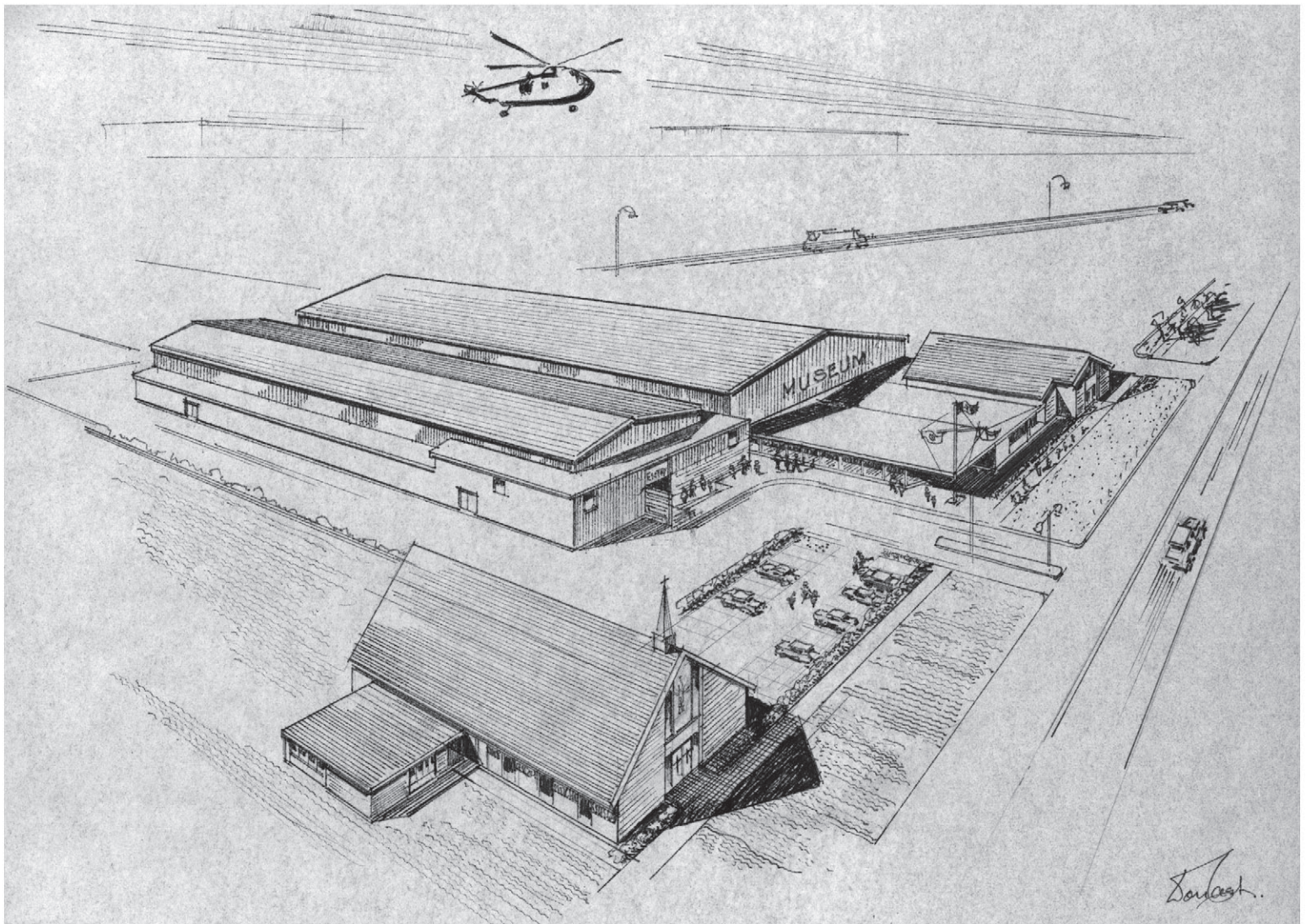




# SHEARWATER AVIATION MUSEUM FOUNDATION NEWSLETTER

SPRING 2001



# CORMORANT

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## Submissions

To facilitate a good product, the staff would like to pass on the following info:

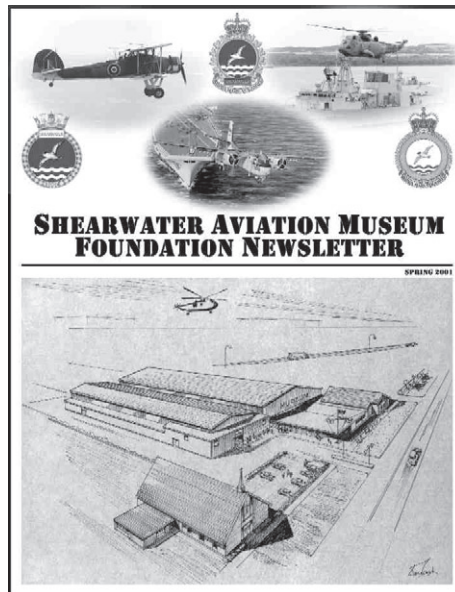
Text submissions can be either paper, email or electronically produced, Word or Wordperfect. We will format the text for you.

Graphics are best submitted as an original photo (not a fax). If submitted electronically, they should be 300 dpi and a .tif file. A .jpg file at 300 dpi is acceptable if no compression is used however, we will attempt to use any pictures, whatever the format, that you may desire to send to us.

If anybody requires a hand or additional clarification please feel free to email Bob at [rgrundy@accesscable.net](mailto:rgrundy@accesscable.net).

Following these guidelines will allow us to produce clearer newsletters in a timely fashion. Thanks in advance.

Bob Grundy



## Cover

This architectural sketch was provided by Don Cash, architect and SAMF board member, to whom we owe the design of this new complex.

## MEMBERSHIP PERIOD CHANGED

All subscribers are reminded that, effective last January 2001, all memberships are now calculated by calendar year.

This means that all memberships that were originally expiring August 31, 2000, were automatically extended to the end of December, 2000. All renewals and new memberships will henceforth be effective for the calendar year (Jan to Dec). It is hoped that this change will make it easier for current members to know when it is time to renew!

**For those in arrears, if you haven't already done it - do it! It only takes the paying of this year's dues to bring you up to date.**

## Newsletter Staff

Editor Ted Kieser  
 Secretary Kay Collacutt  
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 Design Layout Bob Grundy

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## FROM THE PRESIDENT

Well, things are really buzzing at SAMF! While I laze around in the sunny south, our VP, Eric Nielsen is holding the fort and accomplishing great things with the help of the board members.

Our tile sales are proceeding very well with gross sales in excess of \$57,000. We expect to distribute more Bonnie books to museums and gift shops in preparation for the summer activities.

The fund raising committee have also been busy with raffles, wine, cheese evening, dinners, auctions and, of course, the first annual Mardis Gras (see report elsewhere, ed.)

The Corporate Fundraising programme is proceeding apace. Now that the building is coming up, potential corporate donors will be able to see where their money will be used.

I am pleased to see that the Foundation membership has increased somewhat. **We really need your membership subscriptions.** We still have to provide funds to the museum in order to pay back their \$200,000 loan from the Central Fund, as well as to help in their day-to-day activities.

Our special thanks go out to our board member, Don Cash, (B Architecture), who is responsible for the preliminary design of the museum Atrium, and his help in amalgamating it with the new building, the main museum and the chapel.

### Quote of the Quarter:

"Landing on the ship during the daytime is like sex, it's either good or it's great.

Landing on the ship at night is like a trip to the dentist, you may get away with no pain, but you just don't feel comfortable."

LCDR Thomas Quinn, USN.

Spring is coming! Wiarton Willie didn't see his shadow. However, Punxutawney Phil,(Pennsylvania)did. Go figure! My bet is on old Wiarton Willie.

Ted Kieser

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## Working Together To Serve You Better



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## FROM THE EDITOR

Firstly, my thanks go out to the diligent work of Kay Collacutt, Bob Grundy and Grant Rivalin without whom this Newsletter would not have made it to the printers. The highlight of this issue is, of course, the erection of our new 15,000 sqft wing of the Museum. We have included many photos of the various phases of construction to-date. As a result of the need to channel as much income as possible into the building fund, we have decided to include commercial advertising in this, and future issues of the Newsletter to help defray our production costs. We hope that the increased revenue will allow us to provide a better product. Furthermore, we have begun to reduce the distribution of this magazine. We have found that some people that receive it, are not really interested. This is an on-going project to reduce our costs. I hope that those of you who are delinquent will renew your subscription so you will not be removed from our list.

An ex-naval air person was visiting recently and was heard to say, "It seems that every page of the SAM Foundation Newsletter includes a request for money!" *I wonder what he thinks the aim of this publication is?* I am sure that most people know that our role is twofold; 1) provide a vehicle to solicit funds for the operation and preservation of the Shearwater Aviation Museum, and 2) preserve an interest in our Aviation heritage through the publication of articles, pictures and letters relating to service at Shearwater over the years. We try hard to obey both masters; however, it seems we need to keep the "money thing" up front in order to obtain the funds to support the museum.

**So, return your renewal or your contribution in the enclosed envelope. We even pay for the stamp! Remember, subscription can be as little as 30 bucks a year!**

We will continue to try to make this Newsletter a publication full of interesting stories and pictures which one will look forward to receiving.

Ted Kieser

## SAM Curator's Report



On 11 Dec 2000, **Col Brian Akitt**, Commander 12 Wing and **Col (Ret'd) John Cody**, representing the Foundation, broke ground for our **15,000 sq ft addition to the Museum**. Over the Christmas holidays and into January, the foundation was completed despite very uncooperative weather. The mainframe steel work comprising the support columns and roof trusses have been erected and the building is taking shape. Of course, there is still lots of work to be done, but the project is tracking within budget.

We are still estimating a completion time for occupancy by the end of June 2001. For those who are Internet connected, our web site has photos of construction progress which will be updated on a regular basis.

By the end of Summer, probably around Air Show weekend (8-9 September), we plan to have the refurbished Banshee on display in the new building along with the T33 and the Tutor (See later article, ed) And, if all the pieces fall into place, we will roll out the Fairey Firefly that same weekend.

**The Firefly Restoration Project** is progressing nicely. A contract with MT Propeller in Germany will see the propeller assembly totally rebuilt with new blades by June. In the meantime, we have sourced engine parts such as seals and sleeves to a company in California. With the help of Orenda Recip Inc. in Debert we hope to have the engine restored to meet the same time frame as the Prop restoration. Add the electrics, airframe bits et al and we will be ready to fly.

Although the two projects described above clearly command the limelight, we continue to improve the exhibits within our present accommodation. Notably, the 15 foot model of HMCS Bonaventure will be joined by a same scale model of HMCS Assiniboine complete with a Sea King helicopter on deck. These ships and aircraft will be placed in a waterline diorama which should prove to be a feature attraction. Over the winter the mundane, but essential, work of caring for and administering the collection will continue.

New building, Firefly restoration and continued progress in all aspects of the SAM operation would not be possible without the outstanding support of the SAM Foundation. Not a day goes by without some sort of helpful contact or

direct support from individual members of this dedicated group of people.

Your continuing support will ensure the preservation of our rich Maritime Aviation heritage.

Yours aye, **Chuck Coffen**

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OCTOBER 11, 2001. GROUND IS BROKEN FOR CONSTRUCTION OF THE NEW WING OF THE SHEARWATER AVIATION MUSEUM. Col Brian Akitt (Commander 12 Wing), and Col (Ret'd) John Cody (representing SAMF), with LCol (Ret'd) Chuck Coffen, Curator, turn the first sod. The figures huddling in the background and observing this momentous occasion are: (not in order,ed.)



Col Brian Akitt, John Cody, Chuck Coffin, Mrs Audrey Carleton, Gordon McLaughlin, Frank Willis, Owen Walton, LCol Cox, LCol Madower, Kay Collacutt, Lem Murphy, Jav Stevenson, Steve Bale and John Orr



New museum addition from rear of building

## NO. 5 SQUADRON - BATTLE OF THE ATLANTIC OPERATIONS

(The following is a follow-on to an article by Ernie Cable published last spring, describing operations from RCAF Dartmouth at the outset of WWII. ed.)

After having conducted Canada's very first operational mission in the Second World War, Dartmouth's No. 5 Squadron, with their obsolescent Stranraers, was quickly learning the wartime skills of providing convoy escort and anti-submarine patrols. However, it became obvious very early that a longer range more

Catalinas and the RCAF had to make due with their shorter range Supermarine Stranraers, Douglas Digbys and Lockheed Hudsons.

As a result of the increasing Royal Navy and RAF success in countering the U-boat in the eastern Atlantic in the spring of 1941, the U-boats shifted their attacks on convoys to the western Atlantic, west of 35 degrees west longitude. On 20 May 1941, Halifax bound convoy HX 126 was heavily attacked 680 miles (1130 km) east of Newfoundland. The RCAF pressed again for immediate delivery of Catalinas; the plea was strengthened by the fact that a number of these aircraft were lying idle in the United States and Bermuda waiting to be ferried across the Atlantic. The next day bearings on a German radio transmission

shadowing Royal Navy cruisers. No. 10 (BR) Squadron Digbys searched in vain for the *Prinz Eugen*, which had continued to cruise the western Atlantic, but well beyond the range of the Digbys based in Newfoundland.

The nine loaned Catalinas were promptly delivered to No. 5 (BR) Squadron at RCAF Station Dartmouth in June. Having already sent personnel to Bermuda for training on type, No. 5 (BR) crews were well advanced in converting to the Catalinas by the end of the month. The squadron was considerably shaken, therefore, by orders to transfer its most experienced personnel and all Catalinas to No. 116 (BR), a new squadron forming at RCAF Station Dartmouth. By the end of July No. 116 (BR) Squadron had dispatched a detachment of four aircraft to the seaplane station at Botwood Nfld. where it carried out the important task of escorting convoys routed through the Strait of Belle Isle. In the meantime, No. 5 (BR) Squadron reactivated its Stranraer biplane flying boats at Dartmouth.

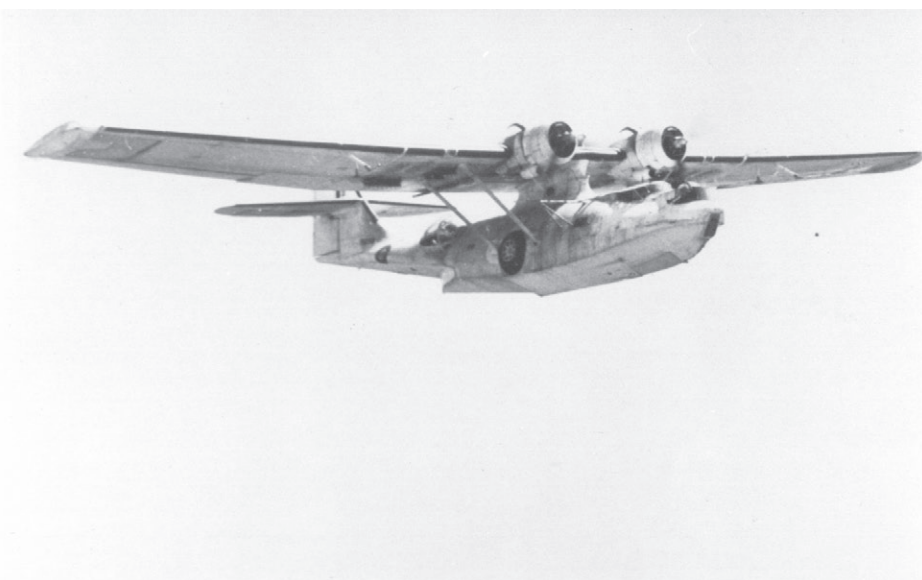
### Cansos Arrive

During the fall of 1941, Nos. 5 and 116 (BR) Squadrons began to receive the first PBY-5 Catalina flying boats from Canadian orders in the United States. In December the first amphibious versions of the Catalina, the Canso "A", arrived at 5 (BR) Squadron and by the end of February 1942, thirteen Canso A's were on strength. The Canso became the backbone of Eastern Air Command's bomber reconnaissance squadrons and greatly extended the range and endurance beyond the venerable Stranraer on convoy escort and anti-submarine patrols.

### Gulf of St. Lawrence

#### Operations

As with the Stranraers, No. 5 (BR) Squadron's many tasks included reacting to U-boat threats in the Gulf of St. Lawrence. In response to a visual sighting at Cape Ray Nfld. and an unsuccessful attack by a U.S. Army Air Force (USAAF) B-17 (Based at Stephenville Nfld.) on U-553, the first U-boat to enter the Gulf, two Canso A's from 5 (BR) swept the Gulf on 11 May 1942 without results. The next day U-553 sank two steamers off the Gaspé coast and again a 5 (BR) Canso A took off from Dartmouth to search the vicinity of the sinkings in miserable weather conditions. A second 5 (BR) Canso A aided by two 11 (BR) Squadron Hudsons joined the search two days later. This detachment operated from Mont Joli,



endurable aircraft was required if the convoys were to be afforded proper protection against the U-boat in the longest campaign of WW II.

### Borrowed Catalinas

From the beginning of the Battle of the Atlantic, the Royal Canadian Air Force (RCAF) had been lobbying Britain's Royal Air Force (RAF) and the Americans for a share of the coastal patrol bomber Catalinas coming off the American production lines. The RCAF required these long-range aircraft to counter the expected U-boat threat off Canadian harbours and to escort convoys in the western Atlantic. But, since the U-boat had yet to present a serious threat in the western Atlantic the RAF and the Americans had higher priorities for the

placement of a U-boat at 55 N 50 W, on the fringe range of No. 10 (BR) Squadron Digbys forward based in Gander. The RCAF made the point that Catalinas with an effective range of 600 miles (1000 km) could have made a thorough search of the area. On 24 May the Air Ministry informed RCAF authorities in London that nine Catalinas on order for the RAF were being diverted from Bermuda to Eastern Air Command. The aircraft were being lent subject to replacement from the first delivery of Catalinas from the RCAF's own orders.

Also on 24 May the RCAF's need for a more effective coastal patrol aircraft was underscored when the German battleship *Bismarck* and cruiser *Prinz Eugen* broke contact with

Quebec until early June, patrolling the St. Lawrence River and the western Gulf. In September 1942 a 5 (BR) Squadron Canso A was dispatched to Sydney to assist Hudsons from Nos. 11 and 113 Squadrons search for U-517 and U-165 that had sunk four vessels in the Gulf and posed a threat to convoys sailing between Sydney and Quebec. These U-boats were able to evade detection and in the following two weeks brought their total to eleven ships sunk.

In the late autumn of 1942 Eastern Air Command deployed its flying boat squadrons to their winter stations as ice drifted into the anchorages preventing operations from their seaplane bases. Although the Catalina/Canso flying boat had flown approximately 35 per cent of the hours of all types of aircraft combined and had better range than the Digbys, it did not perform well in the Canadian conditions of 1942. It could carry only 1000 pounds (450 kilograms) of depth charges with a regular seven-man crew and a full fuel load. It was said about flying the noisy Catalina that the pilot required good training, much practice and plenty of muscle. Stamina was also important because of the length of time it took to get out to the patrol area; efficiency was likely to suffer by the time the aircraft arrived on station. The flying boat also had a poor rate of climb so that it often could not get through the fog quickly enough to avoid wing icing. Consequently, a forecast of heavy icing conditions meant that the Catalina could not be sent out above the overcast to rendezvous with the convoys that were themselves beyond the fog belt. Also the Catalinas and Cansos were particularly cold, but not equipped for electrically heated flying suits.

#### Move to Gander

As part of the winter move No 116 (BR) Squadron Catalinas departed Botwood Nfld. and returned to Dartmouth. The closing down of flying boat operations in Newfoundland left Eastern Air Command's No. 1 Group in St. John's with accommodations for only one land-based, long-range squadron. No. 10 Squadron's aging and often unserviceable Digbys occupying that billet in Gander were therefore replaced by the Canso A's of 5 (BR) Squadron on 2 November 1942. No.5 (BR) Squadron served at RCAF Dartmouth for eight years, the longest tenure of any of the squadrons stationed there since the base's inception and deservedly earned the right to be

known as "The Dartmouth" squadron. The Digbys joined the pilgrimage to Dartmouth, which by early December included the Cansos of No. 117 (BR) Squadron when the seaplane stations at Gaspé and North Sydney cut back to winter establishments. The movement brought an influx of men and aircraft to the command's main base, Dartmouth, whose complement of operational anti-submarine squadrons now consisted of 10 (BR), 11 (BR), 116 (BR) and 117 (BR). By contrast, No. 1 Group's maritime patrol strength in Newfoundland had been reduced to only No. 145 (BR)'s Hudsons at Torbay and No. 5 (BR)'s Cansos at Gander, which at the end of December were reinforced by a small detachment similar aircraft from the still incomplete No. 162 (BR) Squadron.

The unbalanced winter deployments highlighted the Eastern Air Command's most critical shortcoming: a lack of land-based aircraft able to reach the mid-Atlantic air gap where U-boats intercepted

U-boat activity.

Under the direction of Squadron Leader N.E. Small, the new Commanding Officer of 162 (BR) Squadron, No. 5 (BR) crews worked to extend the range of their Canso A's beyond their normal 500 mile (830 km) range by stripping their aircraft of excess weight, including extra guns, ammunition and stores. In all, about 1200 pounds (540 kg) was removed, which permitted the Canso A's to operate out to about 700 miles (1170 km).

No. 5 Squadron carried on in the vanguard of the battle of the western Atlantic until mid-1943 where it played a crucial role in the survival of the convoys, the lifeline that fed the battle lines of Europe. In June 1943 No. 10 (BR) Squadron newly equipped with Very Long Range B-24 Liberators took over the mid-Atlantic patrol duties and 5 (BR) Squadron moved to Yarmouth to provide escort patrols for convoys on the "Triangle Run" from Boston to Halifax to St. John's and return.



and attacked convoys. RAF Liberators based in Iceland were able to patrol to 35 degrees west longitude, closing the eastern part of the gap, the danger lay in the western portion, between 35 and 50 degrees west. Only the 12 Canso A's of No. 5 and 162 Squadrons had the potential, at the extreme limits of their endurance, to reach the zone of heavy

In this arena 5 (BR)'s Cansos did not have to operate at the extreme limits of their range and endurance. No. 5 (BR) also was responsible for patrolling the Gulf of St. Lawrence where they were instrumental in driving the U-boats from the Gulf during the 1944 U-boat offensive.

No. 5 (BR) earned the "Atlantic 1939-

1945" battle honours for their six years of continuous service in the longest battle of WW II, the Battle of the Atlantic. However, the squadron was disbanded in June 1945 before it could be officially awarded its justly deserved battle honours.

Colonel ESC Cable OMM, CD (Ret'd)  
Shearwater Aviation Museum Historian




## ONE YOUNG MAN'S ADVENTURE IN HALIFAX HARBOUR DURING THE FIRST WEEK OF WWII

This article is written by Geoffrey Payzant of Toronto who was born (1926) and grew up in Halifax. In 1944 he joined the Royal Navy Fleet Air Arm at HMS Seaborn, the Royal Navy Air Section at RCAF Station Dartmouth.

After leaving the FAA he returned to Halifax and subsequently moved to Toronto. The article was written for a newspaper telling of his boyhood experiences in Halifax sailing with his family around McNab's Island and watching the 5 Sqn. Stranraers taking off and landing.

### STRANRAER

 On 3 September 1939, Britain declared war on Germany in response to the latter's invasion of Poland; most historians consider this declaration the beginning of the Second World War. In Halifax, preparations for the seaward defence of the harbour were speeded up, and it soon became obvious

that pleasure boating in the harbour would have to be restricted, if not prohibited altogether, for the duration. Weather in that month was unseasonably good for sailing, so every yachtsman spent as much time as he could on the water. "One last sail." Hardly anyone in Halifax thought the war was going to be a brief one.

A few days after the declaration of war my father, John W. Payzant, proposed an evening sail in Scout II, one of the Roué 20-foot class racing sloops based on the Royal Nova Scotia Yacht Squadron, just inside the breakwater of Halifax Harbour. My mother and my brother Pete and I, bearing provisions, met him at his office after work, and we all drove to the Yacht Squadron, where the co-owner of the Scout, Eric B. Hanright, and his fiancée, had the boat ready and were awaiting us. Readers nowadays might consider a 20-foot boat too small for a party of six people, but in those days sailboats were designated by their waterline length. Overall the Roué 20-footers measured 28

Dartmouth, home of No. 5 (General Reconnaissance) Squadron.

When the anchor held and everything was squared away, drinks were poured with the usual chaffering about the sun being over the yardarm (it was already dusk). My mother looked astern and said "Oh-oh! Trouble!"

A motor launch with the RCAF roundel on its bows was heading at high speed straight for us, a boat of the type known as a seaplane tender, very official-looking. For all any of us knew, our presence in Iris Cove was in serious violation of some wartime regulation or other. It crossed my mind that we might be boarded and the boat inspected for weapons, cameras, explosives, and the like, as indeed we should have been. While the launch circled us slowly to make a note of our name on the stern, my father said quietly: "Leave it all to me. Nobody say anything!"

The launch came to a stop abeam of us to starboard, a boat's length off. A



feet, lots of room for six people and more.

We had a brisk but not strenuous sail to Lighthouse Bank and back, then put into Iris Cove to anchor and eat. Iris Cove is on the northwest corner of McNab's Island, at the inner entrance to the Eastern Passage. Across the Passage from the cove was a seaplane base, Royal Canadian Air Force (RCAF) Station

Flight Sergeant emerged from the little wheelhouse and shouted through a megaphone over the burbling from the twin exhausts at the stern: "Ahoy Scout II!" My father cupped his hands at his mouth and shouted: "Ahoy there! Will you come aboard for a drink?" Stuningly impertinent, but a brilliant pre-emptive move. The Flight Sergeant and his two



deckhands, both Aircraftmen, ignored the invitation.

The Flight Sergeant shouted: "Who is in command of Scout II?" My father replied that he was, and gave his name.

Flight Sergeant: "Commanding Officer's compliments, sir, and would you please clear the area immediately because we are setting up for night flying."

So it was down spirits and up anchor and clamp the 3½ horsepower Johnson outboard motor to its bracket on the transom, and return to the RNSYS. There at our own mooring, half an hour later, we had a rather un-festive picnic in darkness and damp as we listened to the distinctive sound of the Stranraer flying boats, and watched their navigation lights, while the pilots did circuits and bumps on the other side of the harbour. "Circuits and bumps" is Air Force jargon for the exercise of taking off, flying in a wide circle to arrive downwind of the landing area, setting up an approach, landing, then, without stopping, taking off and doing it all over again.

Of course, different people will have different recollections of those first weeks of the Second World War in Halifax and Dartmouth. Militias from all over the country were called up, rushed to Halifax, and ordered to await transport overseas. There were no depots or camps for them, so for a few weeks they bivouacked in parks, playing grounds; anywhere they could find open spaces in which to put up their tents. Parents who had nubile daughters will remember this. Other people will remember that on any given day they could expect to see one or more of the most powerful naval vessels in the world at anchor in the harbour, for Halifax was de facto the home port of the Third Atlantic Battle Squadron of the Royal Navy for the first two years of the war. I remember all those things, but the thing I remember most clearly is the shriek of the Stranraers, day and night, clearly audible on the ground.

The Supermarine Stranraer was a biplane flying boat with two engines and twin vertical tails, a concept going back to the First World War. It was designed in the early 1930's by a man who was one of the handful of people without whose efforts the Allies might very well have lost the war: R. J. Mitchell. He designed the Spitfire.

Unlike the Spitfire, the Stranraer was aerodynamically very untidy. The archaic biplane and double rudder configuration with fixed wing floats entailed an extraordinary number of struts and wires

holding the aircraft together and providing control; it was the wind stream over these that caused the unique sound of the Stranraer, which had, among other nicknames, "the Whistling Bird Cage." Jokes were made about its "built-in headwind," but it was versatile and reliable and was held in high esteem by its crews. No. 5 Squadron began to equip with Stranraers in 1938, built in Montreal by Canadian Vickers. In September 1939 the Squadron had seven. Altogether, Canadian Vickers built forty of them for the RCAF, some of which served on the west coast until 1946, but No. 5 Squadron at Eastern Passage converted to the Consolidated Canso, an amphibian version of the Catalina, in 1941. The Canso was a very clean design with retractable wing floats. Its Pratt & Whitney Wasps were about fifty percent more powerful than the Bristol Pegasus engines of the Stranraer, and were perhaps noisier, but the Canso made no aerodynamic noise audible from the ground like the Stranraer's. No more shriek. I missed the noise.

It is of historical interest that the RCAF's first mission in the Second World War was flown on 10 September 1939 in Stranraer #908 of No. 5 Squadron. No enemy vessels were sighted, just five friendly ones. Stranraer #908 took off on this mission from Eastern Passage.

Geoffrey Payzant  
20 November 2000

(I gratefully acknowledge the assistance I have received from Col. Ernest Cable, CF, Ret Shearwater Aviation Museum Historian, in the preparation of this article.)

## FISHERMEN SAVE BIPLANE PILOT

by Bruce Nunn, Mr. Nova Scotia  
Know-it-all

It was an odd coincidence and a Nova Scotia schooner that saved the life of a British biplane pilot in 1944. Today, **John Godley, Lord Kilbracken**, 80, is a retired member of the British House of Lords, a war veteran and author living in County Cavan, Ireland. But in May of '44, he was a young Royal Air Force pilot (*Royal Navy, actually, ed*) escorting a convoy of ships across the Atlantic to Halifax and New York. He was in the air, about 483 kilometres off our

coast, patrolling for enemy U-boats, when trouble struck.

By telephone, from his stone Irish mansion, Godley described his plane. "We were flying the very ancient looking Fairey Swordfish biplane aircraft," he said in the leather-patches-and pipe accent you might stereo-typically expect of an old British Lord telling war stories. "A mass of struts and wires and so on" he said. "It had two wings, a fixed undercarriage, a fixed pitch prop and a top speed of about a hundred." They were known, in slang, as Stringbags. That's why Godley's autobiography is called *Bring Back My Stringbag, Swordfish Pilot at War 1940-1945*.

Flying far south from his convoy, Godley and his crew of two were shocked to see a fishing boat below. "We couldn't understand what this schooner was doing way out in the Atlantic with U-boats around," he said.

They joked that maybe it was the *Marie Celeste*, the mysterious Nova Scotian ghost ship found drifting in 1872. Just then, they spotted another rarity. Another biplane from the convoy, flying in the distance. The odds of that chance meeting over the vast Atlantic were very slim. "A minute after that I lost all power," said the veteran pilot. "There was no warning. There was no stuttering of the engine or coughing or faltering; just a clean cut of the engine." Perhaps he ran out of petrol, though the gauge didn't show it. Gliding down, attempting to restart the engine, Godley fired off all eight metal-piercing rockets to lighten the load and hopefully signal the schooner. They ditched easily in the cold Atlantic, far from the warm Gulf Stream. The schooner 20 kilometres away, didn't notice the downed plane. The fishermen were working over the far side of the boat. The other biplane in the air tried to alert the fishing crew to what was happening. Diving and dropping smoke canisters over the crash site, the airborne plane then flashed useless Morse Cod signals at the fishermen.

Unsure and worried, the fishermen "went down below and found a Canadian flag and spread this out on the quarterdeck because they thought this airplane was trying to establish whether they were friend or foe." Finally realizing the crisis, the schooner crew sailed toward the downed biplane. Surviving almost an hour in the frigid ocean water, the three airmen were barely alive, hanging from a single one-man dinghy in rolling waves. "It was bloody cold," said Godley. "We all lost consciousness as we were lifted out of the

water by the crew of the fishing vessel." The airmen had held on just long enough.

But the young pilot was in for one more fright. "When I came to, which was nearly an hour later, I was surrounded by husky sailors all speaking German!" "I thought I must have been picked up by a U-boat," he said. Imagine his shock. But soon he understood. They were German-Nova Scotians; fishermen out of Lunenburg, still speaking German to themselves at sea after two centuries of German settlement on the South Shore.

The *Kasagra* was their vessel, a small, 18 metre schooner. Her Captain, **Atwood Parks**, and crew poured whisky into the near-drowned British airmen, carefully and slowly warming their frigid bodies. The men were later picked up by their convoy, put on a hospital ship and taken into Halifax Harbour where they stayed at the Naval Base on the Dartmouth side for a few days, recovering. And for dropping their fishing lines and responding to save this aircrew's lives, Captain Atwood Parks of East LaHave received the Order of the British Empire. Capt. Parks didn't attend the ceremony in Ottawa. He was busy fishing. It was sent on to him. The Fisheries Museum of the Atlantic tells me the medal was buried with the Captain at Parks Creek Cemetery in East LaHave.

But the memory of what the *Lasagra* did is not buried. Godley is still grateful. "She saved our lives, there's no doubt about that what so ever," he said. "We were absolutely at the limit of endurance when the boats were lowered

## A NEW DEFINITION OF THE TERM "HEADS UP!"

(The following is an excerpt from **Lord Kilbracken's** interesting book, "Bring Back My Stringbag", Yes, it is the same person who was flying the Swordfish in the previous article! ed)

Have you considered the question of peeing? For a Stringbag pilot it was a very tricky matter. The routine was as follows. If, three hours into a patrol, it became inescapable, he first asked his observer for a suitable receptacle. The most popular, because it the biggest was a dust-marker tin, several of which we

fortunately carried. After emptying over the side its contents of aluminum dust, the observer passed it complete with lid, a vital matter to remember, forward over the bulkhead to the pilot. The pilot meantime flew one-handed while he undid his harness, unsnapped his parachute, unzipped his flying suit, unbuttoned his flies. Then he put the tin to use. It was of such a size that I always seemed to come within a tenth of an inch of filling it. No one knows what would have happened if a U-boat had been sighted at this instant.

That was but half the battle. The pilot put on the lid; now how to get rid of it? Experience soon taught me it was most unwise to try putting it over the side. Before you could drop it, half the contents would be blown back by the slipstream into your face. The approved technique was to hold the brimful container in the right hand between the legs at knee level, meantime flying left-handed; then boldly and firmly throw it vertically upwards as



hard as you could!

It was the done thing to warn your crew at this moment so that they could shelter behind a bulkhead but, if the operation were carried through with courage and resolution, the slipstream would whisk it astern at a great rate of knots - possibly striking the tail-fin but what matter? - with no more than the finest of sprays upon all concerned at worst.



## SWORDFISH HS469 BACK- GROUND

(Swordfish HS469 is an exhibit at the Shearwater Aviation Museum)

Swordfish HS469 was delivered to the Royal Navy (RN) at Royal Air Force (RAF) Station Manston in February 1943. This Swordfish was flown by RN 841 Squadron while seconded to the RAF Coastal Command on English Channel operations and thence on to Royal Naval Air Station Lee-On-Solent in April 1943, where it

was disassembled, crated and shipped to HMS Seaborn, a Royal Naval Air Section tenant unit at RCAF Station Dartmouth N.S. HS469 was reassembled at HMS Seaborn and test flown 12 July 1943 by Lieutenant Richard S. Bunyard RN. It was transferred, on 28 August 1943, to RN 745 Squadron which provided aircraft to Number 1 Naval Telegraphist Air Gunner School (TAGS) at RCAF Station Yarmouth N.S. as part of the British Commonwealth

Air Training Plan (BACTP). In August 1944, HS469 was involved in a runway undershoot incident. During 1944 while at Yarmouth, HS469, originally a Mk. II, underwent modification No. 408 to enclose the open cockpits with a canopy, thereby converting it to one of the 59 Mk. IV Swordfish operated by the School in January 1945. On 2 August 1945, the Swordfish was transferred to the RCN and retained its HS469 identification, but according to regulations at the time was registered on RCAF inventory. The RCN announced in July 1946 that the Swordfish were finally being withdrawn from service, although some aircraft were dispersed throughout Canada for ground training purposes. HS469 was stuck off strength on 17 August 1946 and disposed for scrap in Ontario.

HS469 languished in a farmer's field in Ontario for many years until resurrected by group of naval aviation enthusiasts in the Toronto area in the early 1980's. After more than 13 years of painstaking work HS469 flew in April 1994 at Canadian Forces Base Shearwater, one of only four airworthy Swordfish in the world at the time, and donated to the Shearwater Aviation Museum. (Thanks to Col(Ret) Ernie Cable, SAM Historian)

(Ed. Note: Those enthusiasts were under the overall direction of **Brian Aston**, and included **Tony Bashford, Ken Bramley, George Cummins, John Eden, John Gourlie, Stan Hodge, George Hotham, Herman Klassen, Fred Rol, Doug Ross and Bill Smethurst**. The Shearwater group included **Bud Ayer, John Webber and Ernie Smith**)

## FAIREY SWORDFISH AT SHEARWATER

ince there were insufficient aircraft carriers to escort convoys across the Atlantic the British converted 19 grain ships and oil tankers to Merchant Aircraft Carriers (MAC). The grain ships, fitted with a 400 foot flight deck, hangar and elevator, operated four Swordfish while the tankers with a 460 foot flight deck had no hangar to accommodate their three Swordfish. In September 1940, Royal Naval Air Section *HMS Seaborn* was formed as lodger unit at RCAF Station Dartmouth to service the Swordfish as they were flown ashore from their MAC

Ships. As the Swordfish suffered high attrition flying from their small MAC Ships in the heavy North Atlantic weather, replacement Swordfish were shipped in crates in holds of other merchant vessels to Halifax where they were assembled and test flown at *HMS Seaborn* for the MAC Ships returning in convoys to England. Many of the reassembled Swordfish were also flown to the Royal Navy's No. 1 Telegraphist Air Gunner School (1 TAGS), a British Commonwealth Air Training Plan lodger unit at RCAF Station Yarmouth N.S., where they were used as training aircraft.

When *HMS Seaborn* was decommissioned on 28 January 1946, the Royal Navy donated the 22 Swordfish currently at *HMS Seaborn* to the Royal Canadian Navy (RCN). The newly acquired Swordfish were used to form Fleet Requirements Unit 743 where they were used for general purpose duties. With approval to form a RCN air arm reserve, some of the veteran Swordfish were ferried to 11 Naval Reserve Divisions across Canada for ground crew instructional purposes.

(Ernie Cable, Col, Ret)

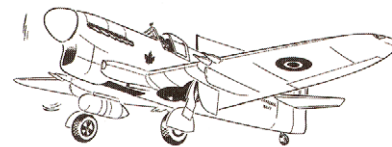
### Trivia from Rod Bays:

From 'The Aeroplane', January 1950



"Two Sea Furies of the Royal Canadian Navy recently made a non-stop flight from Malton Airport, outside Toronto, to HMCS Shearwater, the RCN Air Station at Dartmouth, Nova Scotia, in the record time of one hour 54 minutes. Piloted by **LCdr. R.A. Creery and Lt. E.A. Myers**, both attached to the 19th. Carrier Air Group at Shearwater, they made the 825-mile trip at 20,000ft at an average speed of 435.5 mph. Sea Furies of the RCN - the service's fastest aircraft - are overhauled by A.V.Roe Canada at Malton."

## Firefly Restoration Team



## FIREFLY SITREP

The pace of restoration has accelerated: This to the credit of the entire team but special mention must be made of the boost given by one of our more recent recruits - **Sgt Denis AuCoin** has brought youthful enthusiasm and egregious drive to the project - keen almost to the point of, as we used to say, being indecently keen. (Don't burn yourself out Denis, at least not until after PP462 has got airborne).

We are within days of signing a contract with a German propellor company for the refurbishing of the propellor (new replicated blades and all). This work we can now afford thanks to the Heritage Millennium Grant so tenaciously pursued and won by team member **Col. Ernie Cable**.

The Griffon 12 is in Debert being overhauled, courtesy of Orenda Engines (we buy the parts, they donate the highly skilled labour).

The joystick (control column to our younger readers) is in place and will soon make the ailerons and elevator come alive; and much other wrench-bending and riveting is going on apace.

The complexities of the mechanisms forward of the firewall, behind the spinner and underneath the cowlings truly make me stand back in awe of the designers of this machine and in awe also of the men who routinely disassembled it and then reassembled it - often in a pitching rolling carrier by day, by night and in winter gales. Had I known then what I know now about the seemingly-impossible orchestration required of valves, pistons, fuel, lubricants, pitch controls and whatnot I'm not sure I'd have chosen life aft of the firewall as my metier.....it doesn't appear really all that safe. Hats off to the designers and maintainers (and now the restorers) of this venerable warbird !

**Bill Farrell**

*By the way, the Firefly's stablemate (next bay, same hangar), the Banshee, is looking great in a new coat of paint). We're getting there!*

## A Firefly Crash in Northern Ireland

by Eric Heywood

**B**ack in the spring of 1947, 825 Sqn and 803 Sqn, were joined together to form the 19<sup>th</sup> Carrier Air Group. We shipped out of Halifax, on HMCS Warrior dropping anchor in Greenock Scotland. From there, the Engine Mechanics, were sent on a crash course, on the Mark 74 Griffon Engine, to Worthy Down, in the south of England, which is near Winchester. After this two week course was completed, we were posted to Eglinton Royal Naval Air Station, near Londonderry, in Northern Ireland, to participate in, practice Carrier Deck Landings, which the 19<sup>th</sup> CAG were about to participate in, which continued, through the winter of 1947 and the spring of 1948. At that time, 825 Sqn were flying Mark 4 Fireflies and 803 Sqn were flying Seafuries.

In the spring of 1948, Lt. **Vince Murphy** was preparing to take off on a standard everyday practice flight, and Leading Seaman, Steward **James McDonald** was going along for the ride, which by the way, was his first ride in an aeroplane. While on that flight, and while manoeuvre's were being performed, the Firefly which Lt Murphy was flying, went into an inverted spin, and he could not succeed in bringing the aircraft out of that spin. Everything happened very, very quickly when this occurred. He tried desperately to get his passenger Steward McDonald to bail out, in those next few precious seconds, but to no avail. Lt Murphy was left with no alternative, but to bail out, because altitude was disappearing very fast, leaving the steward to go down with the Mk 4 Firefly Aircraft from 825 Sqn of the 19 CAG.

The manoeuvre which Lt Murphy was performing at the time, was a loop and it was at the top of the loop and while hanging upside down, that the Firefly went into a complete stall. He succeeded in bailing out, and he informed me, that he landed approximately 30 feet from the hole where the aircraft had buried itself and smoke was billowing out from the bottom of the hole. After surveying the hole, and the surrounding pieces which had blown from the aircraft when it hit the ground, he walked to the nearest farmhouse to inform those in charge of what had happened.

I was one of the volunteers, along with approximately 15 others, who travelled in two lorries, down through the

Irish countryside, about 30 miles from the Eglinton Royal Naval Air Station and finally after driving through dirt trails near the crash site, came to the spot where the Firefly had crashed, seemingly in the centre of nowhere.

The local police constable who was responsible for this area, and patrolled it by riding a bicycle told us the next morning, when we arrived at the crash site, that he was the first one to arrive on the site, after the pilot, and when he looked down in the hole, he described it as a "red hot glow".

It had crashed 15 feet away from a small creek. We started digging in the mud and water which was in the hole, with pails and shovels, which were all we had to work with. We worked in the hole for three days but we were unable to retrieve the body. The water kept seeping into the hole bringing the mud in with it which made it an impossible task. We slept in the back of the lorries for two nights and 3 or 4 of the boys slept in an old barn, across the field, but we finally had to give up the digging.

I always carried my small camera with me, wherever I travelled and these are the only two pictures ever taken of the crash site. The one picture is the pile of rubble we collected around the crash site which blew off of the aircraft before it buried itself in the hole. Very few of the pieces came from down in the hole where we were digging. We did recover one of the armour plates. The indication of the size of the hole, led us to believe that the aircraft dove straight into the ground. The pile of pieces from the aircraft, measured 30 feet across, 10 feet deep and 40 feet long. It is hard to believe, that an aircraft of that size, could bury itself so far underground and leave so few pieces behind on the top of the ground.

Since this crash, and in the year of 1990, some 43 years later, I have learned that the Ladies Auxiliary of the Garrvach Branch of the Royal British Legion have marked the crash site with a Memorial Cross with Steward James McDonald's name inscribed on it.

(Sorry we were unable to use Eric's photos. Ed.)



## HEROES ON DISPLAY

The following was received from **Ron MacKinnon** (CNAG Ottawa),ed

I just got word from **Chuck Rolfe** today that a statue of Hampton Gray will be one of the eight to be erected in Ottawa to honor war heroes. Some of you may be aware that his name was not on the original list, however, lobbying on his behalf by concerned CNAGER's has proved successful. Duane Daley, Royal Canadian Legion Dominion Secretary informed Chuck of the news earlier today,



## FREE LOAN SERVICE FOR VIDEO TAPES

The Seasoned Sailors video series is now available for educational purposes on a free loan basis. The producers of Seasoned Sailors wish to advise NOAC members that the Department of National Defence has contracted with LM Media Marketing Services, a distributor of educational audio-visuals, to distribute these videos to qualifying applicants on a free loan basis.

Persons living in Canada wishing to borrow one or any of these videos are invited to visit the LM Media website (<http://www.lm-media.com>) for full details or phone 1-800-286-2380 or send a fax to 1-800-689-1067 or an email to

[lmmedia@the-wire.com](mailto:lmmedia@the-wire.com)

Applicants are encouraged to visit the LM Media website as it contains an email request form as well as clarification on eligibility. While not all of the Seasoned Sailors are listed in the Website, LM Media confirm they do hold all masters up to and including the latest release (MTBs/MGBs).

A link from the Seasoned Sailors website (<http://www.oldsalts.com>) to LM Media is being established.

D.P. Ryan  
Policy Publishers Inc.



**Guy Laramée writes:**

Dear Ted, Do not get many words from former naval types. Was in Ottawa to attend two reunions;

5-7 September for the Do-Do Bird Club Reunion. Ex-F/Sgts, RCAF. That was the last reunion. The founder, Alex (Bob) McPhie died two weeks previously. (R.I.P.) 15-17 October for the CNAG reunion.

I was staying with friends and the wife's mother died the second day I was there. Everything went haywire as I could not afford to stay in the Lord Elgin until the 18 Oct so cancelled all reunions and went to visit one of my sisters in Montreal. My trip was cut short and I came back to God's country on 23 September.

By the way, I have in my possession



the ORIGINAL Naval Message dispatched to all Naval Forces that Germany had unconditionally surrendered and that all action to stop... I have the message laminated and ready for wall mounting. If SAM is interested, get in touch with me on your return from down below (*Not that far, Guy, only Florida, ed.*) and I will send it to you.

“Hands to Flying Stations”

Creignish, Cape Breton, N.S.



## SHEARWATER AVIATION MUSEUM ACQUIRES NEW SNOWBIRD

By Sgt D. R. AuCoin

The Shearwater Aviation Museum's mandate of displaying aircraft pertinent to Maritime Military Aviation or Shearwater itself, took a hit last week with the arrival of CT114075, a Tutor aircraft painted as Snowbird 7. As the curator of SAM, **Chuck Coffen** stated it nonetheless fits the mandate well. The annual Shearwater Air Show has been a major part of Shearwater's history and the high-profile Snowbirds have been a significant part of the show every year.

The acquisition of the aircraft was due largely to the efforts of **Sgt Denis AuCoin HT406 Squadron and M/Cpl Dave Whittley of 12 AMS**. They coordinated the exchange through DDSAL in Ottawa and ATESS in Trenton. Upon confirmation of the Tutor's disposal for purposes of display in Shearwater they then traveled to Mountainview, Ontario and with the assistance of **M/Cpl Mario Laliberte from 426 Squadron** in Trenton, prepared the aircraft for shipment. It required two days and the much appreciated advice from the SPAR representatives to remove the wings and various other components for shipment.

Although they prepared themselves as thoroughly as they could, Sgt AuCoin and M/Cpl Whittley were surprised to find out that transporting a Tutor on a flatbed truck required more than just removing the wings. In this regard, the SPAR floor **supervisor Mr. George Kennedy** was of inestimable value. He would periodically come around to see how they were doing and calmly point out that “that antenna has to come off” or “by the way, the entire horizontal stabilizer is going to have to be removed and put in its own cradle”. Despite the extra time it took, the three volunteers were not at all deflected or discouraged from ultimately completing the job satisfactorily.

Snowbird 7 is now in A hanger awaiting a touchup in the paint scheme by **Rob Lepine** of the Shearwater Museum. **Capt Murray Weber and his cadets at 615 “Bluenose” squadron** adopted the snowbird for the final preparation prior to painting. They spent a fun filled Saturday afternoon hand washing the Tutor to remove tape, dirt and glue from the airplane. They will return after the paint is dry to apply a protective coat over her and buff her to a glossy finish in time for her rollout. Her rollout will coincide with the opening of the new building and the roll-out of the Banshee.



Snowbird 7 pictured in front of the Shearwater Aviation Museum on its arrival from Mountainview.



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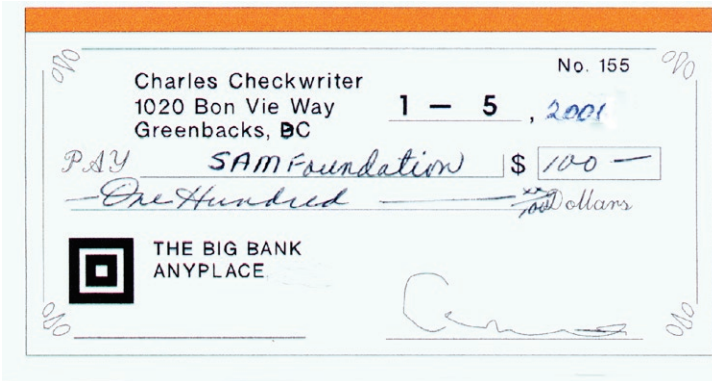
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All members are listed in our **Donor Recognition Book** in the Museum. When your contributions total \$1000 or more, your name will be mounted on our **Donor Recognition Board**, also in the Museum. To check your total contributions, please call our Secretary.



**GUIDELINES FOR DESIGNING YOUR 'WALL OF HONOUR' TILE**

The tiles in the 'Wall of Honour' are high quality marble tile, 12 inches square. The tile can be scored to form four 6 inch squares, diagonally across to form two triangular halves or used as is; whichever suits your wishes. All letters will be in upper case configuration (capitals) and the tile will be mounted in a diamond orientation as opposed to a square orientation, with the line of your message running diagonally across the tile. You have four options to choose from:

- Option 'A'      One quarter tile 6" X 6" square with up to 6 rows of 1/2" letters for a maximum of 40 letters and spaces. The 2 centre rows can accommodate up to 12 letters and spaces with the remaining rows decreasing as the border/edge of the tile dictates.
- Option 'B'      One half tile 12" X 12" by 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 as the border/edge of the tile dictates. It should be noted that the upper half of a tile will start with a short row and the lower half with a long row.
- Option 'C'      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 'D'      The full tile with up to 10 rows of 3/4" letters/spaces to a maximum of 120 letters and spaces. The two centre rows can accommodate 20 letters and spaces each. The remaining rows above and below centre will decrease as the edge of the tile dictates.

The colour of the tile will be "Belmont Rose". The only exception to this will be a black dedication tile. If submissions require any alteration, the subscriber will be contacted by phone or email (if you forward your own email address) by the coordinator for further discussion. The coordinator is Al Moore and he can be contacted at 902-434-1726 or by email at [benmoor@ns.sympatico.ca](mailto:benmoor@ns.sympatico.ca) . He does not have an answering machine.




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## MEMBERSHIP REPORT

Greetings Aviation Buffs and Preservers of Aviation History. During the past year we tried to mobilize interest and support in the Shearwater Aviation Museum across the Canadian Nation. We had set a goal to recruit 1000 members by the end of 2000. Well we are almost there; at the present we have 898 members which includes 82 new members since September. SAM Foundation and myself are very grateful for your support and your timely renewals. Please continue to spread the voice of the museum to your friends and acquaintances.

We have generated a lot of interest in our cause. Thanks to the diligent efforts of Maribeth Gotell, Bud MacLean, and our regional directors, Deke Logan, Jim Burns, Dave Tate and John Searle, we have been contacting some of you who have not yet joined the SAM Foundation. As a result of their phone calls, 66 people have indicated they will join. In addition, we have been able to eliminate some people who indicated that they are not interested, and we will

discontinue distribution of the Newsletter to them.. With your support we can continue to keep the momentum going in a positive direction. In the next quarter our updated database should be up and running, which will enable us to track memberships very efficiently.

**Just a reminder that our membership year is from 1 January to 31 December.** For those of you who have not yet renewed your memberships, we would be most appreciative if you would do so. **(Remember, we know where you live!)**

I would like to personally thank all those who have supported us in the past year, and hope you will continue. Just a reminder, without your support the museum is just another storage site. Looking forward to hearing from you!

Jack Shapka  
Membership

## **Kay's Corner**

Hasn't this winter been something else? Ye gads. I hope your holidays were great.

First off, thanks to all of you who took the plunge and joined SAMF. It really is appreciated. I wish you could see the new building and how fast it is coming along. There is still lots to do over and above paying for the new building. The rest of you non-members can take the plunge anytime now. Even those who haven't updated their membership for this year could do so at any time.

On the personal side, its been a busy time with the holidays and family. I bought a new 2000 Neon, RRSPs, I'm buying a new computer, changing my place of residence and one of my boys (Mike) was promoted to Major and that's it.

Take care and keep the museum in mind. Happy Birthday Aries.  
Kay

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## F2H-3 BANSHEE RESTORATION

By Denis AuCoin

First flown in January 1947, the Banshee made its appearance at the beginning of the Korean War with over 400 F2H-1, F2H-2, F2H-3 and F2H-4s being produced. A true all-weather jet fighter, the Banshee entered Naval service in 1952 when the F2H-3 left the St. Louis factory. The F2H-3, of which 39 were transferred to the Royal Canadian Navy in 1955, had more fuel capability and a better radar package than did its shorter predecessor, the F2H-2. VF-870 and VF-871 squadrons were equipped with the F2H-3 Banshee.

The Shearwater Aviation museum proudly owns one of the existing F2H-3s left. Tail number 126401 is now approaching completion of restoration prior to her rollout in conjunction with the opening of the new museum this spring. Under the skillful hands of **Cpl Scott Trimmer** and his team of volunteers (**Cpl Ken Penney, Cpl Kevin Brookes, Cpl Austin Coles and Pte Scott Savage**), all from **12 AMS**, 401 is receiving the finishing touches of her paint job. She is due to be completed within a couple of weeks. From C hanger, she will be moved to A hanger to await her debut. The project co-coordinator for the final restoration is **Sgt Graham Heron** of the Aviation Museum in Shearwater.



The roundel makes it's debut on

## FIDO HERE IS A SERIES OF NAVAIRGENS EXCHANGED ON THE SUBJECT

**Don Kennedy** writes:

Does anyone recall the actual meaning of F. I. D. O? My grandson found my log book in the attic and came across an entry when I was flying Corsairs from Yeovilton. Returned from a channel crossing and ran into a ceiling zero fog situation. Without going into details, an U.S.A.F. Typhoon base at Chilbolton responded to my "mayday" with mortar flares and burned off a runway with the high intensity kerosene flares. ( FIDO ) No problem as I ran out of fuel at the end of the runway where their control tower sent a jeep to my assistance. My grandson, however, is insisting that he will give his Grade 3 speech on FIDO. " Hey Rube"

**Ted Fallen** writes: (FIDO)

I was an RCAF pilot attached to the RAF during WW2. FIDO was a method of dispersing fog when we returned to our base. Certain bases in the UK had fuel pipes paralleling the longest runway. When the fuel was ignited it cleared the area the length of the runway from fog. The night I used FIDO, the fog was cleared to a height of 700 feet. The whole squadron landed without mishap. I can't remember all the bases but there were quite a few scattered around the countryside.

**Laurie Farrington** writes: (FIDO)

**Ted Fallen** has a good memory! FIDO (Fog Investigation Dispersal Operation) was used extensively in Bomber Command. Although it was an expensive remedy it saved lives. It was used first operationally on the night of November 19/20 1943, when four Halifax's of 35 Squadron landed safely at Graveley. In total some 2,486 allied aircraft landed by it at the fifteen airfields thus equipped (1200 at Woodbridge alone), at the expenditure of 1,000,000 tons of petrol (gas).

**Errol Aveling** writes: FIDO

I believe you will find that FIDO translates to (fog intense dispersaloperation)

**Rod Bays** writes: (FIDO)

**Don Kennedy** and I played football against each other in Winnipeg 187 years ago. He was at the Left-Footers school (St. Paul's) and I was at the (nominally) Anglican one (St. John's). We next met when we went overseas together. He flew Corsairs at Yeovilton, I flew Seafires at Henstridge, about 20 miles distant. .

Hi Don - Nice to see your name in print again! I think that FIDO was an acronym for "Fog Investigation and Dispersal Organization". Sounds right anyway, doesn't it!!!

**Bob Cornish** writes (FIDO)

Don't know what FIDO meant back then but I can tell you what it means in current police lingo.

An expression used by some police officers when they observe a minor infraction or situation that should warrant police intervention but does not result in same because the officers know, from sad experience, that such action will probably result in complaints of racial harassment or cultural insensitivity from some vocal minority group or another and entail considerable aggravation and reams of report writing.

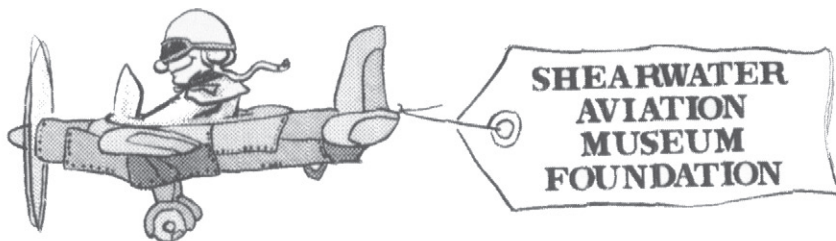
"F- - - IT, DRIVE ON!"

A sad situation for the law-abiding majority.

And finally!

**Don Kennedy** replies:

Many thanks for the excellent information on FIDO. That was a period in our lives that most of us have forgotten so it is good to have a refresher course. Our log books remain stored in our attics but if there ever was a joint effort to coordinate all of the stories that they tell-it would be a best seller. I guess our generation is so unique in that we are one of a kind and age seems to be catching up with us. .



## ROTARY WINGS in the RCN

by Eric G. Edgar, MMM, CD

In the beginning - 1944 - **Dennis Foley & Jean Paul Fournier** first RCN pilots trained on helicopters. Igor Sikorsky was a pioneer in developing shipboard procedures for helos as in many other areas. The USCGC Cobb was the 1st helo carrier with an HNS - 1 fitted with dipping sonar in late 1944.

March 1945 - Captain Roger Bidwell may have been first RCN officer to land on a carrier via helo when he was transferred to H.M.S. Puncher via a Sikorsky HNS - 1 from RNAS Twatt. (what a name for an air station!)

Sept. 1951 - First RCN Helicopters, Bell HTL - 4, ea. 3 acquired for use on HMCS Labrador and #1 Helicopter Flight was formed.

May 1952 - A Sikorsky H04S- 2, 'Horse' arrived at Shearwater, the first of an initial order of four.

May 1953 - #1 Helicopter Flight ceased to exist and VH - 21 was born, the first all helo squadron in the RCN (changed to HU - 21 in 1955).

Sept. 1953 - **S/Lt Dave Tate** ditched a Sea Fury astern of the Maggie and 32 seconds later he was plucked from the sea by the H04S 'Angel', the first of many such rescues.

1954 - Three Piasecki HUP - 3 helos were procured from the US Army for use on HMCS Labrador and after she was de-commissioned and turned over to the Coast Guard they were taken on strength by VU - 33 at Pat Bay.

One of the (in hindsight) more humorous events in helicopter history at Shearwater occurred in April, 1955 after an Avenger did a forced landing in the mud flats at Chezzetcook Range. The A/C suffered only minimal damage so **LCdr. (F) Don Sheppard** decided that salvage might be possible and that a motor boat should be airlifted to the crash site. The boat was duly acquired and fitted out with hoisting slings. **LCdr. Rod Bays** with **CPO Bill Shorten** as crewman got into a HUP and the boat was attached, hoisted and the flight begun. Unfortunately the boat wasn't very air worthy and it began to swing athwartships with increasing velocity, then in a pendulous motion from port to starboard. The situation was rapidly deteriorating so LCdr. Bays, having taken care to choose a flight path over vacant ground - well almost vacant-, kicked the quick release and the boat took off

dropping 60 - 80 feet squarely onto **P.O. 1st Class Peter Britton's** nearly new car illegally parked in front of CLOTHING Stores! Needless to say Peter had a difficult time convincing his insurance company that the damage was caused by a flying boat!

July 1955 - The first ASW Helicopter Squadron, HS - 50 was formed and equipped with six HO4S - 3 Sikorsky Helicopters. The sonar equipment was operated by ship side sonar men.

1956 - The marriage of ship/helo was begun when **LCdr. Rod Bays** landed



an HO4S on a makeshift platform over the mortar well on HMCS St. Laurent. This was followed by the installation of a landing platform on HMCS Buckingham and the commencement of formal trials leading to what may have been one of the most important innovations in naval aviation operations. The HO4S (S-55) undercarriage could not withstand the side loading imposed by severe ship motion so the RCAF was asked for the loan of an H-34 (S-58), which they provided along with F/L Lloyd Cummings as pilot.

1957 - The landing platform was installed in HMCS Ottawa for the final evaluation phase of the helo/ship trials and these trials were carried out by **LCdr. Bill Frayn, Lt. George Clark & F/Lt Cummings**, again using the loaned RCAF S-58. I believe that the S-58 suffered somewhat from the sea air and had a bit of salt corrosion evident when it was returned, which did not please the RCAF too much. The trials, however, were so successful that it was decided to move forward with acquisition of ASW Helicopters and to make provision on the DDH - 205 St. Laurent class for the operation of those helos. My memory is somewhat hazy on the details but I believe it was intended to procure the Kaman Sea Sprite Helicopter, in the development stage at that time, however, because the Sea Sprite encountered power train problems during flight trials, the Sikorsky HSS-2 Sea King became the final choice. This later created some problems as the

hangar on the DDHs was designed to cater to the somewhat smaller Sea Sprite and was a tad 'cozy' for the CHSS-2.

Jan. 1963 - The initial training of technical personnel and air crew on the Sea King began at the Sikorsky facility just outside of Stratford, Connecticut and at USNAS Key West, Fla. I was one of the group at Sikorsky, the most junior as a Petty Officer 2nd Class and I shared a room in Stratford with the most senior, **LCdr. Seth Grossmith**, who was both an engineer and pilot. The avionics courses were the most extensive and we did not leave Sikorsky until mid March, 1963. The NCOs and some of the Officers were sent to NAS Quonset Point, Rhode Island where we were attached to HS-9 & HS-11 for on the job training on the Sea King.

We went to sea with the Squadrons on the carriers USS Wasp and USS Essex and received extremely valuable experience both on what to do and what not to do. I should mention that all of this time we were officially on the books of HMCS Niagara, at Washington, DC and received foreign service allowances and duty free booze! I can assure you that it created something of a sensation when Sam Miesel's Embassy Importers truck backed up to the door of the Chief's Mess in Quonset Point to unload our monthly ration of 12 bottles each (that is or could be 12 - 40 unceners!)

We arrived at Quonset with our personal baggage and soon found that there was a salvage yard on the base where surplus equipment was stored pending sale to local scrap dealers and that we could get a chit from the Squadron to take any materials we wanted at no cost. Therefore, when we left, the RCAF had to fly in a Yukon Transport to take us and our scrap home. I believe there is still a hand operated fork lift at Shearwater that we rescued! In typical RCN fashion when I left Quonset Point I was posted back to Shearwater to VU-32 as NCO I/C of Tracker 2nd Line Maintenance even though I had never had a course on Trackers or even worked on one. Eventually this situation was rectified and I was posted to HS-50 in October of 1963.

The first four Canadian Sea Kings were built at Sikorsky while we were on course there and the first of these, 4001, was accepted at the end of May, 1963 and along with 4002 after a work-up period at Patuxent River, Maryland they arrived in Shearwater later that year. 4003 was assigned to VX-10 as the trials A/C, fitted out with lots of orange wire and an



instrumentation package at Pax and on the 23rd of November, 1963 made its first landing on the Assiniboine on the end of a cable from a crane on Shearwater jetty. The first real deck landing took place in Bedford Basin four days later and the first landing using the haul down wire took place on the 3rd of December.

The development of the Zapper Tongs arose from an incident at Shearwater when the messenger cable was lowered from a hovering Sea King and **L/S Lawton** grabbed it and was promptly knocked on his keester by the static discharge of some 20,000 volts built up on the airframe by all those rotating parts. This, of course, in hindsight, should have been foreseen but wasn't and fortunately no permanent damage resulted.

Jan. 1964 - The first Sea King deployment to Bonaventure to assess handling and hangarage.

May 1964 - The first Canadian built Sea King was accepted by the RCN from United Aircraft Canada Ltd.

January 1965 - Exercise

Springboard - first successful combined ASW exercise from Bonaventure by Sea King Helicopters, Trackers & Argus doing both day and night Ops.

September 1965 - Successful trial on HMCS Assiniboine of stabilized artificial horizon bar using surplus CS2F autopilot components. This ingenious device enabled all weather day/night recovery of the helicopters and was adopted for use by other nations.

Oct. 1965 - HMCS Nipigon suffered an explosion and fire in one of her mess decks. The HO4S airlifted the burned sailors to Bonnie and we flew them ashore to the UK in a Sea King. I flew as crewman and it seemed like the longest flight I ever made. Their suffering was terrible and there wasn't a thing we could do to relieve them.

Feb./Mar. 1966 - HMCS Annapolis with a full complement of air crew and maintainers from VX-10 & HS-50 carried out compatibility trials which demonstrated the ship/helo combination was a practical operational concept and established the basis for the development of future successful ship borne helicopter operations.

Jan. 1967 - HS-50 embarked 6 Sea Kings in Bonnie for Exercise Maple Spring while the first Helairdet under the command of **LCdr. (later General) Jean Verroneau** was embarked in HMCS Annapolis.

Dec. 1967 - The first fatal Canadian Sea King flying accident resulted in the death of **Cmd. O. Claire**

(Kip) Tully and P.O. Douglas Mander.

Jan. 1968 - **The death of the Royal Canadian Navy!**

Feb. 1968 - An engine failure resulted in a Sea King ditching and unfortunately inverting due to the failure of one of the sponson mounted inflation bags. The A/C was recovered aboard Bonnie and taken to Roosevelt Roads for transport back to Canada but was later scrapped.

June 1968 - Another ditching due to engine failure and the first successful single engine lift off and recovery on board Bonnie.

Sept. 1969 - The announcement that the Bonnie was to be scrapped was received on the CBC short wave service while the ship was in European waters participating in NATO Exercise Peace Keeper.

Oct. 1969 - The Kootenay explosion and fire necessitated another helicopter airlift. Although there was extensive loss of life and injuries, the ship and the remaining crew might have been lost if not for the helicopters airlifting personnel and equipment from Bonnie.

Dec 1969 - The last Hurrah for a proud ship was the free deck launching of the last four Trackers carried out in Bedford Basin. The first and only time it was done! A tribute to **Capt. Jim Cutts** for his skilful ship handling and to **Cdr. Dave Tate** & his pilots for their airmanship.



## LETTERS TO THE EDITOR

**Bill Rikely** writes:

It is interesting to follow the progress of the Foundation and the work of the Air Museum.

I have many wonderful memories of my Service life and in naval aviation, in particular. I was fortunate to be one of the first naval pilots to bring my Seafire MK15 into the former RCAF Station Dartmouth from the carrier "WARRIOR" in 1946. That was a long time ago, but, it is an experience I will long remember. We were members of 803 Sqn which formed up in the UK and there are still a few of us across the country.

All the best and keep up the good work. I enjoy following the comments and humour on the naval air internet network.

**Frank Smith** writes:

I really enjoy receiving the newsletter as a way of keeping in touch with the 'old days' and remembering my time at Shearwater, Bonnie etc with both pride and pleasure.

As a CNAGER (Swordfish Chapter), living in Chilliwack along with others, I keep in touch from here to the Vancouver area, but it hurts to see a whole bunch of our old Trackers just corroding away as we drive past the Abbotsford Airfield on our way to the big city. Sure brings out the nostalgia.

**Bob Bissell** writes:

Have just sent off my annual membership in plain brown envelope, so don't get excited. Think I may be 6 months behind so apologies. Should have given it to you during my visit to the museum during Tall Ships but I think the wishful thinking light blue ensign on the bulkhead of the library, put me off stride.

Anyway, the cruise was very pleasant and successful and we are now very comfortably anchored in the warm waters of the Virgin Islands. Swamp (*the indestructible Marsh Dempster, ed.*) is not far away in his boat enjoying the scenery but really trying to concentrate on reading his book.

After Halifax we had an unexpected and unusual encounter with an old sailing buddy, **Vince Lambie**. I think we first met in the bilge of PICKLE in the old Shearwater Boat shed (I last knew it as the simulator building) I think

we were the early members of the old RCNSA Halifax squadron and we usually sailed out of the Stad boat shed. Anyway we often sailed together and I remember doing a Marble Head race with him and **Walter Brown** in TUNA. So together with Elisabeth we sank a few jars and told a few lies.

Later on, enroute to Port Mouton, we came across a ketch who seemed unsure where they were heading and asked if they could follow us in to the anchorage. On arrival they signaled RPC and sent a boat. The owner and mate were American Airline pilots and former naval aviators, **Fred Hallas** and **Nils Floren**. Luckily they still remembered how to toast Admiral Lord Nelson.

A visit to the Annapolis Boat Show and a rendezvous with the Ocean Cruising Club were a couple more highlights.

Before sailing back to the Virgins we had a week with my brother in an exchange time share at New Bern, just off the ICW. A week ashore was a welcome change particularly as the weather had really closed in during November and life on board a sailing vessel that was supposed to be in the Caribbean was becoming trying.

Seasons Greetings to all at the museum.  
Bob

**Don Neilly** writes:

Dear Editor:

Re: Musical Legends by Tom Pollard Summer 2000 Newsletter.

**Tom Pollard's** article about the 'Gut Bucket' jazz group was very interesting and fun to read but was not quite complete. In case **Jud McSweeney** or others do not respond, I feel the following entry must be made in the log.

From my memory and log book, I can offer this:

Mediterranean Cruise Bonaventure 16 Oct 58 - HS 50 flew to USAF Base Lajes Azores to compass swing 3 or 4 H04S-3's. At the PX, I bought a galvanized wash tub and a package of 3 Bass "g" strings in cat 'gut'. That evening the HS 50 ground crew converted the bug (with the help of a mop handle) into a wash tub Bass, as used in skiffle groups which were very popular in England at the time. This all came about as a result of **Jud McSweeney**, **Art Williams**, myself and perhaps others discussing this idea of an ad hoc jazz group a few days previous - culminating

a nice little after supper music in the anti room that night 16 Oct or perhaps the following night 17 Oct 58. Present were Jud on trombone, Art on piano, **Jim Murwin** on trumpet and myself on the wash tub bass (until the blisters came up!). We did as many numbers as the "musicians" could remember and secured around midnight terribly proud of ourselves and fun all around. We played from then on (when able and sober) throughout the Med cruise and then at Shearwater after returning home.

The jazz group was continued on by many others, and a tip of the hat to Jud McSweeney and all those who helped the tradition live on and in memory of Art Williams.

We may be retired, but not obscure and our memories live on.  
Cheers, Don

**Rod Bays** writes:

It was with considerable delight that I read the letter from my old friend **L.R. (Tan) Tivy**. Tan was CO of 743 Sqn at that time, a Fleet Requirements squadron. Tan was one of the really good guys, great fun to serve with.

As he relates, the squadron was told off to take part in an Air Show in Moncton. I can't recall just what it was in aid of although the Moncton Flying Club was, as it remains, one of the most successful. Perhaps we were giving them a hand.

We worked Saturday mornings in those days so we flew up to YQM (Moncton) in beautiful sunshine departing at about 0830, four Harvards and the Firefly Trainer. The Firefly was quite a bit faster so we were not in formation. Memory is a faded jade so I'm a little unclear about just who the pilots were but I think they were **Bill Munro**, **Bill Rikely** and **Doug Ross** as well as myself. Exactly what we did after we arrived I'm not sure but most likely we beat up the place a bit (MOT was 'DOT' at that time and was not nearly the regulatory organization it (necessarily) became later) and then landed. I can't remember very many other service aircraft as being there though I think there was a Dakota (DC3) or two from the RCAF. After a bit we took off to put on a bit of formation flying with some mild aerobatics. We landed again and stood around a bit bored as organization seemed to be a little slack. Then someone came along and asked if we could have a "little air race". As CO, Tan

took this up with alacrity and we had a short chat about what we'd do and the 'course' outlines, roughly around the field perimeter. We ambled into the air in a stream take-off and came by the crowd at pretty well full chat and 50 feet, perhaps a hundred yards away from the folks. Now, you know, that four Harvard's look, and SOUND, pretty impressive from that distance. It wasn't much of a 'race' but we hared around about three or four times and the crowd seemed to like it. No one from DOT appeared to violate us or give us anything but plaudits! Tan culminated his last pass by partially lowering his undercarriage as he went by!

At about 1530, It was time to go home so the Harvard's left as one flight, beating up the field one last time and set course for YAW (Shearwater). We heard the Firefly give his ETA but then forgot about it in the routine flight. After landing, we realized that Tan was overdue and were getting ready to start a search when the doleful news of his forced landing arrived. He was exceptionally lucky to survive essentially without a scratch as he sort of pancaked into some fairly young trees. On the other hand, the cause of the accident was very BAD luck and spoiled what had been an enjoyable day up to that point.

You might like to check my yarn with Doug Ross and the other chaps as I am distinctly unclear about many of the details after fifty-odd years. Perhaps they can add some more interesting details. Cheers, Rod

**Everett McQuinn** writes:

I want to write and express how proud it is to belong to such a group of men and women so dedicated in the preservation of our Heritage in aviation, especially on the east coast of Canada.

Congratulations on having our museum being rated number one in Canada when you consider the "heavies" in Upper Canada and the Western Museums who also do a magnificent job restoring and maintaining aircraft of our past and present.

I enjoy all the newsletter magazine with lots of interesting pictures and stories of what some consider the "golden age" of flying in the post-war era.

I particularly read with interest "Our readers write". (**See also Rod Bays letter above.** ed) The story by **L.R. Tivy** brought back fond memories of the 1949 air show at Moncton. I am giving you some pictures of some "Hot Shot" pilots

burning up the skies in the remarkable Harvard. Along with a photo of a line of aircraft showing two Firefly aircraft. It will be interesting to find out if the picture of the crew of TG-W are LCdr Tivy and mechanic 'Dunne'.

I have been enjoying the very interesting book by Stuart Soward "Hands to flying Stations" Vol one 1945-1954.

I am enclosing a story you might like to run in the newsletter, of two RN Sea Hurricanes that landed in Gunningswell, NB on 12 Sep 42. One a/c turned before hitting the trees but one hedge-hopped over and into a potato field.

It's going to be a day of honour when PP462 is rolled out for show and flying. Great accolades to all those who labour to make this a reality. Question? Will it be done as an 825 or 826 aircraft? Please let everyone know of the great day as we will drive down from Moncton for the occasion.

**Earl "Dusty" Vandahl** writes:

Hi folks:

Happy New Year and may SAMF prosper in the New Year. I really enjoy the Foundation Newsletter and read it from cover to cover without delay upon its arrival in the mail. Nice to see **Valentiate and LeeRoy** still looking so hale and hearty. I remember them way back on less photogenic occasions... ahem.

Keep up the good work.

**Bruce Campbell** writes:

While my time in Naval Aviation was short, I still enjoy the Newsletter very much and see lots of familiar names. Keep up the good work.

**Vincent J. Murphy** writes:

Would like to thank you all very much for what you are doing in maintaining the history of our old Fleet Air Arm. Am sorry I live so far away from Shearwater.

**Ross Archer** writes:

Sometimes in our enthusiasm over our Naval Air Heritage, we forget that it was Naval Air which so shaped our lives and made us the unique and wonderful bunch we were.

As a survivor of at least three refits on two Carriers, I had the opportunity to observe the organization that really made the Navy work - the Dockyard!

Those who toiled there,

affectionately known as 'Maties', were renowned for their expertise but not generally celebrated for their rate of locomotion. Once, as I wended my way through the Dockyard, I chanced upon one of them angrily crushing a pair of snails with the heel of his boot. Upon asking the reason, he answered "I'm bloody sick of them. They've been following me around all morning."

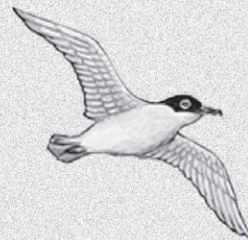
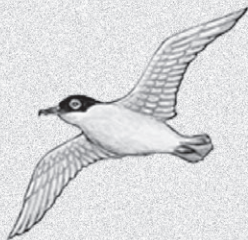
**Ed "DOLLY" Doyle** writes:

I have been a member of SAM for a couple of years and enjoy the interest and articles of the newsletter. Spent all of 1955 aboard HMCS Magnificent as a LSEM with most of my duties taking place in Fridge spaces. During some of my off duty time, I had permission to be present in the arrestor wire room during take offs and landings as a learning working experience. I found it fascinating and astounding how those wires could stop aircraft when they landed on the flight deck. Needless to say I was up there at every chance I could get and learned more than I bargained for.

The Maggie was a grand lady and I was proud to serve aboard her.

Best wishes to you, the staff and members of SAM.





# MEET SOME OF THE FLYERS

from the June 6th, 1958 Issue of the Navalair



P - John (Satchel) Lightfoot



P - Jim Adams



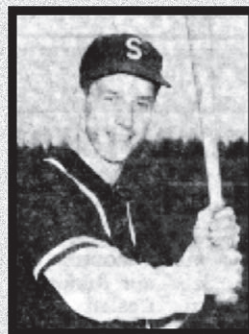
P - Eddy Trinacity



P - Clint Halfkenny



SS - Tom White



OF - Tony Reaume (Bucket Foot)



2nd - Pee Wee Carter



3rd - Nick Crawford



1st - Rob Harrison



Manager - Emery Gagnon



C - Rollie Deschesnes



President - Allan McDonell

## SEA HURRICANES

by Everett McQuinn

It's Saturday morning, **12 Sep 42**, nothing unusual going on in the tranquil community of Gunningsville, NB, children playing, dogs barking, the monotonous muddy Petitcodiac River churned by the world famous bore making its way up twice every 24



hours. One could see across from Gunningsville to Moncton, the dispersal point for all the young airmen of the BCTAP (British Commonwealth Training Air Plan). However it was foggy out at Lakeburn, some distance from Moncton to the East, the home of No. 8 SFTS where lots of Harvards and Ansons flew from. None of these aircraft were flying due to the heavy fog. On the Gunningsville side of the river, the sky was clear. All of a sudden the air was split with the thunderous roar of the sound of the Rolls Royce Merlin engine of two Hawker Hurricanes, Sea Hurricanes to be exact. What on earth are they doing up there I thought, and they soared and danced across the sky. Shortly there was a thump and then silence, the two Hurricanes had crashed, we thought, on top of the hill which served as an emergency landing field. (Lots of Harvards and Ansons had done "touch and go's there). All we youngsters ran to where the airplanes had stopped, one turned in time to miss the trees, and nosed softly into the field. (This took place where the Moncton Air Traffic control Centre is presently located.) Soon, lots of people from Gunningsville and Moncton were there to see this exciting event, people were taking pictures but the Air Force Police were taking the film from their cameras, "Don't you know there is a war on and this is off limits for picture taking," a stuffy looking officer exclaimed.

Soon crews from No. 8 and No. 4 Depots were there. How excited we were to see them remove the live ammunition from one hurricane. We had never seen anything like this before, the gun ports had FUNNY PAPERS taped over them and bold letters read "LOADED". Soon one Hurricane was refueled, the pilot climbed into the cockpit, the Merlin engine soon roared to life, the pilot taxied the aircraft down the field, turned into the wind and soon flew over our heads, made a circle of the field and executed an impressive VICTORY ROLL. The pilot of the pranged Sea Hurricane, a short, sandy haired fellow in his early twenties was shaken but not hurt. The next day a flat bed truck came. The crews removed the wings of the Hurricane, winched it up onto the truck to haul it away to No. 4 repair depot at Scoudouc a few miles past No. 8 to be repaired.

And thus ends an exciting time in our lives that September. Those of us who were there, weren't fooled, the letters on the side of the hurricane read SV-Y and under the tail plane it read ROYAL NAVY.

P.S. I searched for more than 30 years and finally found someone who had taken a picture of the Hurricanes. It would be interesting to know what aircraft carrier or CAM ship they were launched from.



Names please!!

## MEMORIALS

During the recent past, it has struck me that readers of this journal have overlooked a splendid opportunity to honour ex-shipmates and other friends who have passed from the scene. I am speaking about the remembrances which we make to various charities in honour of those of our brothers, sisters, friends or old comrades who's love of Naval Aviation so enriched our lives. Elsewhere, you will note a list, ever-lengthening unfortunately, of those of our friends who have slipped their shackles. A number of them have been honoured with generous contributions to the Foundation in their name.

To a large extent, the Navy, Naval Aviation, and SHEARWATER shaped our lives for good or ill. We remember those days and our messmates fondly, and we can honour them by contributing to the Foundation in their memory. In Obits, why not suggest that **"...in lieu of flowers, that memorials may be made to the Shearwater Aviation Museum Foundation....."** It's easy; it's convenient; it is a fitting tribute to them and an enormous help to the Foundation which seeks to preserve our collective memory.

Respectfully,  
R.V. Bays

(What a great letter. For information, significant donations were received in memory of Doug Peacocke. Remember that this can be done by phone, email, letter/card to SAMF, and, of course, it is tax deductible. Just contact Kay at 1-888-497-7779 or at the address in the front of this Newsletter, ed.)

### Douglas Dennison "Doug" Peacocke Deceased: December 19, 2000

(This Obit is printed as a tribute to Doug, our second President and an active supporter of SAMF)

PEACOCKE, Lcdr. (P), Douglas Dennison "Doug", RCN Retired passed away peacefully, surrounded by his family, after a brief but valiant struggle with cancer, on Tuesday, December 19, 2000, at the age 76. Doug is survived by his loving wife and best friend, Marie White Lynch. Treasured dad of Judy Adelberg (Peter), Ottawa; Dr. Larry (Dr. John), Moncton; Dr. Sandy, Ottawa; Jacqueline MacDonald (Ian) and Jennifer Dort (Paul), Dartmouth; Cpl. Ray (Cathy), Red Deer, Alta.; Ken

(Debbie), London, Ont.; Jeannette (Cst. Kevin), Castor, Alta. Dearest brother of Audrey Carleton (Alton Higgens) High River, Alta.; Thomas Peacocke (Judy), Edmonton. He was predeceased by son, Cmdr. Jerry Peacocke (Barbara) and wives Helen McDonald and Jean Mossman McDonald. Fond uncle/stepdad of John McDonald (Shaaron), Toronto; Margo McDonald Bassarab (Rob), Valleyview, Alta.; and devoted stepdad of Laura Lynch Ulliyott (Kevin), Calgary; Mona Lynch, Halifax. Special uncle to Ross MacMillan, Halifax and dear brother-in-law of Florence McDonald Fitzgerald. Loving granddad to 23 grandchildren. Son of the late Thomas W. Peacocke and the late Henrietta Munro, Doug was raised in Barons, Alta. He then served in the RCAF 1942-45 as a flying instructor, transferring to the RN Fleet Air Arm in 1945, then to the newly-created RCN Fleet Air Arm the same year. He saw service in all three of Canada's aircraft carriers, namely: Warrior Magnificent, and Bonaventure as well as Shearwater base in various capacities, including as Commanding Officer of 825 Firefly Squadron and 803/870 Sea Fury Squadron. Doug also served three years with the US Navy in its ASW Air Development Squadron VX-1 at Key West, Florida. Retiring from the Navy in 1968, he joined the Medical Society, the oldest medical association in Canada. This was in recognition of his "signal service" to the Society in successfully meeting all the challenges of a rapidly growing membership and the demands for new and more services. Doug is also well known for his active interest and support in preserving the history of Canadian Naval Aviation which, brief as it was, will remain the highlight of the history of the RCN. His favorite quote: "Carrier flying-always exciting, often terrifying. The memories of it and the friendships I made will be with me to 'til the end of my days."

## STILL IN THE DELTA



Brock, T.C.  
Clemons, T  
Conkie, D  
Davis, N.B.  
Evans, G.G.  
Finske, Padre  
Lowerson, J.L.  
McLean, R.J.  
Millar, J.  
Moffat, W.J.B.  
Peacocke, D.D.  
Reynold, W  
Shotten, S.F.  
Walsh, J.L.  
Westwood, G.



From Allan Snowie

The new Fleet Air Arm Memorial in London. It is situated on the bank of the Thames just behind the RAF Memorial and in front of the Air Ministry buildings.

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## Harry Wants To Make One Thing Perfectly Clear

By Sandy Henry Pacific Flyer August 2000

Harry Beutel, who keeps his wildly camouflaged Nanchang CJ-6A at Corona Airport in Southern California, wants people to know his plane is Chinese, not Russian.

He's so adamant about it that the display card he hangs on the propeller when he goes to air shows says: "This is not a Yak!" Just ask and the 68 year old former Royal Canadian Navy Lieutenant Commander will talk all about his beloved CJ-6A.



The design originated in the late '50s, when the Chinese and Russians had a political falling out, Beutel explained. The Chinese realized they would not be getting any further technical support from the Russians, so they would have to design their own advanced trainer.

They started with an already proven design, the Russian Yak 18A, and extensively reworked it. Chinese engineers added retractable gear and an American air foil, then squared the tail and lengthened the fuselage.

After tests with various engines and propellers, it went into mass production with power plant combination of Chinese design, a nine cylinder 285 hp Housai HS-6 radial engine and a Baoding variable-pitch prop.

The result was an aircraft that was pleasing to the eye, with a gull wing, all metal airframe and fabric covered control surfaces. It was also a rugged airplane, more than able to take the abuse of student pilots.

According to recent estimates, more than 2,000 Nanchang CF-6As have been built, approximately 1,500 of which were still flying in communist countries as of a few years ago. By now, more than 100 have been imported to the US with 24 CJ-6s and 70 CJ-6As currently on the FAA register.

When they accumulate 3,000-4,000 flying hours in the Chinese military, the CJs are surplus to military flying clubs. From there, many are sold to overseas brokers, like the Canadian one Beutel got his through.

One of the things that Beutel likes about the CJ-6A is that it is fully acrobatic. "With the exception of the T-28B, it's about the most responsive airplane I've flown." said Beutel. "It's stable, predictable and has no vices; trimmed for level flight, it tracks well and has excellent formation flight handling."

That's an assessment Beutel is well qualified to make. In 1955, the young Canadian naval Officer was sent to NAS Pensacola on an exchange program to earn his wings with the US Navy.

### He's Sure, It's No Yak...

He spent 13 years in the Canadian Navy, mostly in anti-submarine service, and got out as a Lieutenant Commander. He then flew for Pan Am for 26 years, retiring early due to Pan Am's

bankruptcy in 1992.

He has owned other airplanes but bought the Nanchang to get back into military aircraft. "I wanted a warbird while I could still enjoy it," Beutel laughed. "When they tell me to stop flying, I'll sell it and get a big boat."

Since he bought the CJ several years ago, Beutel has found his way onto the warbird exhibition circuit. His plane's unique paint scheme is naval camouflage, which uses the cool gray and blue colours of the ocean environment.

The whole plane was painted with gray Imron and the camouflage colours added on. The Chinese characters on the fuselage translate to "Ocean Army" which would seem an odd way to say "Navy", except that there is no character for the word "Navy" in Chinese. (Not so strange, really. In France their Air Force is called the "Army of the Air.")

In preparing the CJ-6A to fly in the US, all the original fabric on the control surfaces was removed and replaced. More than 200 pounds of antiquated equipment, including a 25 pound generator, was removed.



Instead of hydraulics, the Nanchang - like its Russian counterpart - uses pressurized air to operate the landing gear, flaps, brakes and starter. In the extreme cold of Northern China and Russia, air pressure is more reliable because it isn't as affected by temperature.

To achieve the fighter look he wanted, Beutel installed a custom-made spinner. He recently added a single-axis autopilot with GPS tracking capability manufactured by Nav-Aid Devices of Chattanooga, Tenn.

Beutel is well known on the West Coast for taking his CJ anywhere he's invited. He said he averages about 20 airshows a year but that may be a conservative estimate.



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## SHEARWATER HOSTS MARDI GRAS

The Mardi Gras took place 16 Feb following 12 Wing Shearwater's two day winter carnival. 'D' Hgr was transformed into a Bourbon Street theme, complete with storefront facades and other touches designed to make attendees feel they were strolling along outside. Musical entertainment was provided by the Stadacona Dixieland Band and the Matt Minglewood band, a blues-jazz group. Tickets sold for \$10 per person and for that you received a free drink, \$100 play money, and your ticket entered in a door prize draw. This year, the door prize was 27" Television. Extra play money could be purchased to be used at the silent auction held during the Mardi Gras. A couple of the items for auction rounded up by Mike Kelly were: a Sky Box to Metro Centre Mooseheads game (\$500), a Hockey Sweater for 2003 IIHF World Jr. Hockey Championship (Priceless) plus at least ten other



prizes. A great time was had by all.

Money raised from this event will go toward the construction of the new hangar, attached to the Museum, to house aircraft formerly displayed along Bonaventure Avenue. LCol Jim Cox advised "Those airplanes are in storage right now, and they're being refurbished. We hope to have the building open by air show time this September."

It is planned to have an annual Mardi Gras.

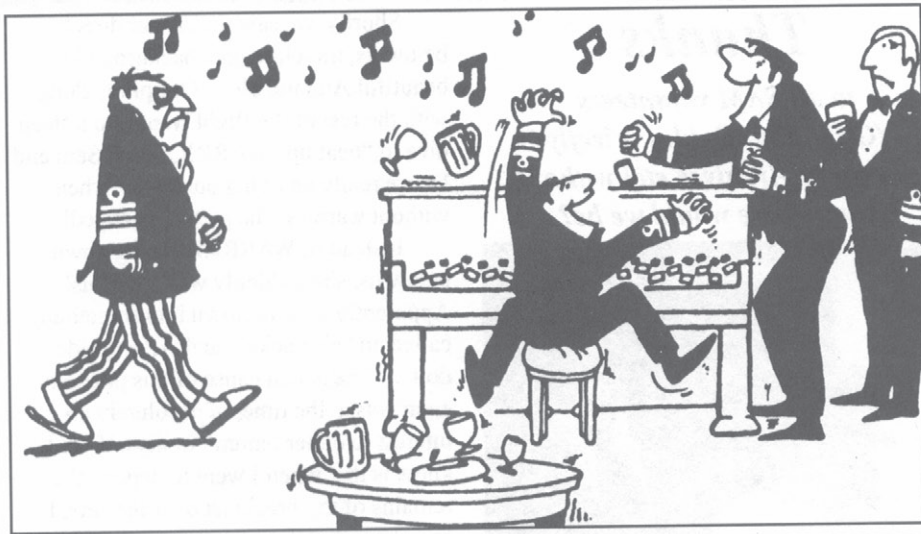
### CANADIAN PEACEKEEPING SERVICE MEDAL

A number of queries have been made as to the eligibility of squadron and ships company personnel for the NATO medal who were aboard MAGNIFICENT on her trip to Egypt in 1956, and BONAVENTURE to Cyprus in 1964, ferrying troops and equipment.

Thanks to the work of **RON MacKINNON** and many messages to and from CFHQ, it has been established that these trips qualify as follows:

Magnificent - Egypt 1957 -9 days service.  
Bonaventure - Cyprus 1964 - 3 days service

However, minimum requirement for this medal is 30 days service. This information may be confirmed on line at <http://www.dnd.ca/medals/engraph/forms-e.asp> or, by calling the Directorate of History and Heritage at 1-613-990-8579.



#### THE UNFORTUNATE CO-PILOT

Oh! I'm the co-pilot, I sit on the right  
I'm quick and courageous, I'm wonderfully bright  
My job is remembering what the Captain forgets  
I never talk back, so I have no regrets.

I make up the flight plan and study the weather  
I pull up the gear and stand by to feather  
I make out his mail forms and hire his whores  
And fly the old crate to the tune of his

snores.

I make out the flight plan according to Hoyle  
I take all the readings and check on the oil  
I hustle him out for the midnight alarm  
I fly through the fog while he sleeps on my arm.

I treat him to coffee and keep him in cokes  
I laugh at his corn and his horrible jokes  
And once in a while when his landing is rusty  
I come through with "Yessiree Captain, it sure is gusty."

## WINE, CHEESE, BREW & CULTURE EVENING

Held in the Shearwater Aviation Museum  
27 January 2001.

This function was conceived in the mind of **Michael Nash Kelly** as a means to introduce people to the Museum who had not been there before and might not otherwise find a reason to visit. It was further developed during a tour of the Museum with Ron Rogers, Sales Manager of Jost Vineyards Ltd. who expressed an interest in helping get sponsors. A further suggestion by Mike Kelly that we might see if we could get some artists to display their works led to recruiting **Jav Stevenson**, a member and Vice-President of the Dartmouth Visual Arts Society, to approach his group. He agreed, they were interested, and the rest is now history.

The evening featured wines from Jost, Telderberry Farms and Hardy's as well as a number of wines from Germany, Argentina, California, Ontario etc which we picked up, from the N.S.L.C stores, at a very decent price because of their annual de-listing sale. We also were fortunate in receiving support from a local company appropriately named Propeller Brewing Company. Their Bitter and Pale Ale was very popular. A local wholesale company, Windward Foods, provided a wonderful assortment of cheeses as well as pates and crackers at a very reasonable price! While **Peter Disbrowe**, a franchisee of M&M Meat Shops (and a working stiff on our Firefly Restoration), donated several

items.

There were, on display, some '55' paintings covering a wide range of subjects from still life's to marine scenes to landscapes and the level of talent which was evident was tremendous, in light of the fact that these are amateurs. We are most appreciative of the efforts of Jav and the Dartmouth Visual Art Society.

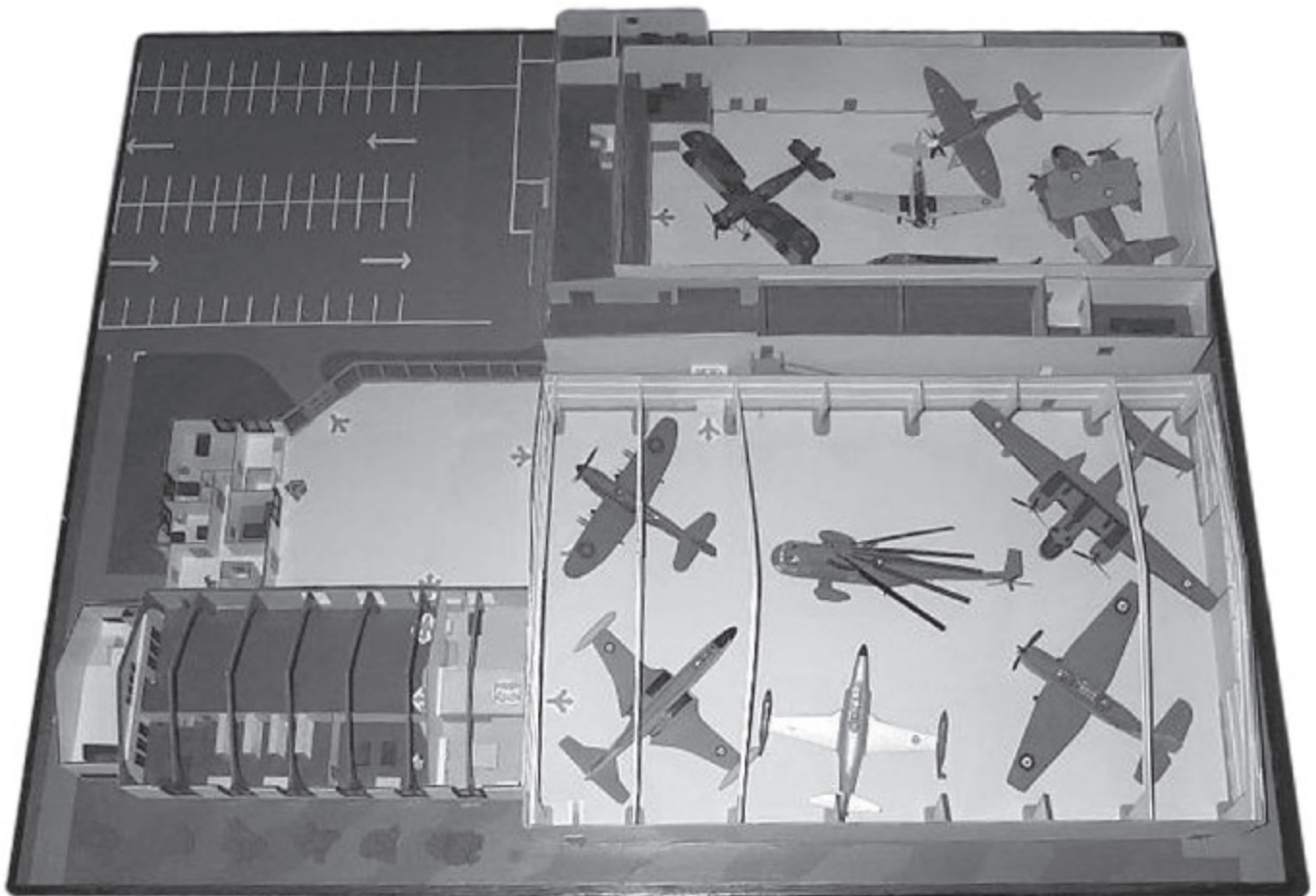
We had a number of willing volunteers, including **Shelley Williamson, Susan Ballard (Whitey & Pat Williamson's daughters), Jane Templeton, Barb Ryan, Mary Elizabeth Edgar, Marina Kelly, Jav Stevenson and from SAM; Mary Ellen McWhirter, Rob LePine, Bill Gillespie, Owen Walton, Michelle Anthony, Jeff Peddle and Mike MacSween.**

Mike Kelly traveled miles and talked nicely to many suppliers to get discounts and Jav Stevenson contributed considerable sweat equity.

We exceeded our budget of \$400 by some \$15 but the estimated one hundred and twenty attendees were most generous with their donations so we were able to add over \$500 to the Building Fund. Attendees appeared to have a good time and many asked when the next one would be held so - how about the same time next year?

Eric Edgar

## Your NEW Shearwater Aviation Museum



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