the Curators Desk

By Christine Hines

Our summer visit season is in full swing and even busier than last summer, despite our reopening excitement in 2025. This is incredibly gratifying, and due in no small part to the huge efforts of many, our incredible Volunteer Corps, the SAM Foundation and many units in 12 Wing who came to help whenever needed.

We welcomed summer student Danielle Wezenbeek back again this season, who continues to provide front-of-house service for our guests. A talented graphic designer in training, Danielle is also working on graphics for improved wayfinding around the museum and other needed materials as we revamp our marketing efforts after reopening. In other staffing news, our two new RCAF members, Class A reservists WO Bruno Duguay and Sgt Ron Dixon, are settling in and working hard at assessing the aircraft and technical collection, and getting our safety program running at peak performance after much upheaval from the renovations. Our new Materiel Manager and Deputy Materiel Manager have made a great contribution to SAM already in their short time on board.

We have some unexpectedly happy news on the exhibit front as a small but significant gap in our Time Capsule exhibit has recently been filled, courtesy of two lovely visitors to SAM last fall. Commander Leo F. Murphy, U.S. Navy (Retired) and Commander Denise A. Murphy, U.S. Naval Reserve (Retired) visited SAM early last October and noticed that we did not have a First World War era USN Aviator's uniform on display. We had one on loan several years ago from another museum, but had been returned after the loan period expired, and struggled to find a replacement since.

As our favourite military air station was originally known as USN Air Station Halifax, this was a significant gap. The Murphys have kindly loaned us a USN aviator's tunic and cover for inclusion in the exhibit, and I couldn't be more pleased. Our most sincere thanks to the Murphy family for this generous support!

The SAM is also hosting a temporary exhibit for the summer, borrowed from

the National Air Force Museum of Canada at 8 Wing. The exhibit, entitled "To the Limit! RCAF Aerobatics in Action" exhibit explores the legacy of Canada's high-flying thrill-seeking aerobatic teams. While a little outside of our core theme, it is very interesting and timely as our SAM team is gearing up to attend Air Show Atlantic later this summer in New Brunswick. While the exhibit doesn't feature the RCN "Grey Ghosts", we hope to augment the display with some Shearwater aerobatic team information. Hope you can drop out and see us this summer!

As ever, thank you for your support as we celebrate a year of being reopened and getting back to normal business!



*Sincerely,
Christine Hines*



President's Message

Summer 2026

As we welcome the summer of 2026, I want to extend warm greetings to our members, volunteers, partners, and friends of the Shearwater Aviation Museum Foundation.

This season is always a special time for the museum, as visitors from near and far come through the doors to learn about the proud Military Maritime Aviation heritage of Shearwater and the people who helped shape it.

The Foundation's work continues because of the dedication of volunteers who believe in preserving our naval aviation history and sharing it with future generations. Whether through supporting events, helping to expand the collection, maintaining exhibits, or assisting behind the scenes, every contribution strengthens the museum and helps keep Shearwater's story alive.

This year, we are also preparing for an important leadership transition. Two valued members of the Foundation will be stepping down over the next year from their positions as Vice President and Treasurer. On behalf of the Foundation,

I want to thank them sincerely for their service, commitment, and steady support.

Their efforts have helped guide our organization and ensure that we remain focused on our mission.

We are now looking for two volunteers to step forward and take on these key roles. The Vice President position offers an opportunity to help shape Foundation priorities, support the President and Board, and contribute

to the museum's continued growth. The Treasurer role is essential to maintaining sound financial oversight and supporting responsible stewardship of Foundation resources.

If you have an interest in serving, or if you know someone who may be well suited to either position, I encourage you to reach out and learn more.

As we move through the summer months, I hope everyone has the chance to visit the museum, reconnect with fellow members, and take pride in the important work we are doing together. Thank you for your continued support of the Shearwater Aviation Museum Foundation. I wish you and your families a safe, enjoyable, and memorable summer.

Jason Miller

**President
Shearwater Aviation Museum Foundation**

Into the Delta

BARNES Pat	April 2026
COPELAND Thomas Henry	July 2026
DEGG Brian Martin "Marty"	July 2025
DOUCETTE Paul Charles	June 2026
HENRY Edwin "Ted" Louis	July 2026
JOHNSON Wayne	July 2026
LEDUC John	January 2026
MACDONALD KC "Clayton"	April 2026
MAILMAN Arnald "Arnie" Edward	June 2026
MCINTOSH John	February 2026
SHORE Robert	February 2026
SNIDER Bryon Kevin	March 2026
WEBB James "Spider"	April 2026

Photo by Büşranur from Pexels.

SAMF

Membership Donation Form



Name

Address

City

Province

Postal Code

Phone

Email

**Membership year is
January 1st – December 31st**

Status:

- ☐ Gold \$250/year
- ☐ Silver \$100/year
- ☐ Bronze \$50/year

Payment Method

- ☐ Cash
- ☐ Cheque
- ☐ e-transfer to
samf@samfoundation.ca

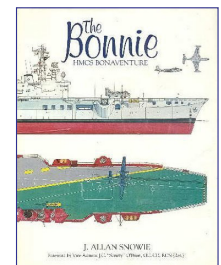
Visa/Mastercard Card #

Exp. Date

CVC

Additional Donation \$

- ☐ Building Fund
- ☐ Restoration
- ☐ Warrior Magazine
- ☐ Dinner Auction
- ☐ In Memory or Honour
- ☐ Bonnie Book \$40
+ \$5 Shipping



If "In Memory or Honour" please provide name and address of recipient for the family to receive a letter of acknowledgement from the office administrator.

Name

Address

City

Prov.

Postal Code

Editor's Note

Warrior Editor / Office Admin
Karen Collacutt- McHarg



Happy Summer to all, I hope you are all well and doing great. Here at the museum, we are all working hard to keep the artifacts well displayed and looking great, thanks to our museum manager, Christine Hines and a fantastic team of volunteers who work hard daily to keep everything running smoothly. A huge part of the success is you, our members, who keep the funds coming in through memberships, ticket draws and our Dinner Auction. We couldn't be successful without your support.

We are going to be drawing for our Rafflebox 50/50 in Aug, so if you haven't already done so, get your tickets today. Our winner in April of \$1445 was June Gillispie.

Our Cloud Nine 50/50 draws are ongoing until the end of August. Congratulations to our winners to date.

Date	Name	Amount	Ticket #
June 3 rd	Jim Clarke	\$300	137
June 10 th	Tom Copeland	\$300	47
June 17 th	Jim Clarke	\$300	139
June 24 th	Allison Neilly	\$300	55
July 1 st	Gordon Crumpler	\$300	222
July 8 th	Jim Clarke	\$300	137
July 15 th	Clint Colquhoun	\$300	433
July 22 nd	Robert Burney	\$300	205

I want to mention a special person in my life who passed on a few weeks ago, Tom Copeland. I have had many great visits with him over the past few years. We even had a lunch date with Deborah Davis, a long-time friend from Ottawa, and he shared many of the adventures of his time in Shearwater and around the world. I will treasure his memory always. **Rest easy, my friend.**

Thomas Henry Copeland

Dec. 17th, 1930 – July 8th 2026

LCdr Thomas "Tom" Copeland, RCN, age 95, passed away peacefully on Wednesday, July 8th, 2026. Born on December 17th, 1930, in Halifax, NS, Tom was the beloved child of Magnolia (Bonnin) and George Henry Copeland. Throughout his life, he was known for his accomplishments and passions surrounding aviation.

Tom dedicated his career to Naval Aviation as a Pilot in HMCS Shearwater, in the HMCS Magnificent Carrier and the HMCS Bonaventure Carrier. Tom was also Air Commander with UN in Kashmir and Northern Pakistan, plus several staff positions in Ottawa, Brussels and Washington D.C.

Above all, Tom cherished family, friends and his neighbors. He will be remembered for his kindness and generosity towards others.

Tom was predeceased by his loving wife Kathleen, sister Frances (Wambolt) and Brother Charles. He is survived by several nieces and nephews.



Cremation has taken place. Respecting his wishes, there will be no visitation or funeral service.



Written by Ernest Cable, SAM Historian

On 6 June 1944, the Allied invasion of Normandy caught the German forces by complete surprise despite the massive build up on Great Britain's southern littoral. The invasion force consisting of supply, troop and combat vessels had no threat from German capital ships, but U-boats (Unterseebootes - submarines) and S-boats (Schnellbootes - fast torpedo boats) were another matter. As soon as the Kriegsmarine (German Navy) realized the immensity of the invasion fleet the S-boats from Cherbourg were the first to attack followed by U-boats swarming from their impenetrable concrete submarine pens along the French coast like angry wasps.

At the time of the invasion, there were close to three dozen U-boats in pens on the coast of the Bay of Biscay (Bordeaux, Brest, La Rochelle, Lorient, and Saint Nazaire), others were returning from Atlantic patrols, and still others were sailing from northern submarine bases in Norway (Bergen, Hammerfest, Kirkenes, Narvik, and Trondheim). The U-boats posed a serious threat and the task of sweeping the approaches to the English Channel and preventing the U-boats from breaking through fell to the crews and aircraft of the RAF Coastal Command's 19 Group.

In the summer of 1944, Coastal Command's 19 Group was a massive organization, with five B-24 Liberator squadrons (53, 206, 224, 311, and 547); the Group also

included 21 squadrons equipped with a cross section of Coastal Command's anti-submarine and anti-shipping aircraft spread out across 11 RAF stations in Devon, Cornwall, and Wales; aircraft types included Handley-Page Hallifaxes, Bristol Beaufighters, Vickers Wellingtons, Short Sunderlands, De Havilland Mosquitoes, Fleet Air Arm Swordfish and Avengers, and four US Navy Privateer (Liberator derivative) squadrons.

As part of the invasion plan, Coastal Command Liberators, as part of "Operation Cork" were tasked with hunting and destroying U-boats in the South Western Approaches and the Bay of Biscay to block the western entrance to the English Channel; while to the northeast, Coastal Command aircraft based in Scotland and Iceland searched the Norwegian Sea and the approaches to North Sea to seal off U-boats and surface ships from the northern entrance to the English Channel. From the night of 5-6 June (D-Day), 19 Group increased their patrols and successfully prevented the U-boats from molesting the invasion ships, but not without cost¹. The long, low-level overwater

¹ The author's father was a member of the RCAF's 162 Squadron based in Reykjavik, Iceland, that deployed to Wick, Scotland just prior to D-Day to seal off the northern end of the English Channel. The squadron's Canso aircraft sank four U-boats and damaged a fifth in the southern Norwegian Sea, at a cost of three aircraft and 13 airmen.

night missions were challenging and dangerous. At the beginning of the Battle of the Atlantic, U-boats surfaced safely during daylight to charge their batteries in the mid-Atlantic Air Gap, an area where U-boats were immune from air attack because anti-submarine aircraft lacked the range to patrol around the convoys in the mid-Atlantic. Advanced technologies such as shore based High Frequency Direction Finding and the commitment of longer-range aircraft equipped with recently developed 10 cm radar produced a dramatic increase in U-boat losses.

The U-boat captains changed tactics by running on the surface at night to recharge their batteries and arming their U-boats with anti-aircraft guns to defend against attacking aircraft. The RAF countered by mounting high-powered Leigh Light searchlights on their ASW aircraft to illuminate radar contacts while pressing home their night attacks on the surfaced U-boats. The loss of the few aircraft from anti-aircraft fire was more than compensated by the devastating increase in the number of U-boats sunk.

Based in St. Eval on the Cornish peninsula, 224 Squadron was one of five B-24 Liberator squadrons tasked with destroying U-boats in the Southwestern Approaches (Celtic Sea) and the Bay of Biscay to seal the western entrance to the English Channel. On the evening of 7 June 1944, (D-day +1) five Liberators from 224 Squadron were launched to patrol the Bay of Biscay throughout the night. The first Liberator, S-Sugar flown by Squadron Leader "Mick" Ensor, 224 Squadron's CO, took off from St. Eval around 1600 hours for his patrol area, and possibly search for his two missing crews who were likely victims of U-boat anti-aircraft



fire; throughout the evening of 7 June four more crews took off on their 10+ hour long over water missions.

The fourth Liberator, G-George, was captained by Flight Lieutenant K.O. Moore, known as "Kayo" to friends and crew, was an RCAF pilot posted to 224 Squadron. Just after 2200 hours, Moore nodded to his co-pilot and together they pushed the four throttles to take off power and G-George lumbered down the St. Eval runway and took off into a clear night sky with a full moon.

The crew of ten, seven of which were RCAF members, included: F/L Moore (pilot), Flying Officer Ketcheson (co-pilot), Sergeant Hamer DFM (flight engineer), two navigators: Warrant Officer (W/O) MacDowell DFC, and Pilot Officer Gibb DFC, and five Wireless Operators/Air Gunners (WAGs): W/O Davidson, W/O Griese, W/O Werbiski DFM, W/O Foster DFC, and Flight Sergeant Webb.

With the adrenaline surging about the mission ahead the crew was unknowingly embarking on an extraordinary flight.

Ground crews had loaded twelve 250-pound (114 kg) Mark XI Torpex depth charges in their bomb bay for attacks against surfaced U-boats and a single 600-pound (273 kg) highly classified acoustic homing torpedo code named "Proctor" for attacks on submerged submarines.



After take-off Moore climbed to 500 feet, the altitude at which the entire patrol would be flown. At 500 feet (160 m), any lapse in attention or judgement, serious mechanical problems, icing, or combat damage that resulted in loss of control could be fatal as there was no altitude for recovery. The crew was assigned to operational area "Patrol E" at the eastern reaches of the Bay of Biscay where the light from a rising full moon reflected across the water.

Forty-five minutes after crossing the south coast of England G-George arrived on station in area "Patrol E" shortly after 2300 hours. Just after

0200 hours Foster, the radar operator, announced that he had a solid radar contact 12 miles (19 km) dead ahead. Moore altered course slightly to starboard to put the unidentified contact in the beam of moonlight reflecting on the water. Three miles (4.8 km) out the conning tower of a

submarine was visible in the moonlight. The U-boat could crash dive below the surface in 30 seconds, so time was of the essence to achieve complete surprise. Immediately,

Moore instructed Foster to switch off the radar because the U-boats were known to have radar detection devices to warn of approaching aircraft, and then began a gradual descent, adjusting course to keep the U-boat up-moon until he was at 50 feet (17 m) above the surface. MacDowall, the navigator, took his position at the bomb sight in the nose. Moore ordered the bomb doors opened as they approached the U-boat estimated to be making 10-12 knots (16-19 km/h) in a westerly direction, MacDowall selected six depth charges in the bomb

bay for the due south attack run at 90 degrees to the U-boat's course, approaching the submarine from starboard side. Since the U-boat was visible in the moonlight Moore chose to leave the powerful 22 million candlepower Leigh Light, mounted under the starboard wing, off to conceal their approach.

As they roared in for the attack Gibb, the second navigator, sprayed the conning tower with machine gun fire from his position in nose to deter the submariners from manning their anti-aircraft guns. There was some anti-aircraft return fire, but it was too little too late, the U-boat had been caught completely by surprise. As G-George swept over the U-boat at 190 knots (300 km/h), MacDowall released six depth charges spaced 55 feet (18 meters) apart, three fell on each side of the U-boat in a perfect straddling attack. Webb, the rear gunner, watched the explosions in the white moonlight that appeared to lift the 700-ton submarine out of the water (initially identified as U-629 but later as U-441). As they climbed out and circled around the position of the attack there was nothing left of the U-boat save for some floating wreckage and the oily slick of diesel fuel.

The crew was ecstatic; Moore had to settle his crew down and called for a course to resume their patrol which had to be completed before returning to St. Eval. At 0240 hours, Foster reported another radar contact 10 degrees off the starboard nose, just six miles (9.5 km) ahead. Using radar Foster guided Moore to the target. At a range of 2.5 miles (4 km) and 75 degrees to starboard the crew sighted the conning tower of another U-boat on a northwesterly course running at eight knots (13 km/h). Moore circled to port to set up for an attack run up the moon beam. Moore descended to 50 feet (17 m) and approached the U-boat at 110 degrees to its starboard side with plenty of time to set up for the attack at 190 knots (300 km/h). MacDowall released the six remaining depth charges at 55-foot (18 m) intervals. Again, Gibb the second navigator, in the nose was firing his machine gun at the con-

ning tower, which answered this time with flak and tracer fire. As G-George roared overhead Webb, the rear gunner, saw depth charges enter the water four on the starboard side of the U-boat and two on the port side, another textbook straddling attack. The explosions caused massive towers of water to rise on either side of the submarine, ten feet (1.6 m) aft of the conning tower. On returning to the attack position the crew observed U-373 listing heavily to starboard, the bow rose steeply out of the water at an 80-degree angle then slid back into the sea. On circling again with the Leigh Light switched on the crew observed three yellow dinghies crowded with men floating on an oily surface strewn with pieces of wreckage.

Moore ordered the crew to continue on its patrol. At 0330 hours, Moore ordered the wireless operator send a message to Command stating, "First U-boat 6 DC's - straddled - sunk - oil and wreckage on surface". At 0347 hours, Moore ordered the wireless operator send a second message to Command stating, "Second U-boat 6 DC's - straddled - sunk - 3 dinghies with survivors." At 0524 hours, with the morning light just beginning to brighten the eastern horizon Moore ordered the wireless operator to send a simple message, "Returning to Base 0700." Moore left "Patrol E" at 0610 hours and returned home with only the single Proctor torpedo left in his bomb bay.

Moore brought G-George in over the runway threshold and touched down at St. Eval at 0700 hours on 8 June 1944. Coastal Command crews flew thousands of hours searching hundreds of thousands square kilometers of ocean for U-boats. Of over 400 U-boats sunk during the war, 249 more than a half, were sunk by aircraft alone. Coastal

Command Liberator crews accounted for 70 of those U-boats destroyed.² Given the unlikely chance of finding a U-boat in such a vast area, sinking a U-boat was the ultimate experience for a Coastal Command crew, so to sink two in the span of 20 minutes was an extraordinary feat unmatched in the war. While there are crews who sank more than one U-boat, no one before or since has claimed two in one sortie.



² The RCAF's Eastern Air Command 10 and 11 Squadrons flew B-24 Liberators from stations at Gander and Dartmouth respectively. 10 Squadron conducted 22 U-boat attacks in mid-Atlantic, sinking three.

An armchair tour of the Shearwater Aviation Museum

By Alex Bowers, July 17th 2026

“Specializing in naval air history is our claim to fame,” affirmed Christine Hines, manager of the Shearwater Aviation Museum. Situated within the military base of 12 Wing Shearwater across the harbour from Halifax, the facility is, according to its caretaker of 24 years, “kind of niche.”

It’s in that uniqueness, however, that the museum thrives, a site to celebrate and commemorate a long-underrepresented facet of national identity and heritage.

“Our mandate,” said Hines, “is Shearwater’s history, which is all naval in nature, no matter what element of service operated here—whether it’s the United States Navy, the Royal Canadian Air Force or the Royal Canadian Navy.”

Beyond military branch specifics, Hines’ team of volunteers—including Cold War veterans who once flew aircraft identical to those displayed in its hangars—instead take immense pride in telling little-known stories. From the shaky foundations of the Royal Canadian Naval Air Service—established (if briefly) in 1918—to subsequent iterations in more modern conflicts, the overarching narrative surprises many, as Hines herself recognizes.

“Most of our visitors,” she said, “aren’t aware that there was ever such a thing as a Royal Canadian Naval Air Service, that Canada had aircraft carriers, or that we even had aircraft that deployed from ships.”

Speaking to Legion Magazine, Hines shared other highlights of the museum’s collection.

On the museum’s history

We’ve been around as a historical collection pretty much since the 1950s, but by 1978 we had enough material to do something more formal. By June 1979 we had accreditation with the Directorate of History and Heritage at the National Defence Headquarters. We’ve been operating successfully ever since.

Back in the late 1970s, we were in a small room at the bottom of the accommodation block. As we grew, like most museums do, we developed a professional hoarding tendency. By the mid-1990s, we took over Shearwater’s old CANEX military store. We’re all under one roof now,

with everything pretty much in the same spot.

On conducting tours

My route is probably a little different than some of my veteran guides, but I recommend that visitors start in a space we call the time capsule, which is a permanent display area in a long and narrow room. We’ve got representations of Shearwater’s history there, divided into chapters that demonstrate what we’re all about. It also talks about what happened here, as well as the impetus for putting an air station—naval or otherwise—in Shearwater in the first place. When you come out of that room, you’re at the back of the museum. We now have our oldest aircraft, the most special one we have, located there: our Fairey Swordfish. There’s also a beautiful display on Eastern



Visitors explore Nova Scotia’s Shearwater Aviation Museum. [Tourism Nova Scotia]

Air Command that talks about the convoys—not just the RCN or Merchant Navy stories, but the air component, too.

We then transition into a bit more information about the Second World War. We don't have a lot of WW II aircraft. We have the Swordfish, a Harvard—with RCN markings on it—and a replica of a Hawker Hurricane. We have 24 aircraft, though a couple are beyond our collecting scope, so we're working to find them a new home.

I think the Sea King helicopters are very much appreciated by many people. They're my favourite. It's very easy to see inside one of them because we've put plexiglass around the doors. It's a very up-close experience for visitors.

On the HMCS Bonaventure diorama

It's really important to us for a lot of reasons. Namely, it gives us the chance to talk about aircraft carrier technology and the fact that Canada even had any aircraft carriers.

We have two smaller-scale models of aircraft carriers HMCS Warrior and HMCS Magnificent in our time



A Harvard Mark II at the Shearwater Aviation Museum. [Tourism Nova Scotia]

capsule display, but the Bonaventure model is a bigger scale. It's a lot easier to talk about how they worked—and how Canada phased out aircraft carriers altogether.

On highlighting human stories

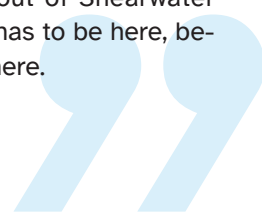
Aircraft are important, and we do our best to interpret them. But I think personal connections are critical as well.

Take the story of Lieutenant Barry Troy, a Cold War warrior and unfortunate training casualty [on Feb. 25, 1958]. The display is positioned next to the Banshee [an example of the aircraft he flew], so it showcases that personal cost. We're not talking about a gallantry award recipient. We're talking about an average naval

aviator who went on an average training exercise and was lost on it. I knew his brother, a bishop in my hometown who confirmed me as a girl. I even went to the same university that Troy did. It means a lot to me. Without the personal stories, I think the aircraft are a little dim.

On the symbolism of the museum's location

From a visitor's perspective, it's maybe a difficult place to have a museum because we're not a history property, and don't really get the same traffic. But I think taking Shearwater Aviation Museum out of Shearwater is a non-starter. It has to be here, because the story is here.



One of the museum's Sea King helicopters, a favourite among visitors. [Tourism Nova Scotia]

This interview has been edited for brevity and clarity.

LEGION
CANADA'S MILITARY HISTORY MAGAZINE

SAME

Planned Giving

There are two primary ways in which gifts may be made to the Shearwater Aviation Museum Foundation: by giving a gift of money or securities as a Gift (Inter Vivos) or by making provision in your Will for the giving of a gift to the Foundation. Remember, a Will *speaks* for us from the date of death, since Wills are revocable and thus any Tax Benefits of a gift to the Foundation, through a Will, cannot be realized until one dies. A gift (Inter Vivos) i.e. a gift NOW does benefit from a reduced rate of Income Tax. So don't wait for Spring — DO IT NOW!

Request made by Will

In your Will, you may leave a lump sum bequest or bequest of a specified percentage of the remainder of your estate, or a bequest specified as "the rest and residue of your estate" to the Foundation. You may also make a gift of property or securities (stocks, T Bills, bonds, GIC's) to the Foundation by means of a provision in your Will.

Income Tax Benefits

A bequest made by your Will confers an important advantage to your estate when the bequest is made to a Charitable organization such as the Shearwater Aviation Museum Foundation. Your lawyer or financial advisor can advise you on such advantages and the implications or limitations of such bequests.

Request of Life Insurance

The gift of a Life Insurance Policy can be an effective way of offering a benefit to the Foundation on your death. You may either give an existing policy which you may no longer need, or a new policy obtained specifically for the purpose of making a donation to the Foundation. In both cases the Income Tax benefits of such gifts can be very important to the foundation and to you. Consult with your Insurance Agent of the specifics of such benefits.

Or BY MEANS OF A SIMPLE CODICIL TO YOUR CURRENT WILL.
(The following is a simple Codicil which can be added to your present Will.)

*Codicil to the Last Will and Testament of

Which Last Will and Testament is dated this Day of 20 .

I hereby add to that said Will as follows:

I give, devise and bequeath to the Shearwater Aviation Museum Foundation the sum of \$ to be paid out of my general estate.

Signed and Dated this Day of 20 .

In the City of Province of Postal Code .

Witness

Witness

Address

Address

Signature of Testator

Canadian Armed Forces

and Canadian Forces Base Halifax -
Base des Forces canadiennes de Halifax

It's that time of the year again! The Royal Nova Scotia International Tattoo kicks off tomorrow, July 1, in Halifax, Nova Scotia!

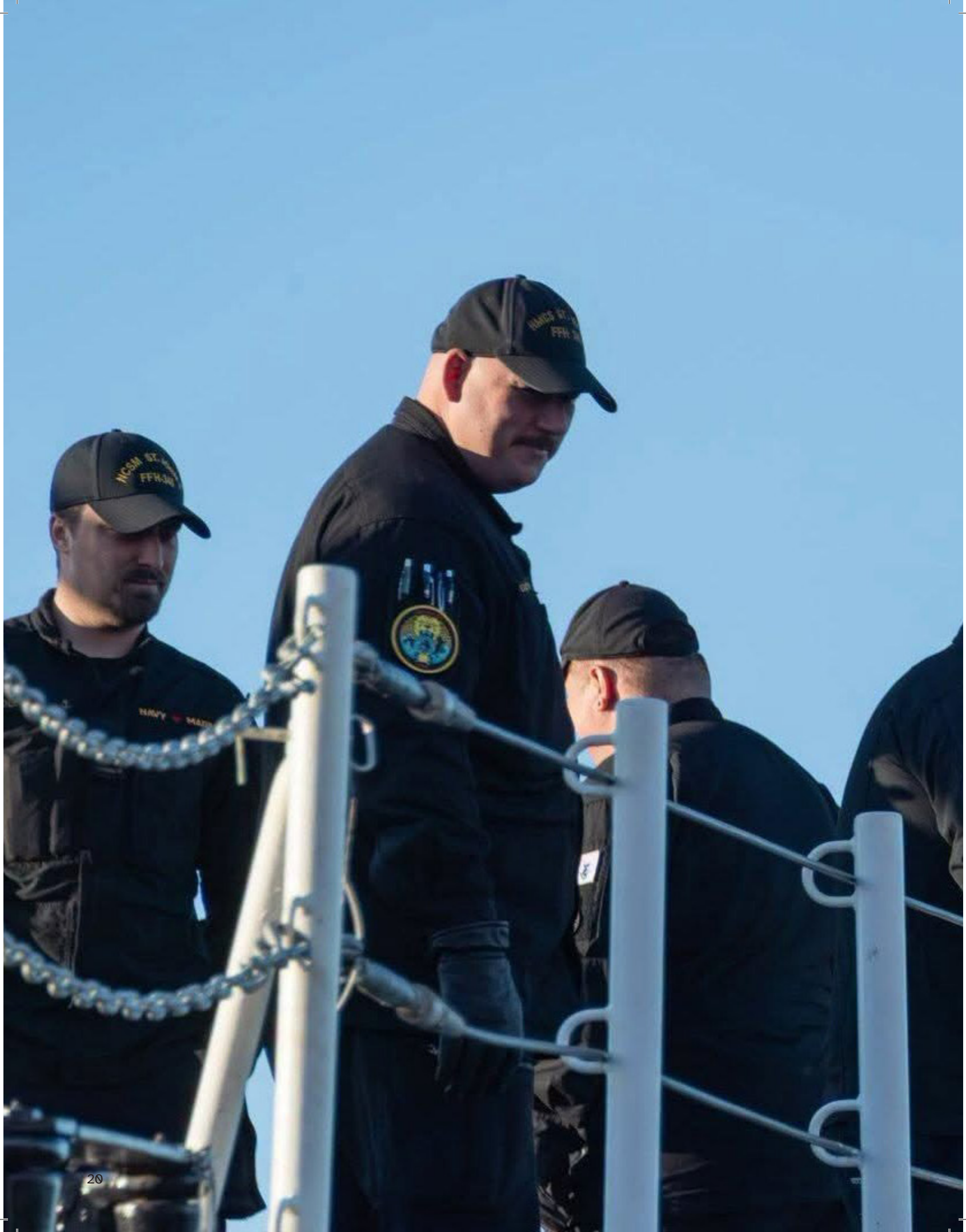
This annual musical and cultural event honours our Canadian Armed Forces, the Royal Canadian Mounted Police, and other first responders.

For over 45 years, CAF musicians, on-stage performers, and backstage support staff have proudly participated in the Tattoo, showcasing our talented musicians and unique military skills. Best of luck to the 200+ CAF members involved in this year's show!





Photo: Cpl Connor Bennett, Formation Imaging Services





Canadian Armed Forces

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Happy Canada Day!

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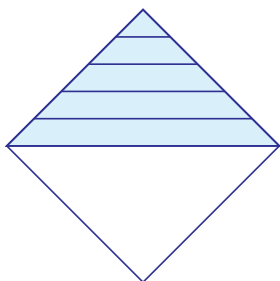




SAME

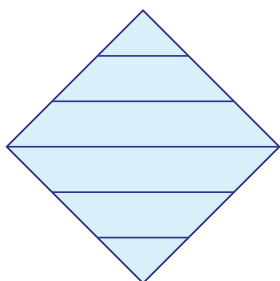
Wall of Honour

The tile used is made from high quality marble which is 12 inches square. The tile can be sand blasted in various ways to suit your wishes. All lettering will be in upper case and the tile will be mounted in the diamond orientation as opposed to a square orientation. All Text will run horizontally across the tile.



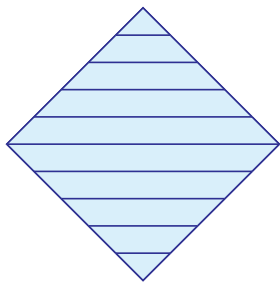
Option A — \$300

One half tile 12" X 12" x 17" and triangular in shape with up to 5 rows of 3/4" letters for a maximum of 60 letters and spaces. The longest row can accommodate up to 20 letters and spaces. The remaining 4 rows will decrease in length as the border/edge of the tile dictates. It should be noted that the upper half of the tile will start with a short row and the bottom half will start with a long row.



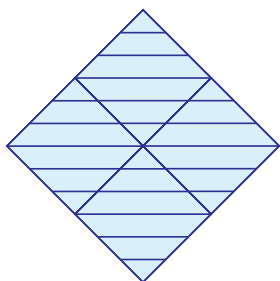
Option B — \$600

The full tile with up to 6 rows of 1" letters for a maximum of 55 letters and spaces. The two centre rows can accommodate up to 16 letters and spaces. The remaining rows will decrease as the edge of the tile dictates.



Option C — \$600

The full tile with up to 10 rows of 3/4" letters for a maximum of 120 letters and spaces. The two centre rows can accommodate 20 letters and spaces. The remaining rows will decrease as the edge of the tile dictates.

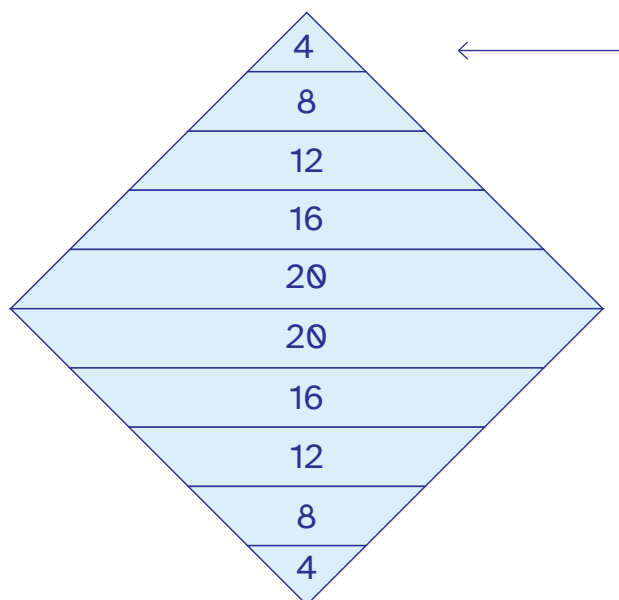


Option D — \$600

The "Buddy" Tile - sold only as a full tile. This tile is divided into 4 quarters—each 6" X 6". Each quarter can accommodate up to 6 rows of 1/2" letters for a maximum of 48 letters and spaces. The two centre rows can accommodate up to 12 letters and spaces with the remaining rows decreasing as the tile edge dictates.

Wall Tiles may be purchased through monthly installments.

Half Tiles — \$100 day of purchase — \$100 per month for the following two months.
Full Tiles — \$200 day of purchase — \$100 per month for the following four months.



Number of letter spaces per line —
Typical Option C example.

The colour of the tile will be 'Belmont Rose'. If the submission requires any alteration, the subscriber will be contacted by phone or email by the coordinator for further discussion.

REMEMBER TO COUNT THE SPACES!

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Introduction

by Colonel (Ret'd) John L. Orr

Air Commodore Tylee and friends at Revelstoke, BC October 1920. (Photo: Revelstoke Museum & Archives Image DN 973.)

The article that follows was submitted by Major (Ret'd) Rob McMullen and describes his flight from Shearwater to Patricia Bay on the 100th anniversary of the first trans-Canada flight from 7-21 October 1920.¹

The title of Major McMullen's article, "Something of a Spectacular Nature," requires some explanation. After the First World War, the administration of aviation in Canada was assigned to the Air Board of Canada, a new department of the Dominion government established in 1919. The Air Board soon realized that if they were to promote aviation, it would be necessary not only to meet the aviation

requirements of the Dominion government but also to stimulate an interest in aviation by commercial firms and the general public. Members of the Air Board considered that a trans-Canada flight should be planned but were initially opposed to carrying out a trans-Canada flight in 1920 as they felt that the Air Board was not properly organized for such an endeavour and proposed 1921 as an alternative. But the trans-Canada flight took place in October 1920 against their advice. Why?

Until now it has been difficult to say, but recently, the Heritage Officer at 17 Wing Winnipeg, Gordon Crossley,

forwarded an undated, unsigned manuscript attributed to Air Marshal Robert Leckie, one of the pilots of the first trans-Canada flight, that explains some of the political background to the flight. Apparently, the newly appointed Chairman of the Air Board, Hugh Guthrie, decided, for reasons of his own, to go ahead with the flight. According to Leckie, Guthrie felt that "...something of a spectacular nature should be done to focus attention on flight, and a flight across Canada seemed to fit the bill." And so, the first trans-Canada flight came to pass.

¹ There are several accounts of the first trans-Canada Flight in a variety of sources, perhaps the most authoritative being by Wing Commander F. Hitchins, *Air Board, Canadian Air Force and Royal Canadian Air Force* (Ottawa: University of Ottawa, 1972), 41-53.

Something of a Spectacular Nature

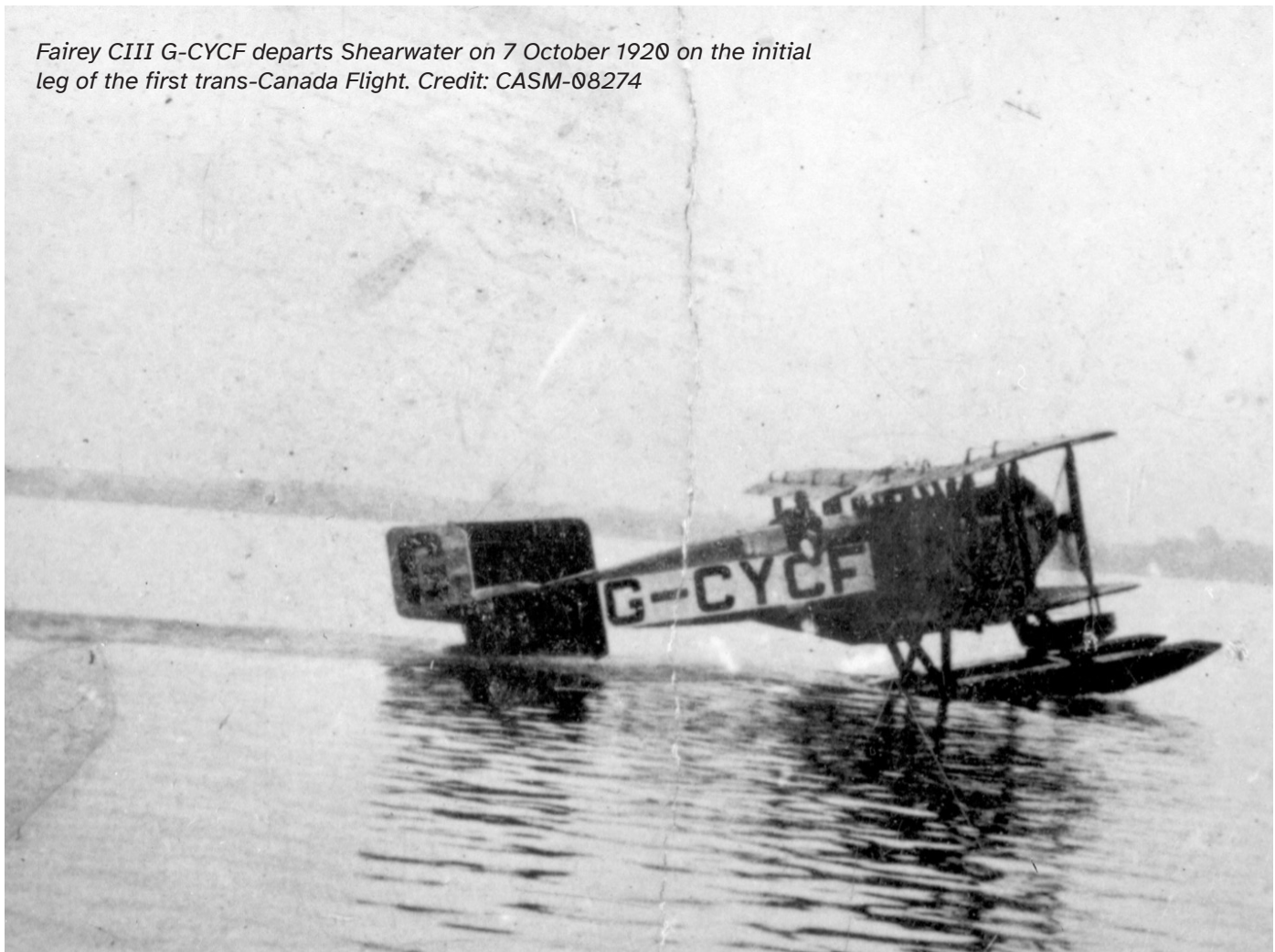
by Major (Ret'd) Robert McMullen, OMM CD

There is a benefit to distance, in both time and space, in illuminating the significance of a past endeavour. This past November, I found myself reflecting on an east-west aircraft transfer flight that we flew in the autumn of 2020. I was a co-pilot looking to build the necessary hours to complete my upgrade to Aircraft Captain before embarking for workups in November of that year. We were also ferrying the aircraft we would take to

sea for the subsequent deployment early in the new year. As the squadron Operations Officer about to take over as a Detachment Commander, my head was filled with calendars, schedules, contingencies and the challenges of doing all of this in the restrictive environment thrust upon us by the COVID-19 pandemic. As we were finalizing our trip planning for the transfer, the Commanding Officer poked his head into the briefing room

and informed us that this would also be a commemorative flight to celebrate the 100th anniversary of the first cross-Canada flight. That flight took place from the 7th to the 17th of October 1920 and we were to fly our cross-country flight 100 years year later, almost to the day. We departed Shearwater on the 1st of October 2020 and arrived at Patricia Bay on the 6th of October 2020. The fact that it was now also a commemoration

Fairey CIII G-CYCF departs Shearwater on 7 October 1920 on the initial leg of the first trans-Canada Flight. Credit: CASM-08274



flight had little impact on the practicalities of our flight planning. We were in the early stages of the COVID-19 pandemic and the uncertainty of the situation drove many of our decisions. We planned our route based on the case-counts in the various communities and stuck to those with the lowest probability of infection. We needed to get the aircraft to the West Coast as soon as possible so that it could be readied to embark and we needed to keep ourselves COVID-free so that we too could be ready to sail. We were unable to follow the exact route of the 1920 flight, and we could not participate in any commemorative gatherings. In practical terms the commemorative nature of the flight was little more than a negligible weight penalty due to the few extra bits and pieces we had to carry in the aircraft on our way from Halifax to Victoria.

The flight is now more than five years in the past and I retired from the RCAF over a year ago. As I think back, the urgency of the moment has fallen away, and I only have a vague memory of the concerns that consumed me at that time. It turns out the commemoration of those aviation pioneers from the early 20th century, something that felt like an afterthought at the time, was the most significant part of that flight.



"...the ever-present fog bank off the coast of Nova Scotia..."
Cyclone 148807 awaits take-off minimums on 1 October 2020.
Credit: John Jacob

In many ways little has changed in 100 years. I know only a few specific details, but I suspect that the challenges of scarce resources, competing priorities, maintenance snags and the ever-present fog bank off the coast of Nova Scotia factored into the lives of those serving in that fledgling air service in 1920. They were also no strangers to the social disruption caused by a pandemic, having just seen the final wave of the influenza epidemic subside earlier that year. Delays for maintenance and weather affected both flights. At one point the fog was so thick in Shearwater that we could not see out the hangar door. We also had a false start, having made it out of Shearwater during a window of good weather only to be recalled when we were over the Bay of Fundy due to a technical specification issue with the engine oil that we had in our engines. While we were waiting it gave us time to read up on what happened on the flight 100 years earlier. It turns out our start was eerily similar to that of the 1920 flight.

Finally, everything aligned and on the first day of the trip, we crossed the Bay of Fundy, took fuel in Fredericton, bisected Maine, and overflew Lac Mégantic. Additional stops included Sherbrooke and Ottawa for fuel and then we bedded down in Sudbury for the night. The next morning, we awoke to find out that we had a cable issue. It was not the braided wire control cable of older aircraft that gave us grief, rather it was a computer cable required to download the post-flight aircraft data into the maintenance software. Nonetheless, not having this computer cable had the same effect as a damaged control cable: the aircraft was grounded. The setbacks akin to those of our predecessors continued.



Finally enroute. 'Slackers' in the sunshine after maintenance at Shearwater. Credit: John Jacob

Of course, problems and delays were not the only facets we shared with the crews from 1920. The fall colours across eastern Canada, the expanse of the Great Lakes, the endless lakes and muskeg of the Canadian shield, the dust rising from a prairie harvest in full swing, and the majesty of the mountains were all ours to behold as we crossed the nation. I suspect the crews in 1920 bore witness to much the same natural beauty during their flights. It is truly a privilege to witness Canada from coast to coast at a relatively low altitude. It grants an understanding of the magnitude and diversity of the country that you cannot get by flying in a commercial airliner.



Cyclone 148807 parked beside a Twin Otter from 440 Sqn taken in Sudbury. Credit: Rob McMullen

On our second day of flying, we were reminded of one way that our flight differed significantly from the one we were commemorating. Ours took place in an environment supported by air traffic control, aviation weather forecasters, radar, radio communication, satellites, search and rescue centres, instrument approaches, and airports. When we ran into deteriorating weather between Sudbury and Wawa, Ontario we called Toronto Centre, received an IFR clearance, engaged the Rotor Ice Protection System, climbed to our cleared altitude and continued our journey. We landed at Wawa and refueled with full confidence that the fuel we were taking on met the quality standards outlined in the regulations. Much of that infrastructure simply did not exist in 1920.

After Wawa we flew along the north shore of Lake Superior and stopped in Thunder Bay for fuel. The next leg was over the endless lakes of Northern Ontario to Kenora and another stop for fuel. Kenora was one of the stops on the 1920 flight and it was there that we felt the weight

of another shared experience with the 1920 crews. As we pulled up to the shiny new terminal building the place felt abandoned. Apart from a refueler and two security guards at the terminal, who made a point of keeping their distance, we had the place to ourselves. It was an eerie experience to be in the building with almost no evidence of human activity. We were less than a year into the COVID-19 pandemic and commercial aviation had ground to a halt. We were still a few months away from the vaccines, social distancing was the norm and there was a lot of uncertainty around people gathering for any purpose. The social upheaval of a pandemic would have been fresh in the crews' minds in 1920, with the fourth wave of the "Spanish flu" having peaked in early 1920. I like to think that their flight that autumn was an opportunity to celebrate the end of that ordeal.

Our next stop was Winnipeg to pick up a part and then on to Brandon for fuel before stopping for the night in Regina. We made great time that day as the skies were clear and the air was almost still across the prairies – a rare occurrence! Another snag kept us in Regina an extra day. By the time it was resolved the following day we had enough time to make it to Calgary with a fuel stop in Medicine Hat before bedding down for the night. More computer trouble that evening meant a long night for the maintenance team as they worked to download the Health and Usage Monitoring System data. The final day was a trip through the mountains, primarily along the Trans-Canada Highway. We stopped in Kamloops for fuel and then followed the Fraser River to the coast on our final leg to Victoria. As we flew past Hope we entered the busy airspace around the lower mainland and southern Vancouver Island. The density of the aviation infrastructure and the aircraft traffic are all part of the legacy of those earlier pioneers.



Heading west over the prairies towards the foothills of the Rockies. Credit Rob McMullen



Overhead Château Lake Louise.
Credit: Chris Brown /Rob McMullen

Major McMullen (at the podium) recounts the saga of his Trans-Canada flight at the BC Aviation Museum in Patricia Bay, BC following his safe arrival. Credit: Ryan Sexsmith.



Much has changed since 1920, and we owe a tremendous debt to the early pioneers of Canadian aviation. Their efforts to prove the viability of national air travel laid the foundation for Canadian aviation in the 21st century. Over the next 100 years the aerodromes were built, flight rules were refined, and technology was improved to develop the critical aviation systems and infrastructure serving Canadians today. I am grateful for the perseverance of my predecessors and proud to have played a small part in celebrating their legacy.²

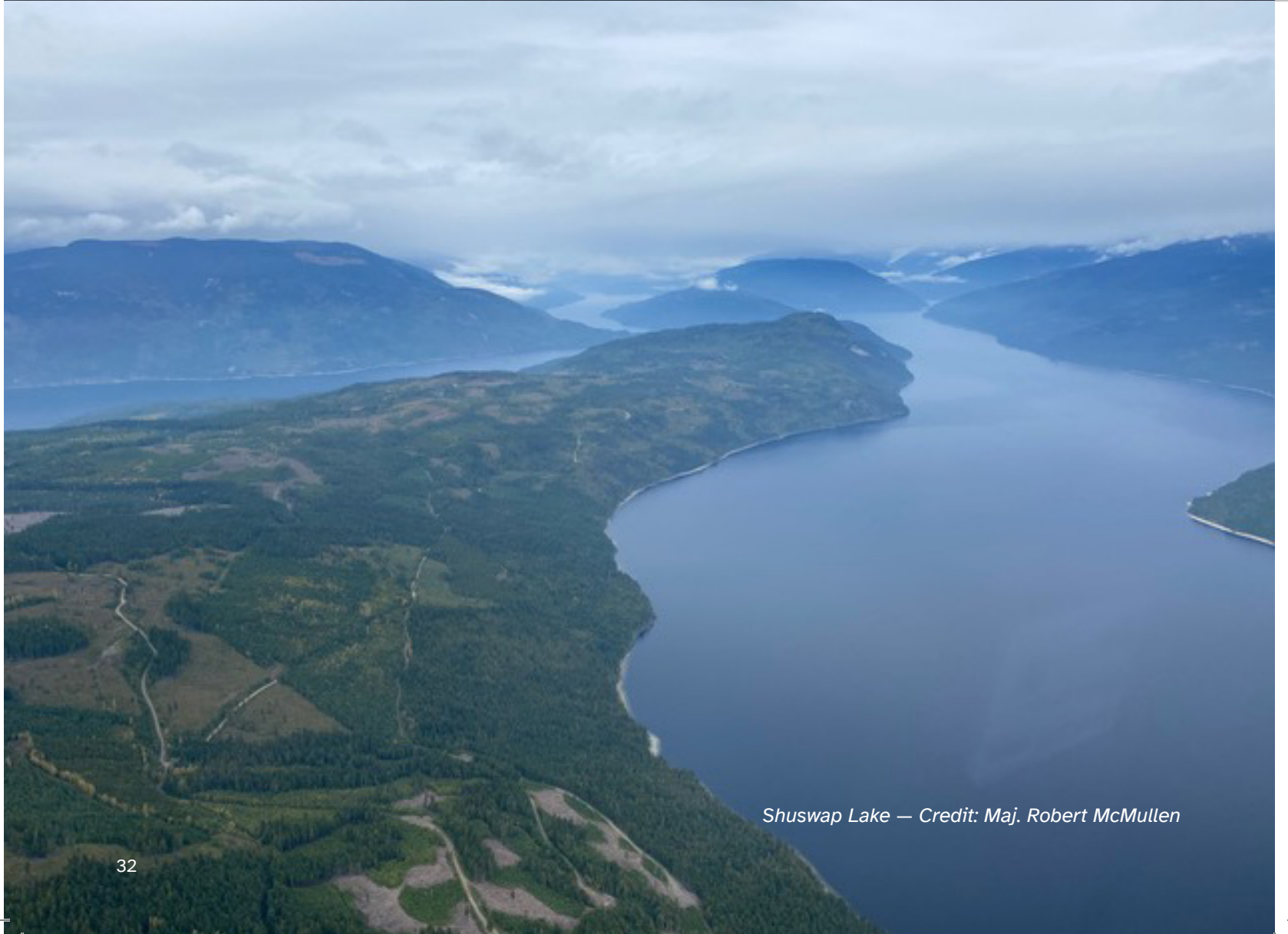
² The crew of Cyclone 148807 was as follows:
Maritime Helicopter Crew Commander: Capt. Chris Brown;
Maritime Helicopter Pilot: Maj. Robert McMullen;
Maritime Helicopter Tactical Coordinator: Capt. John Jacob; and
Maritime Helicopter Technicians: Sgt Frank Verville, Cpl Evan Acosta, Cpl Rob Bracey, Cpl Brandon Kolb, Cpl Nikita Koloshov.



Rivers and Roads — Credit: Maj. Robert McMullen



Sunset in Regina — Credit: Maj. Robert McMullen



Shuswap Lake — Credit: Maj. Robert McMullen

Avenger Dedication

May 31, 2026



By Allan Snowie

On May 31st the Canadian Warplane Heritage Museum in Hamilton held a dedication ceremony for their Grumman Avenger on completion of its restoration to flying status. The rebuild had taken over 17 years and more than 50,000 volunteer hours. During that time aircraft was stripped down to the bare fuselage and numerous repairs carried out. Almost everything had to be fixed or replaced, most notably the bomb bay doors, which had to be built from scratch.

This Avenger, a TBM-3E was originally constructed in 1945 by General Motors and flew with the US Navy until the early 1950s. After its military career, it was converted to a fire bomber with the installation of chemical tanks in the bomb bay and fought fires in California from 1963 to 1972. During 1976, it was purchased by Forest Protection Ltd of New Brunswick who used the chemical tanks for budworm spraying. Retired

from commercial service in 1992 it was purchased by a French aircraft preservation group in 2000.

However, the Avenger remained in Canadian storage and in 2009 the Warplane Heritage Museum acquired the aircraft with the help of a generous donor. It has been restored as #86180 of the Royal Canadian Navy in the anti-submarine configuration that flew with 880 and 881 Squadrons. Their Avengers operated from the shore and aboard our aircraft carrier HMCS Magnificent, the 'Maggie'.

HMCS Star is the Naval Reserve Division (stone frigate) of the City of Hamilton and several score of their officers and sailors attended the dedication ceremony - along with former Naval aviators Bill Nash, Dave Cramton and myself. Also in the crowd were a couple of VS-880's first CAF pilots, Stu Macaskill and Mark Duncan. On behalf of the Shearwater

Aviation Museum, we presented the Warplane Museum's CEO David Rohrer with a framed set of RCN aviator wings and aviation trade badges. Recognition was thus given to the various trades that worked on the restoration process.

A red thread enlisted pilot wing from the Second World War was



included in the frame to honour Chief Petty Officer H.G.C. Mitchell of Drummondville, Quebec who flew off HMS Indefatigable with 829 Avenger Squadron and was shot down during a bombing raid on the Japanese-held oil refineries at Palembang in January 1945.

Mention was made of two other Canadians, Lt. B.J. Kennedy of Hamilton and Lt. D.W. Baker of Toronto, who were also lost in Avenger operations during that war. In the 1950's years of service with the RCN Air Branch, twenty-three aircrew died in Avenger crashes. So, this aircraft is truly a flying Memorial.

On the subject of wings, we naval air stalwarts accosted the CWH Avenger pilot James Bradley of being improperly rigged for flying and pinned him with a set of RCN wings. A Jazz Aviation captain, James is the son of museum co-founder Dennis Bradley who had flown their first acquired Avenger. That machine and four other vintage aircraft were destroyed in a 1993 hangar fire.

Following the hangar ceremony, the Museum's latest Avenger was moved outside for a flight. After a smoky

start (it's a round engine after all...) the folded wings were spread and off she went.

In the ensuing quiet between flypasts, the announcer noted that nearly 10,000 Avengers were built and only an estimated 40 are flyable today. Future U.S. President George W Bush flew the aircraft in operations and was shot down in 1943. Actor Paul Newman served as an Avenger rear gunner.

Himself the Museum's Lancaster pilot, Rohrer was asked to describe the Avenger: "I wouldn't say they are graceful, let's put it that way.... It's a very roomy airplane. It's big. It's heavy. It's well constructed. He noted that the pilot who flew an earlier test flight had stated: "It was like flying a truck."

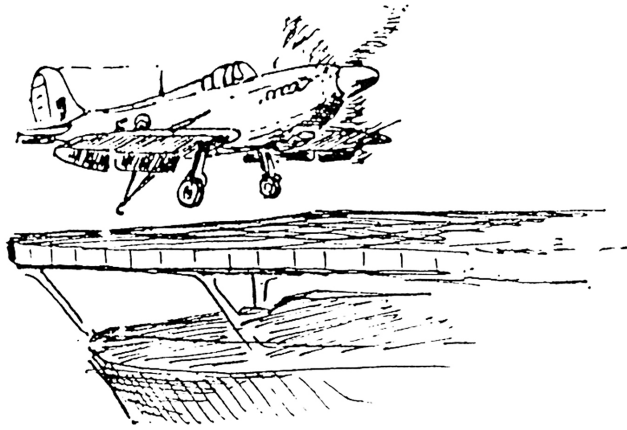
With today's spiking fuel costs and maintenance issues, Rohrer said it's all part of the day-to-day challenges a museum faces: "Flying, maintaining and operating vintage airplanes - that in many cases are over 80 years old - is not for the faint of heart." (Even so, it would be gratifying to see our Shearwater Swordfish take to the air again...)

Next up, the Canadian Warplane Heritage Museum is moving on to



revive their CS2F-2 Tracker to flying status. There is a special guest book for all who flew, or fixed, De Havilland-built Tracker 1577, and stories are encouraged. We heartily wish the CWH all the very best as they restore this cab back to its glory days with the Royal Canadian Navy and HMCS Bonaventure, our 'Bonnie.'





THE LIFT BELL

We push the cab along the deck
Until we reach the lift well
And then we stop and listen for
The ringing of the Lift Bell.

At last we stop a time to rest
My head is drooping on my chest,
On your feet, I hear the knell
The ringing of the Lift Bell.-

Before the launch we hauled up eight
We sit around to watch and wait.
At the cat, all is not well,
There goes that bloody lift bell.

Task is o'er - they're coming back
To the well now don't be slack
The Navy's fine, but this is Hell
The ringing of the Lift Bell.

ABAF R. Fralic
HMCS Bonaventure
VS880 Sqn
Jan 1961



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DARREN FISHER
MP for Dartmouth—Cole Harbour





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"Tracker and Bonnie"

Depicting a Royal Canadian Navy CP-121 Tracker and its home at sea—HMCS Bonaventure (Bonnie)—and RCN assets conducting anti-submarine activities off the East Coast, late 1960s.

Commissioned by a former Tracker pilot of the time who flew this aircraft '596'.

Artist: Peter J. Robichaud

