



# SHEARWATER AVIATION MUSEUM FOUNDATION NEWSLETTER

Summer 2002



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## And other stuff we had room for...

### 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: Depicted on the cover are the three aircraft carriers of Canada's post war Navy: Warrior, Magnificent and Bonaventure. Thanks to 12 Wing Imaging Services (Cpl S. McNeil) for the cover photo.

### PLEASE NOTE

When sending mail of any kind, newsletter articles, letters to the editor, membership renewals, donations etc please ensure the envelope is addressed correctly to the:

Shearwater Aviation Museum Foundation or  
**SAM Foundation**

Deadlines for receiving submissions:  
 Winter 4 Oct  
 Spring 7 March  
 Summer 27 June

Some Donations are being sent directly to the Museum and therefore may be deposited to the Museum account and not credited to your membership in the Foundation and therefore no receipt will be sent.

Newsletter Staff  
  
 Editor Bill Farrell  
 Secretary Kay Collacutt  
 Design Layout Bob Grundy

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A wise nation preserves its records, gathers up its muniments, decorates the tombs of its illustrious dead, repairs its great public structures, and fosters national pride and love of country by perpetual references to the sacrifices and glories of the past.

-Joseph Howe, 31 August 1871

## EDITOR'S GRUNTS



### Editor's Grunts

**T**he preparation of each issue evokes the quo vademus question: Where are we going with this newsletter? We ask for specific direction from you the reader (you readers own the newsletter) and get instead compliments – but no specific guidance. Secretary Kay may have one of the finest putative minds around but she cannot read your own (putative?) mind. Write to her. Tell her. Don't leave us in the dark. Working in this vacuum we have to fall back on our own philosophy about the function of newsletters for foundations supporting military museums. A military museum can be seen as a quasi church – a warrior's church – where old warriors go to be inspired by the icons of men who have been honoured for valorous deeds and by the artifacts of old weapons we or our forbears once used. It's also meeting place where we meet and greet old comrades. The newsletter aims at opening the church doors to members for whom distance precludes regular attendance: (Offerings and tithes are accepted by mail and isn't it a bit ironic that our office is in a decommissioned chapel?) Our membership is largely of the

cloth of navy blue tradition but there is immense support from those who wore light blue during their service in Canada's armed forces. Both colour persuasions must be served, their heritage recognized and their predilections honoured in these pages.

Accordingly we present to you articles on heroic deeds, aircraft types, war operations, training exercises, yarns of escapades ashore, recollections of memorable cruises to exotic lands and so on and so on – but go through a few old issues (if you have trashed them Kay will kill you) and write to say what you want more of, what you want less of, and what you don't want any of. Don't be shy about offering your own creative writing – the quality of the offerings we do get is truly astounding: and photos.

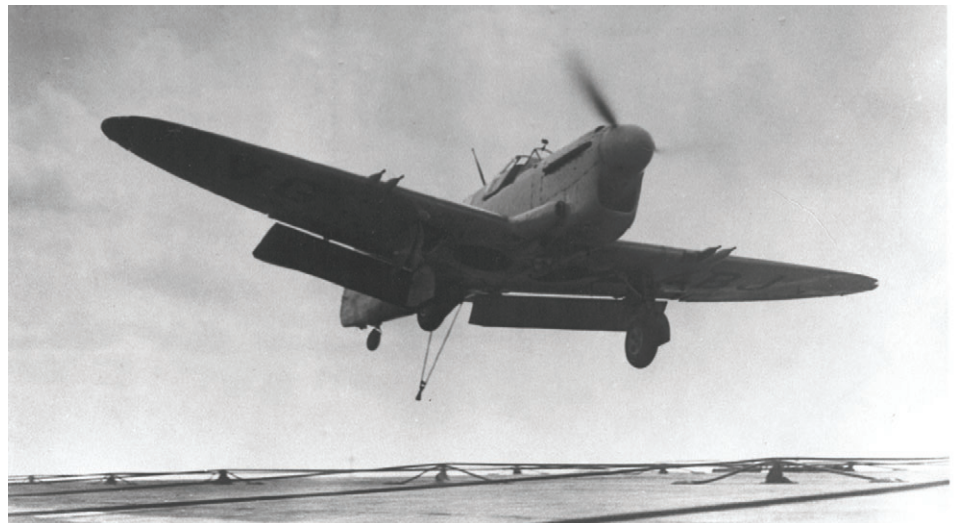
*Bill Farrell Ed.*

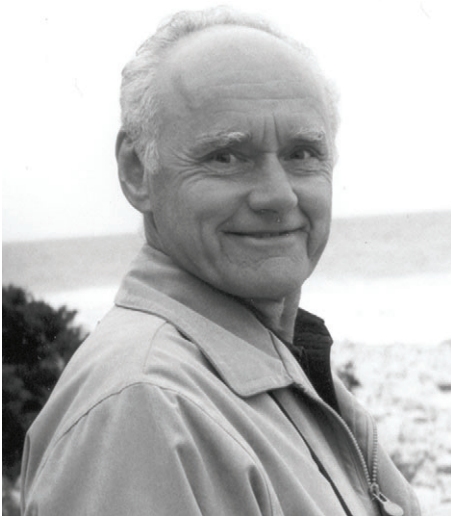
## ANNUAL GENERAL MEETING

**SAM Foundation**

**0900 hrs  
7 Sep 02**

**Museum  
Briefing  
Room**





## President's Report

Summer is here and it's time to send my greetings to one and all. I will begin by thanking the Dinner/Auction committee for a very enjoyable evening on June 15<sup>th</sup>. All of the guests that I spoke with said that they enjoyed themselves and were looking forward to next year's event. The evening generated about \$7000 for the cause. Thanks again to all concerned!

I believe all members and other readers should be aware of the Foundation's financial situation so that they will know where we are on our road to building an Atrium entrance and paying off the loan for the new hangar. The Atrium project has been approved in principle by the board. We must however address our ability to fund the undertaking. I will attempt to give you a brief summary of our finances along with some comments and forecasts. For simplicity, I will round off numbers liberally.

As of the end of June 2002, our current assets were \$114,000. Our current liabilities were \$14,000. We are also holding back one year's loan payments (\$18,000) as a contingency so that we had about \$82,000 available at the end of June to spend on the Atrium or to pay down the building loan. To run the Foundation and publish our Newsletter, we had a budget of \$31,000. As of June we have been on budget. This "operating" cost must come out of our membership income and Newsletter advertising revenue. As of the end of June, we have

been fortunate in having increased our membership hence our membership income so that we are about 18% above budget and are projecting membership income of \$37,000. This gives us a comfortable margin. For financing the Atrium project we must rely on other means of fund raising such as the recent dinner/auction, the golf tournament and donations from individuals and corporations. In this regard, I am happy to report that at today's (3 June) Board of Directors meeting one of our directors presented to SAMF a most generous \$5000 cheque as the first instalment of a significant pledge. We are truly grateful for his generosity. This single gift has put us \$5000 ahead of our originally projected (\$57,000) fund raising goal. We now hope to exceed \$62,000 by the end of the fiscal year. Good news indeed!

As you can see, we are on firm ground but not on "easy street". The Atrium project will cost about \$150,000 and the loan balance is over \$180,000. Since we had \$82,000 in June and now, thanks to the generosity of a director we have \$87,000 to spend, we still have a long way to go to reach our goal. We are committed to \$18,000 in loan payments annually, leaving about \$42,000 each year (if we can continue to raise around \$60,000) to spend on the Atrium and other Museum projects. Let us all, to the extent of our abilities, follow the generosity displayed by our newest benefactor. Our task is not over!

Since our efforts to get corporate support have been disappointing so far, our success has been due to you, the individual member and I thank you for your generosity. I suppose by now it has become obvious that I am urging each and every one of us to do more! A big push over the next couple of years will enable us to reach our goals!

I hope all of you enjoy a healthy and happy summer.

*Eric Nielsen*

## From the Curator's Desk

The 2002 season opened on the 2<sup>nd</sup> of April. Exhibits were tidied up and work commenced on some new ones. A professionally designed exhibit honouring the service of "First Nation" members of the Canadian Forces was completed and installed in May. It matches the "Black History" exhibit that was installed last February. We also completed a nice display of oversized versions of heraldic badges of all the Squadrons that served at Shearwater/Dartmouth.

We have been very fortunate to receive financial support from the "Young Canada Works" and the "Human Resources Development Canada" summer student employment program. Two Students conducted our very popular Youth Outreach Program, reaching approximately 1500 children from Grades Primary to Six. We were also able to hire a student to assist in our growing Library & Archives and another to assist with collection management.

With school out for the summer holidays, the Youth Outreach Program is continuing through the summer. Formal sessions are being offered to Youth/Day Camps two afternoons a week. The response has been good.

The Museum is reaching the community in other ways; eg. our Flight Simulator was set up at the Halifax Metro Centre for the Nova Scotia Tattoo (29 June to 7 July). It proved to be a big attraction during intermissions. On Canada Day our one-third scale Sea King model was featured on a float in the Canada Day Parade. Museum Staff were also involved as volunteers with the Halifax Highland Games on 6 July.

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**Kent L. Noseworthy**, B.Sc., LL.B.

New acquisitions include a CT-133 (T-Bird) in Low-vis colour scheme; this T-Bird is in excellent shape. Additionally, 406 Operational Training Squadron has acquired a CF-5 Freedom Fighter as a training aid for their TQ-3 courses. It is being displayed in the New Hangar and the brief periods of instruction by 406 Squadron will be conducted on site in the Museum. Our new hangar is slowly filling up.

Bill Farrell's remarks address the Fairey Firefly restoration project.

Finally, the Foundation is moving closer to being in a position to fund an Atrium to connect our three buildings. We are very appreciative of the fine efforts of the Foundation's Board of Directors and of all members who generously support the preservation of our aviation heritage.

## 4<sup>th</sup> ANNUAL SAMF DINNER AND AUCTION

The 4<sup>th</sup> Annual SAMF Dinner and Auction is now history and thanks to the hard work of the committee, Chaired by Jav Stevenson, the generosity of the donors and the support of the 117 paid attendees, it was another success. The net proceeds of \$6,414 provides a welcome addition to our building fund. This year, the venue was the 12 Wing Officers mess (formerly know as the Wardroom). The evening began with drinks in the Bonaventure Room and a chance for everyone to view the auction items and place their bids. Prior to dinner the first 14 items were knocked down and the successful bidders announced. Our President, Eric Nielsen, welcomed all and announced dinner. We sat down to a gourmet meal of Spinach Mandarin Red Onion Salad, Coquille St Jacques and Chicken Cordon Bleu, accompanied by an excellent white wine from Jost Vineyards. This was topped off with black Forest Cake and Coffee or Tea. Our thanks to the CFB Halifax Food Services Staff, the Officers' Mess Staff and 12 Wing personnel including the Museum staff, for their support.

The Halifax Regional Municipality continues to support us. This years delegation consisted of Bruce Hetherington, Ron Cooper, Harry McInroy and Condo Sarto.

Bill Mont was, again, a mainstay not only as a member of the committee but as a donor of items for the auction and as the auctioneer par excellence who managed to squeeze a few more bucks from the bidders on the big ticket items. The volunteers who collected the payments; Rob LePine, Michelle Anthony, Barb Ryan and Mary Ellen McWhirter, did a great job under stress and their efforts are much appreciated.

Thanks to all the community minded companies and individuals who donated goods and services to the auction. To Bruce Nelson (Chuck's son) of Tour Tech East for the sound systems and finally to the dinner Committee, all volunteers, who have been working for months to make this a successful event. Jav Stevenson, Mike Kelly, Bill Mont, Owen Walton, Kay Collacutt and Dave Shaw. I was a member of the committee again, but as my wife and I were away for the month of May, my contribution was minimal.

You will note that the attendance was less than a capacity crowd. I therefore invite you all to mark 14 June 2003 on your calendar and plan to attend next years function - remembering that your dollars go to a very worthy cause, support of the Shearwater Aviation Museum. I particularly would like to see all of the foundation Board at next years dinner, with at least one guest couple.

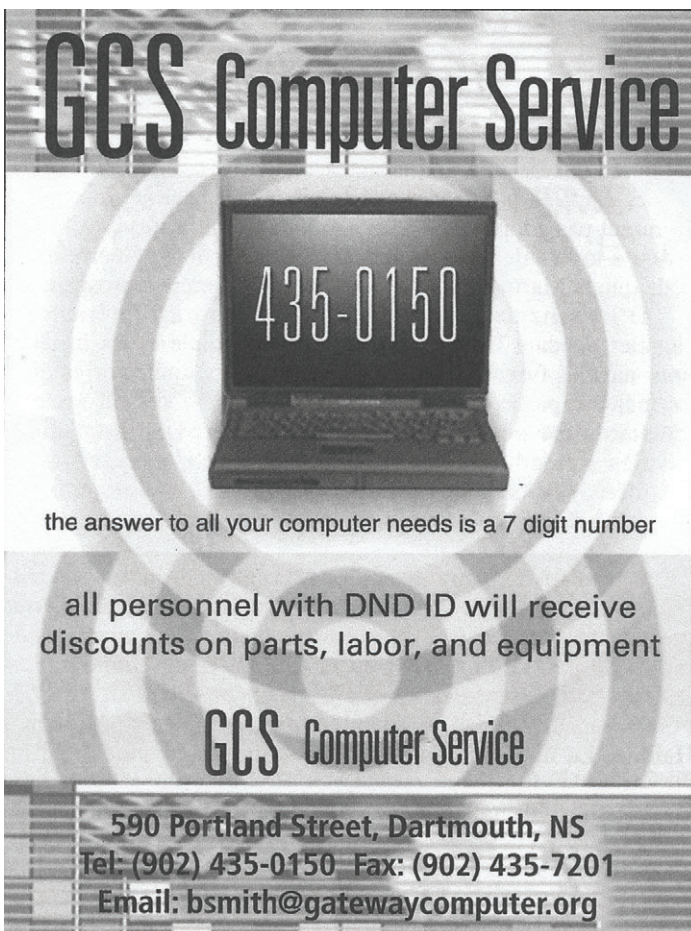
*Eric Edgar*

## THE NEW COLONEL

Having just moved into his new office, a pompous, new colonel was sitting at his desk when an Airman knocked on the door. Conscious of his new position, the Colonel quickly picked up the phone, told the Airman to enter, then said into the phone, "Yes General, I'll be seeing him this afternoon and I'll pass along your message. In the meantime, thank you for your good wishes, Sir."

Feeling as though he had sufficiently impressed the young enlisted man, he asked, "What do you want?"

"Nothing important, Sir," the Airman replied, "...I'm just here to hook up your telephone."



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## ON SEA SURVIVAL

BY John Thompson

They'd never cared how much you'd plead  
They'd say it's something that you'd need  
This yearly ordeal you'll concede  
Was SE's annual dirty deed

It's sea survival time again  
In rubber boat on briny main  
A soggy arse - an aching pain  
A poopy seal - a blood-starved brain

You're floating off Chebucto Head  
You're wishing now you'd not been fed  
Your face it turns to green from red  
You're wishing now that you were dead

The time goes slow, the hours drag  
You roll and gag beneath the clag  
Will chopper fly? A worried nag  
And chilly spirits start to sag

Piles will suffer, this I'll bet  
Any sign of rescue yet?  
Can't help it if I start to fret  
How much wetter can I get?

I'm hoping I'll be picked up soon  
Don't they know it's way past noon?  
A rescue now would be a boon  
But probably will be by moon.

At last I hear the helo's hum  
And shift to ease my frozen bum  
A bum so cold it's gone quite numb  
Exciting moments yet to come

I watch the helo lower hoist  
Into my transportation moist  
And even though I have no choist  
I'm glad they're picking me up foist

I found it was a rough old trip

Abouncing in my rubber ship  
And all I did was moan and drip  
Now how was that for a salty dip?

Vernon Miller writes:

Hi There John T!

Your little ditty called up a related story. While with 880, a group of us neophyte Stooft copilots went for the annual January SE dinghy drill in the harbour. Bill Breckenridge and I were among the last four to jump into the harbour from the yard craft and chase our one man dinghies, getting into them as the yard ferry craft left for other Stadacona / dockyard duties.

When the Horse (HO4S) came into view, we each bailed out of our dinghies as the helo came overhead, raising our arms in supplication for the collar, and awaited the lift. Two guys were sequentially hoisted aboard, then the helo hovered over into our direction, right between us. Both Bill and I got into the water and waited, as the dinghies blew over the horizon. Then the helo experienced some problem and departed for AW at Mach One, leaving us in the freezing water in poopy suits and inflated mae wests. The yard ferry was too far away by this time and never did return. Some 45 minutes later another HO4S came overhead and extracted us from the freezing harbour water (we had held onto each other for the entire 45 minutes but had lost all feeling in extremities and had to be 'rescued'). We were dropped at the Shearwater gym, on the field outside, and were carried into the showers directly. The warm water really felt good. No permanent harm to either of us, but a few changes were implemented for ensuing wet dinghy drills / hoists in the harbour. Fond memories, what?  
*Butch*

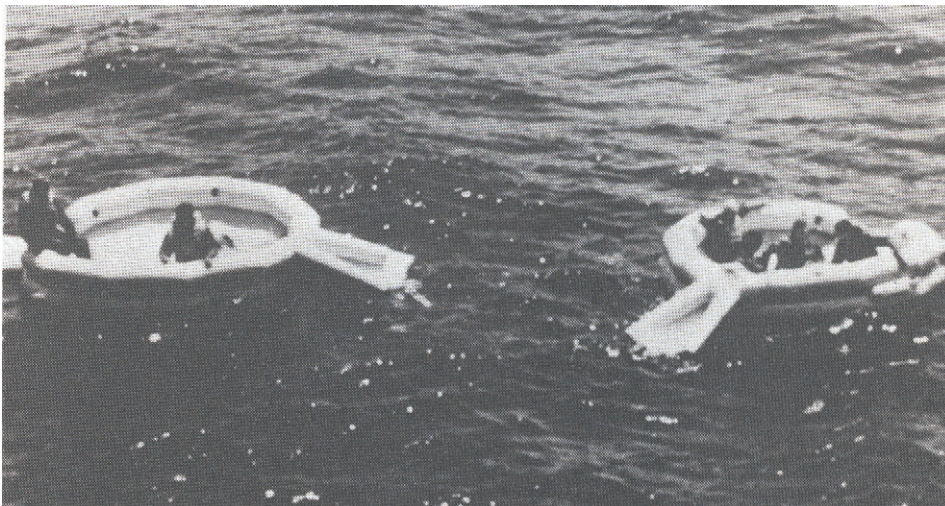


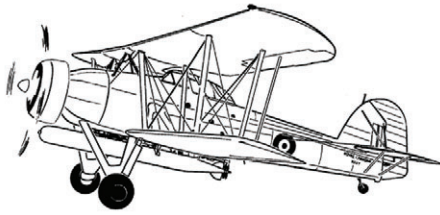
## IN THE DELTA

Archer, Ross  
Arnold, Kingsley  
Bethune, Don  
Mitchell, Bill  
O'Gorman, George  
Robinson, Carl  
Thomas, Jack  
Yule, Andrew

### *On the third day.....*

A previous issue of this impeccable publication listed Al Downie as having gone to that great big flight deck in the sky: We had Al joining the gang in the Delta. This egregious mistake was a clerical error or, as we Gaels say, "yak dewercs pu". However, all is well with Al: **By the awesome powers vested in the office of Editor we hereby, with a few strokes of the mouse, resurrect this doughty warrior. Many Happy Returns Al!** (For the rest of you, don't push it — our powers are not inexhaustible)





## FLASHBACK TO '53

6.5.53 HMCS MAGNIFICENT (21) CVL,  
for:

a. VH 21, LCdr(P) John Douglas "Darky"  
LOWE CD, CO; Lt(P)'s, Ian WEBSTER;  
William "Bill" Herbert "Goofer" FRAYN; all  
RCN.

b. 30th CAG, LCdr(O) John "Johnny"  
William ROBERTS CD, CO;  
Lcdr(E)(P)(A/E) Edward Bernard "Spike"  
MORRIS CD; LCdr(E)(A/E) David John  
LITTLE; Lt(P)'s, Robert "Bob" Hilborn  
FALLS; Robert "Bob" Hindley  
WILLIAMSON; Lt(ND)(D) Robert "Bob"  
Aloysius BEACH; Lt(E)(A/E) George Hugh  
FitzAlan POOLE-WARREN; Lt(L) Guy  
Garfield CROSWELL; all RCN.

c. VF 871 C/S "BLACKDUCK", Lt(P)'s,  
Michael WASTENEYS CO; Donald "Don"  
Herbert "Whitey" McNICOL; Brien BELL-  
IRVING; Harry Louis FROST; James Keith  
"Shamus" DAWSON; Edward Michael  
TURNER; Bendt "Benny" Alexander  
O'Neil OXHOLM; S/Lt(P) David Henry  
TATE; all RCN.

d. VS 881, C/S "BAREHEAD"  
LCdr(P)'s, William "Bill" Henry Isaac  
ATKINSON DSC, CO; Brian Alexius  
Hugh CARTWRIGHT; Lt(P)'s, Michael  
"Mike" Hume SANDES; Nevill John  
"Monk" GEARY; John Martin RILEY; Robert  
Cowie Mac LEAN; Geoffrey Strickland  
HILLIARD; Cornelius Joseph "Paddy"  
O'CONNELL; Robert "Bob" Clive BOVILL;  
Allan Thomas "Bud" SERVICE; Harry  
Edwin HOLLYWOOD; Lt(O)'s, William  
Frederick DUFFIE; Lloyd Alexander  
DIATCHENKO; John "Jack" Dorrian  
CAIRNEY;  
Robert Rousselle SCHIEDER; James  
"Jimmy" "Jim" Allan JOHNSON; William  
Anthony KEINDEL; Calvin Albert Hurles  
SMITH; S/Lt(O)'s, David Redford  
DONALDSON; Peter Ronald Francis  
RYGH; Richard "Dickie" Melhouse BONE;  
S/Lt(P) John Bryan "Crash" HAYTER; A/  
S/Lt(O)'s, Edward "Ted" Alexander  
KIESER; Colin Murdo MACAULEY; all  
RCN.

## FLASHBACK

*(Even further back) - to '44*

20.5.44 HMCS WARRIOR (31) CVL,  
Launched, Belfast, Ireland

20-5-46 HMCS WARRIOR (31) CVL For  
825 Sqn, S/Lt(O) David "Dave" Bertram  
Gill RCN(R)

20.5.48 HMCS MAGNIFICENT (21) CVL,  
for:

a. 19 CAG, A/LCdr (P) Hubert James  
HUNTER RCN

b. 803 Sqn, A/LCdr (P) Henry John Gibb  
"Dickie" BIRD CO; Lt (P)'s: John  
Patrick WHITBY; Rodney "Rod" Albert  
LYONS; Ron HEATH, Clarence James  
"Jimmy" PULFER; William James "Wally"  
WALTON; Robert Lewis McKAY; Jeffrey  
"Jeff" James "Jay-Jay" HARVIE; all RCN

c. 825 Sqn, A/LCdr (P) Richard "Dickie"  
Edward BARTLETT CO; Lt (P)'s:  
Douglas "Doug" Dennison PEACOCKE;  
Robert "Robbie" Francis Joseph  
Ferdinand "Curt" "Kurt" LAVACK; Alan  
John WOODS; John Martin Joseph  
BURNS; Cyril "Cy" George PATTON;  
Robin "Robbie" Laughlin HUGHES;  
Charles Alfred BOURQUE. Lt (O)'s:  
John "Jack" LEWRY; Ronald "Dick" Earl  
QUIRT; all RCN

## BONAVENTURE SALUTING GUNS

The HMCS Bonaventure saluting  
guns at HMCS Discovery were  
successfully test  
fired on Thursday. A three gun salute was  
on Sunday for Battle  
of the Atlantic Sunday.



## AIRBORNE OCTOGENARIAN

Bill Gettelman, President, UFO  
wrote to Don Cash:

It is my pleasure, as President of  
the UFO to welcome you as a new  
member. You realize that you have had  
the good fortune to reach 80 years of age.

Not only that, but to be a pilot in  
command as well as current IFR, and  
physical. Just think of how few people  
reach that.

Now you see why UFO members  
are an ELITE group of people.  
Congratulations!

*Editor's Note: Don Cash flew from NABOB  
and UFO does not stand for Unstable  
Flying Object, but for a United Flying  
Octogenarians Society.*

### BMO Nesbitt Burns

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## The Cuban Missile Crisis

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

In the spring of this year the Commanding Officer of HMCS Halifax stated that OPERATION APOLLO, currently in progress in Afghanistan and the Persian Gulf area, is the largest "operation" with the highest number of ships from the most nations since the Second World War. This caused some former military members to reflect on the 1962 "Cuban Missile Crisis", which was indeed memorable because it was probably the closest the world came to the brink of nuclear conflict during the Cold War. These sailors and airmen recalled the enormity of Canada's participation in the surveillance and tracking of Soviet merchant ships attempting to deliver ballistic missiles to Cuba and questioned the veracity of the CO's statement.

With the threat of Soviet missiles stationed only 90 miles from continental USA, the entire US Navy Atlantic Fleet put to sea to form a blockade against the missile-laden ships destined for Cuba. Similarly, the

Royal Canadian Navy (RCN) put all of the resources that it could muster to sea as did the Royal Canadian Air Force's (RCAF) Maritime Air Command. But, regardless of the numbers involved, the size of the Canadian involvement became a moot point. As documented in Chapter 15 of "The Sea Is At Our Gates, The History of the Canadian Navy", the world was on the precipice of war and NORAD Headquarters raised the continental alert status to DEFCON 2 (Enemy attack imminent). However, Prime Minister Diefenbaker had to be coerced to abide by the NORAD treaty by placing the RCAF component of NORAD at DEFCON 2; the alert status that Canada was obligated to follow according to the NORAD agreement. But, Admiral Rayner the Chief of Naval

### ... the closest the world came to the brink of nuclear conflict

Staff in Ottawa, could not convince Diefenbaker to put the RCN on an equivalent alert status. Consequently, authority to assist our American ally in searching for the Soviet ships and the rules of engagement including the release of weapons at sea, in

accordance with DEFCON 2, was never promulgated. Without the support of the government, Admiral Rayner could say nothing to Admiral Dyer, his Atlantic Fleet commander in Halifax, other than, "Do what you have to do".

Ingenuously, Admiral Dyer activated a combined Canada - US convoy exercise scheduled for October. The Americans obviously could not participate because of their ongoing involvement in the Cuban blockade, so Admiral Dyer put Canadian ships and planes on a substitute "national exercise". Although not authorized, Admiral Dyer followed operations plans, which under DEFCON 3 called for a "Sub-Air Barrier" across the Greenland-Iceland-UK gaps. Therefore, with the agreement of the U.S. Navy (USN) Atlantic Fleet Headquarters in Norfolk VA, Canadian exercise planners moved the Sub-Air barrier farther south to extend from Cape Race NF some 600 miles southeast to a point 300 miles from the Azores. For the first two weeks seventeen USN Neptunes flying from Argentia NF and 24 Argus from Greenwood were divided between surveillance and barrier patrols to locate and track Soviet ships and submarines. Eight more Argus later joined from Summerside. The Argus, with their much longer range, were the key players from the start. They could cover the far southeast end of the barrier, a 1,000 miles from Greenwood.

Three Argus were continuously on station, six hours out, eight on station and six back, twenty hours per flight. They carried full war loads, 8,000 pounds of Mk 54 depth charges and Mk 43 torpedoes. Torpedo batteries were even charged; an irreversible and expensive process and hundreds of sonobuoys were dropped. When sonobuoy stocks ran low the USN flew in an extra 500 at no cost! But at no time did the RCN or the RCAF's Maritime Air Command go officially to a higher degree of military vigilance than "Discreet" (DEFCON 5?). Trackers from Shearwater swept the inshore fishing waters south of Nova Scotia while more Trackers were deployed to Sydney NS and Torbay NF to cover the western flank of the Sub-Air barrier. Canada had ships and aircraft at sea with the Master





Armament Switch in the “ARMED” position but no authority to release any weapons.

In addition to tasking the Argus and Trackers to establish the air portion of the Sub-Air barrier, Admiral Dyer tasked six Restigouche destroyers of the Fifth Canadian Escort Squadron to patrol the George’s Bank, off Cape Cod. This was critical as this was the area from where the Soviet Zulu class submarines could launch ballistic missiles at Boston and New York City. Because of the importance of this area Argus were also tasked to relieve the USN Neptunes from Quonset Point Naval Air Station, which initially provided the air cover but were more urgently required farther south. HMCS Cape Scott, the maintenance ship, was sent to support the Fifth squadron at their dispersal base at Shelburne NS. Two older destroyers from the Third Squadron plus one from the Fifth patrolled south of Nova Scotia and nine Prestonian class Frigates of the Seventh and Ninth Escort Squadrons were tasked to back up the Sub-Air barrier.

At the outbreak of the Cuban Missile Crisis HMCS Bonaventure was in Portsmouth England but was recalled to Halifax “at economical speed”. Bonaventure and her five older escorts from the First Escort Squadron arrived in Halifax on 2 November to top up with fuel, ammunition and take on more aircraft. She and her escorts sailed as soon as possible to a point north east of Bermuda, about the same latitude as Philadelphia. With five ships of the Fifth Squadron, Bonaventure was immediately behind the Sub-Air barrier astride the most direct route for Soviet submarines making for the Caribbean. Eighteen Trackers and nine helicopters flew constantly, the Trackers around the clock. Delivery of the RCN’s first replenishment ship, HMCS Provider, was still a year away and the USN’s replenishment ships were too busy, so “Bonnie” had to keep her own consorts fuelled and count her days on station. Before she ran out of fuel herself, on 12 November, the Cuban Crisis was over and the whole naval “exercise” wound down.

Because Canada did not



increase its military alert status Admiral Dyer had no legitimate authority to direct Canadian ships and aircraft to launch their weapons. Indeed, the Canadian participation was not even displayed on the American Chief of Naval Operation’s status boards and maps in Washington. Commodore J.C. O’Brien, the Canadian naval attaché in Washington, did all that he could to help ensure that top USN brass were aware of Canada’s unofficial commitment. There were no official communications between Halifax and Ottawa. Admiral Dyer kept Admiral Rayner informed only by telephone. Admiral Rayner knew Defence Minister Harkness would never let him down despite Harkness’s knowledge of Diefenbaker’s opposition to Canada’s participation in the Cuban blockade. The RCN and the RCAF’s Maritime Air Command stood alone honouring Canada’s duty to stand by her North American ally, without one scrap of paper, memo, minute or message, or one public announcement to give it direction or approval.

The USN’s “Historical Account of the Cuban Crisis” had no summary of Canadian forces or operations. South American involvement, which was much less than Canada’s, received five

pages.

But those few who really knew what the Canadians had done also knew it lacked political authority. USN Vice Admiral “Whitey” Taylor, who commanded anti-submarine forces in the Atlantic, thanked his Canadian counterparts most sincerely, but in classified messages and personal calls alone; a public Bravo Zulu could cause the heads of his good Canadian friends to roll.

From a national government perspective Canada’s maritime forces were on an “exercise”. Even though Canada had more ships and aircraft committed to the Cuban Missile Crisis than OPERATION APOLLO, the CO HMCS Halifax was probably correct because OPERATION APOLLO is a government authorized “operation” whereas the Cuban Missile Crisis was just an “exercise”.

---

#### Basic Flying Rules

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and intersellar space. It is much more difficult to fly there.

## A Somewhat Chilling Story of A Return from Leave

by Ted Davis

God alone knows how many close calls I experienced when thrashing about in the sky or was otherwise engaged in some aeronautical pursuit in the years gone by, but the most memorable episode had little or nothing to do with flying.

In the spring of 1945, having completed a period of leave at home, I was destined to take passage back to the UK in HMCS GUYSBOROUGH, a Bangor Minesweeper, and on arrival to rejoin 810 Sqn. It was early in March when the ship left Halifax en route to Horta, in the Azores, where she would refuel and then sail on to Plymouth. There would be no other ships in company and, at an exhilarating speed of just over 11 knots, it would take us almost twelve days to reach the other side.

We were in Horta for no more than four or five hours, only time to refuel and take on fresh provisions. Slipping away under cover of darkness, we now headed almost directly towards Plymouth, but GUYSBOROUGH never did reach port. On March 17<sup>th</sup>, she was torpedoed and sunk about 300 miles short of her destination.

That St Patrick's Day had begun like any other day since leaving the Azores. There were no other ships in sight as we steamed steadily northeast towards the English Channel and by mid-afternoon, were some 200 miles off the Spanish Coast and heading into the Bay of Biscay. It was still broad daylight when shortly after 1800 the peaceful routine of the ship was shattered by a deafening explosion as the first torpedo struck dead astern. I was below decks when this occurred and was flung violently into the air as the entire ship reverberated under the impact. In that brief instant, my head hit

something unyielding and I collapsed in a heap, momentarily stunned.

The ship had been badly damaged. The plating on the quarterdeck was curled up and over like a partially opened sardine tin, deck plates were torn off, there was debris everywhere. Damage Control parties were able to stem the flooding but as the ship lay stopped, a second torpedo hit amidships, resulting in the loss of two lives. There was nothing for it now but to abandon ship. Wading through a foot of water down below, I retrieved my Mae West and flying jacket from the cabin and then returned to the upper deck. Without that fleece-lined, leather jacket, I don't think I would have survived the ordeal that followed.

As both boats had been destroyed, our survival now depended on the Carley floats. Each raft was capable of supporting 20 men, 12 sitting inside and eight outside clinging to a life-line. Seated up on the rigid oval tubing rather than on the platform suspended below which was open to the sea, only our legs were in the icy water, rather than being immersed to above the waist. Even at that, the sea constantly slopped over the tubing, and there was the added problem of trying to stay put and not topple over backward whenever the float lurched as a wave passed by. But then again, perhaps all this clutching and grabbing at each other as we swayed back and forth helped to keep us awake and reduced the chances of slipping into unconsciousness.

And this became more likely to happen as the hours went by. The initial excitement, the keyed-up feeling and alertness soon gave way to boredom and then apathy. The frigid water, too, took its toll. The cold, the darkness, the apparent futility of it all was an every increasing drain on our resources, both physical and mental. It was to become a test of will and endurance.

Stay awake. Don't fall asleep. I kept telling myself over and over to concentrate on what was going on around me and not to let my thoughts wander. But the cold had a numbing effect on the mind as well as the body...and I would suddenly awake with a start. Don't let it happen again. You're not just trying to stay awake, you're trying to stay alive. And, if anyone else appears to be drifting off, shake him, yell at him, slap him, anything to bring him around. Sometimes it's too

late, and another body is slipped over the side. But first take the coats from those who have died and give them to those still living. And so the long night wore on.

Daylight at last, and then around 0800 an aircraft is sighted but it doesn't see us and turns away. I feel no sense of disappointment. Nothing seems to matter....

I must have dozed off again, something that's occurring more frequently now and I don't have the will to fight it anymore. It's mid-morning, and the four Carley floats that had been lashed together continue to rise and fall with the swell. I can't see the fifth raft but it couldn't have drifted too far away during the night....

What's happening? Why all the cheering? Slowly it dawned on me that something important was taking place and looking in the direction towards which others are pointing, I become aware that the small speck on the horizon must be an approaching ship. The cheers subside, however, when it alters course and heads off in a different direction while still be long way off. As we were to find out later, the ship had seen us but was first going to carry out a search around the area in case the submarine was still there. But I comprehend little of what is going on and once more shut out the world around me....

The scrambling net which had been lowered over the ship's side is within easy reach and I clutch at it with both hands. I try to pull myself up into a standing position, but it's no use and I sink back onto my knees in the bottom of the float....

The next thing I remember is lying in a bunk with a great weight of coarse, grey blankets on top of me, but it's so cold that I can't stop shivering. Then there's a sharp pinprick in the arm, a feeling of euphoria, and finally a deep, deep sleep.

During the 19 hours in which we had clung to the Carley floats, 53 or the 90 men from the ship had died, a few of injuries but most due to exposure. The remaining 37 were now safely aboard HMS INGLIS, one of the two frigates dispatched to the scene, and with everyone accounted for, was on her way back to Plymouth.

A trifle the worse for wear, it took six months of hospitalization and convalescence before I was able to return to flying duties again. So much for the dubious distinction of being aboard the last RCN ship to be sunk overseas in World War II.

Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries.

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## A FLIGHT OF ANGELS

*(To the beat of Lili Marlene)*

See the mighty carrier  
Surging through the sea,  
"Maggie" and her escorts  
Are there for you and me.  
Fireflies and Furies, row on row  
Are ranged on deck, it's quite a show,  
While all the jolly flyboys  
Are briefing down below.

"Hands to flying stations"  
Aircrew on the run,  
Leap aboard your aircraft  
The fun has just begun.  
Fire up the starter, prime once more,  
The engine coughs, then gives a roar.  
Roar on you mighty Griffon,  
You'll fly the skies once more.

Turning into wind now  
Ship goes full ahead.  
All eyes on the island  
Light's remaining red.  
Up pops the Flag, your leader's gone,  
Pour on the coal, the thrust is strong.  
Off brakes you navy pilot,  
Get up where you belong.

Rolling down the flight deck,  
Starting slow indeed!  
Keeping nice and straight,  
But speed is what you need.  
Deck drops astern,  
You're in the air!  
The plane feels great,  
You've not a care.  
You know your Guardian Angels,  
Are with you everywhere.

Jinking off to starboard  
Climbing out to port,  
Closing on your leader  
Space is getting short.  
Then as you slide beneath his wing  
You rise up close and there you'll cling.  
"Quite good, you navy pilot"  
Your angel voices sing.

Little bits of throttle,  
Little bits of stick.  
Bouncing through some rough stuff  
Steady as a brick.  
Now you can hear those voices say,  
"You're doing fine,  
You've found the way".  
Take pride in good formation,  
You'll never ease away.

Climbing through the cloud breaks,  
Turning left and right.  
Sweat begins to soak you,  
But you must hang in tight.  
Right now your leader is your God,  
He looks at you and gives a nod.  
Which means you're doing nicely,  
Your angels all applaud.

Signal from the leader,  
Go to line astern.  
Now he fills your windscreen,  
Slipstream some concern.  
So as you fly this cozy space,  
A massive aircraft in your face.  
You hear the angels mutter,  
"This crazy human race."

Half a roll to starboard,  
On your back you go.  
Ocean's up above, and  
The sky is down below!  
Down go the noses,  
Lots of "G"  
The angels shout in harmony,  
"Please take us back to Maggie,  
No more to fly with thee!"

Crackling in the headset,  
Back to base we go.  
"Hands to flying stations",  
And you'll put on the show.  
Glued to your leader  
You have flown.  
Now he breaks, you're on your own,  
Just you and all your angels  
Must reach that landing zone.

Hauling off some throttle,  
Rolling back the hood,  
Visions of the demons  
Who'll grab you if they could.  
Rounddown or Barrier,  
Stall or Float,  
Don't let those goblins get your goat.  
You've nowhere else to land  
But on that tiny boat.

Checks are all  
completed,  
Rolling in to land.  
Slowing to the stall  
With just enough in  
hand.  
Trust "Bats" to  
handle all the rest.  
He's not just good,  
he is the best.  
But watch things like  
an eagle,  
Right now you're  
pretty stressed.

Grinding round the corner,  
Hanging on the prop.  
Try to keep that Roger,  
'til he lets you drop.  
Here comes the cut, you hit the deck.  
The landing's hard, but what the heck!  
You've caught yourself a three wire  
And well earned self-respect.

Taxi cross the barrier,  
Join the forward park.  
Put the flight behind you,  
It really was a lark!  
Then as you set the parking brake,  
Your angels sing, "Make no mistake,  
This naval aviation is just a piece of  
cake."

*From Bill Babbitt*

What is the similarity between air  
traffic controllers and pilots?

If a pilot screws up, the pilot dies;  
If ATC screws up, the pilot dies.

---

The three most common expressions (or  
famous last words) in aviation are:

"Why is it doing that?"

"Where are we?"

and

"Ooh Shit!"

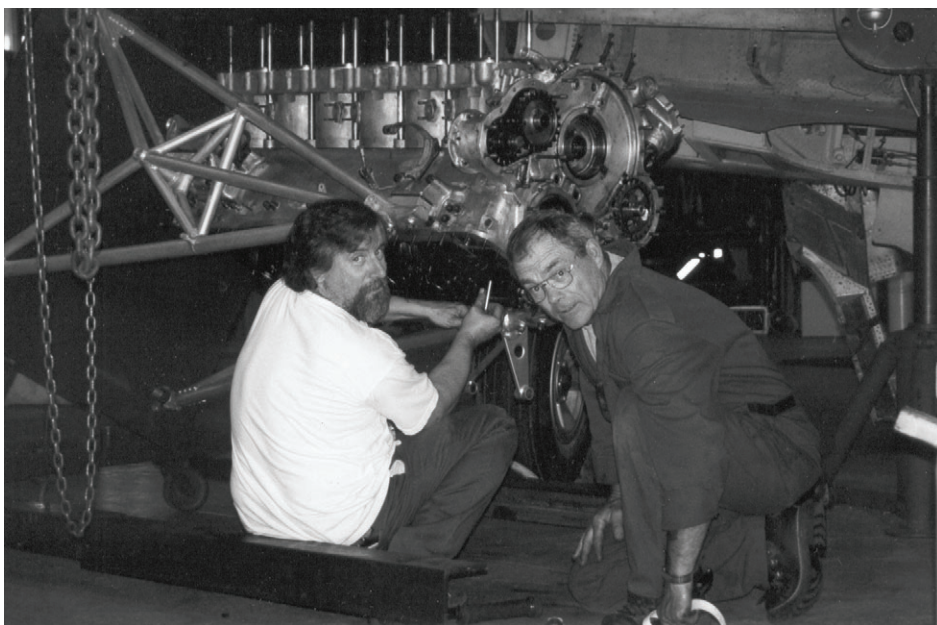
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**M**y spell check tried to change the word project to “propjet” but we all know that PP462 had a good old Rolls-Royce V12 infernal-combustion reciprocating engine: The Devil you say! Well that old up-and-downer at last went together in July – cylinders into skirts, pistons into cylinders and valves into seats. The assembly took a solid week of determined flat-out fitting and wrench bending by **Bud Ayer, Bruce Paige and Peter Disbrowe**. For this they have each been **awarded the GOYC** (Good On Yer Cobber). The genius of the R-R designers and the skill of the fitters of over half a century ago generated some awe in our team. To this “other-side-of-the firewall guy” the complexities of the gears, drives, shafts and a thousand other pieces make a modern jet engine look relatively simple – more like a model aircraft’s rubber band in comparison.

There is much left to be done but getting the engine together was a major milestone. We are still awaiting final word about the propellor over in Munich but it is now complete except for one pitch control component, If anyone knows where an old Rotol three- bladed propellor is hanging up on a mess wall or museum or other wall let us know.

**Ross Archer** has been drafted to the big flight-deck-in-the-sky. We’ll miss him but know he will be present in spirit and watching when PP462 takes to the air on its first post-restoration flight. Flight date? It begins to look like some time in 2003 – our target of this year’s air show cannot now be met.

*Bill Farrell*  
*Project Dogsboddy*



*Canadian Warplane Heritage Fairey Firefly Mk 5*

Dear Mr. Farrell:

Enclosed is a photograph of the Fairey Firefly Mk 5 flown by the Canadian Warplane Heritage Museum in Hamilton. I thought that it might provide some inspiration for the Firefly restoration team at Shearwater.

The photo shows Keith Houston of the CWHM firing up the Firefly, restored in the colours of No. 825 Squadron of the RCN, with the squadron letters BDG. I took this photo during the Soar With Legends display held by the CWHM June 15-16 of this year. The event was held as a smaller-scale alternative to the Hamilton International Air Show, which was cancelled for financial reasons. Spectators enjoyed the more informal atmosphere and the opportunity to view the Heritage fleet up close. Keith Houston is a retired Air Canada pilot who lives in Campbellville, Ontario. As you can imagine, the Firefly and its striking two-tone RCN paint scheme is a major attraction wherever it goes.

Regards, Gord McNulty  
Foundation Member #0325

PS Congratulations to you and the staff for producing an excellent publication.

## RULE OF THREE?

**J**ack Arnott answers, Ted Kieser's Navairgen question:

"Can anyone shed some light on the loss of the Observers and the Avenger from VS880 on 6 May 1954?"

Bob Jones & Chippy Holden. I met them at Shearwater sometime between Nov/Dec '53 in Shearwater when JOBTC #2 course were enroute from Centralia heading for England. On 6 May 54 we were flying Firefly Vs from Eglinton. I can see them now... I think Whitey Williamson will be more accurate with info. They were one step ahead of #1 JOBTC course of Pete Lavigne, Whitey Williamson, Nick Winchester, Claude Jolin. Perhaps Weldy Paton vintage??

I believe they were flying back from Bermuda and were lost south of NS. Nothing was found. I have this idea they were in formation and flew into cloud????? NOT SURE.

It goes in threes... Avenger 303 was the prop that cut off AB Tuck's head. He had just secured a tail stop and turned and walked into 303 which was being taxied after landing. Later that afternoon, a west coaster (now) dropped 303 into the port gun sponson; then on 20 Sep, 303 was ditched at sea with a fire in the cockpit.... always in threes.

**Bob Geale writes:**

On 6 May 54, Avenger 85832 of 880 Squadron, while flying back from Bermuda to RCNAS Shearwater in formation dropped out and crashed in the sea approximately 75 miles south of Yarmouth, NS. It's crew of SLT(P) John A. MacLeod, RCNR; SLT(O) James Douglas Holden, RCN; SLT(O) Robert H. Jones, RCN and P1RA John A. White, RCN were lost.

I hope that will clear up this query as I think my records are correct.. As they say down here "Lest we forget"  
*Windy*

## THE GREEN EMPIRE SPEAKS

Full twenty moons ago. I wrote,  
But for long, my letter was not found,  
So deep is our editor's letter box,  
But really, can it be THAT profound?  
(It is, says I, take note. Ed)

Many thanks Bill for info on RNAS Yeovil. Herewith you will note from the enclosed cheque that it is profitable to keep in touch, despite slow mail.

Some fillers for Naval Air history roundrobin - meaning, I hope for some comments or additional info from readers.

### Trafalgar Day Oct '47.

Captain D. (in Nootka?) Pullen flying Nelson's "England expects every man to do his duty" on course to attack. While aloft, four Fireflies, each armed with four AP rockets are on the same course. In the second aircraft, pilot Buck Buchanan had briefed me, in the Observer's seat to report our attack result. Straining against G, as we pulled out of our dive, I turned, looked back and shouted: "U-boat down by stern, waves at base of conning tower." It was claimed that at the de-briefing, Captain 'Guns' Pullen said "The aircraft damaged the sub, but gunfire sank it."

### The Two Pearl Harbour Attacks

About the summer of 1941, US Naval aircraft staged a dummy attack on battleship row to show Pearl's vulnerability. It seems that lesson was ignored by USN brass, but not by the Japanese, who had twelve aircraft carriers at the time. Did USN aviators influence carrier skippers to be at sea back in those days when nobody knew the Japanese intentions, when their diplomats were in Washington?

### FORMIDABLE

In the Spring 2000 issue: Hammy Gray and six other Canadian Naval Pilots likely flew "my" Corsairs. As AEO of No 1 Hangar of RNAS Cochin S India for assembly of Corsairs, Avengers, Wildcats and Seafires. On 20 Apr 45, I boarded HMS Activity, escort carrier with a load of Corsairs, offloaded Brisbane, Aus. VE Day May 8. FORMID hit by Kamikazi early May, repaired Sydney, end of May and replenished with supplies and aircraft. The Corsair and the Hellcat were great Zero-zappers.

*Mike Patterson*



Blue sea Navy truism - There are more planes in the ocean than there are submarines in the sky.

## CHOPPERS

Late one night during bad weather, the following was heard over the radio at an airport control tower. Helicopter Pilot: "Tower, I'm holding at 3000 feet over Heli-pad 1." Second Voice: "No! You can't be doing that! I'm holding at 3000 over that pad!" There was a brief moment of silence. First Voice again: "You idiot! You're my co-pilot!"



If something hasn't broken on your helicopter, it's about to.

## TODAY IN HISTORY- 5 JULY

**1942:** a Coastal Command Wellington scored the first sinking of a U-boat with the Leigh Light. Although the development of airborne radar allowed Coastal Command aircraft to detect U-boats recharging their batteries on the surface at night, the minimum range of the radar often exceeded the maximum visual range at which the submarine could be identified and attacked. Squadron Leader Leigh successfully developed a powerful airborne searchlight that could be fitted beneath a Wellington, and, cued by the radar operator, switched on to illuminate the target on the attack run.



*Vickers Wellington Mk XIV with Retractable Leigh Light*

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## THE NUTS AND BOLTS OF AIRCRAFT CARRIERS

By Ken Hamilton

### Landing aircraft -- Arrestor and arrester wires

Landing an aircraft on an aircraft carrier requires that the aircraft's speed be rapidly reduced from in excess of a hundred knots to less than thirty knots over a very short distance. This is done on a carrier using "arresters". This consists of several steel cables stretched across the flight deck, and connected to a system of hydraulic cylinders. Each cable is connected to one end of a hydraulic cylinder below the flight deck. It is then led up over pulleys to the flight deck, across the deck, over a pulley on the other side, and down to the ram on the other end of the hydraulic cylinder. When oil is forced, under pressure, to the cylinder, the ram is extended, tightening the cable. As a matter of both economy and weight, usually a pair of cables share one cylinder.

In order to catch the tail hook fitted on the aircraft, the cable must be raised clear of the flight deck. This is accomplished by fitting, on the deck near each end of the cable, a pair of small cylinders. These are expanded or collapsed by air pressure. They raise the cable when expanded, and when collapsed, they allow the cable to lie flat on the deck, allowing the aircraft's wheels to pass over it.

When the cable has been 'tensioned', and has been lifted clear of the deck, the system is ready to receive an aircraft. As the aircraft's tail hook engages a cable, it pulls the cable out. The cable tries to collapse the hydraulic cylinder, but the speed at which this happens is controlled by an opening in the piping from the cylinder to the hydraulic fluid storage tank. The smaller this opening, the more slowly fluid is allowed to leave the cylinder, thus slowing the aircraft's speed. The opening size is adjusted depending on the aircraft size, weight and landing speed.

When the aircraft has stopped, the flight deck crew disengage the tail hook, the cables are allowed to lie flat on the deck,

are re-tensioned, raised, and are ready to receive another aircraft.

### When all else fails -- the emergency barrier

Should the landing aircraft miss all of the arrester wires (perhaps as many as twelve), the speed will remain so high that unless it is stopped, it will likely crash into the many aircraft that may be parked on the forward end of the flight deck. In order to circumvent this, a barrier of several strands of cable is stretched between two supports, one at each side of the deck, and capable of being raised and lowered hydraulically.

Typically, a Light Fleet Carrier has two of these barriers.

### Launching aircraft -- the hydraulic catapult

The problem here is the reverse of that above - an aircraft must be moved from a standstill to flying speed in a very short distance. The wind speed helps - the carrier heads into the wind and increases speed. If this does not provide sufficient wind speed, or if aircraft are heavily loaded, then a catapult must be used.

The main components of a hydraulic catapult are a track in the flight deck along which runs a trolley with a hook on the top to engage a bridle on the aircraft. A cable is connected to the trolley is led forward around a pulley below the forward end of the flight deck. It is then led aft, where it is rove around two sheaves, or multiple pulleys, one connected to a fixed point, and the other to a hydraulic ram and cylinder. This is called 'reaving to disadvantage'. It is used to permit a long travel of the trolley for a relatively short travel of the sheave.

The hydraulic cylinder is filled with hydraulic fluid, and is connected to a hydraulic accumulator. This system is used because of the reaving to disadvantage. It means that a large amount of fluid must be forced into the cylinder in a very short time - faster than a hydraulic pump can supply on its own - and at a higher pressure. The accumulator is filled with fluid on one side of a dividing arrangement and air at high pressure on the other.

The aircraft is positioned over the flight deck track, and a bridle from the front of

the aircraft is hooked over the trolley. A second 'holdback' cable is attached from the rear of the aircraft to a fixed position on the deck. This holdback is fitted with a breakaway collar which will let go under a certain tension. When the bridle and holdback have been connected, the aircraft is ready to be launched.

The catapult operator moves the trolley forward, placing a tension on the holdback. The pilot increases his engine speed to that required for take-off, and the catapult operator opens a valve between the accumulator and the catapult cylinder. The cylinder extends, the trolley moves forward, breaking the holdback collar, and launches the aircraft.

After launching the trolley is returned to the launch position by a retrieving cable, collapsing the cylinder, the accumulator is recharged, and the system is ready for the next launch.

### Launching Aircraft -- the steam catapult

The main components of the steam catapult are similar to the hydraulic catapult, with the following exceptions. Instead of a trolley and cable, there is a shuttle which has a hook above the flight deck level, connected to a steam piston running in a steam cylinder the length of the launching area. This combination requires that in order to allow the connecting bar between the hook and the piston to pass along the length of the steam cylinder, the cylinder wall must be opened up to allow the bar to pass in its travel yet be immediately closed to prevent steam escaping from the cylinder. This is accomplished by installing a patent 'zipper' along the entire length of the cylinder. Basically, this is a flat bar of steel lying in a shaped recess on each side of a slot running the length of the cylinder. The connection between the hook and the piston is shaped so as to lift this zipper bar and to return it to its bed after the hook has passed but before the back end of the piston (under steam pressure) reaches the opening. The action is much the same as in an older model sewing machine, where the bobbin picks up the thread as it swings past it.

The second component that is different is the accumulator. Since there is no 'reaving to disadvantage' in a steam catapult, there is no need for the high

pressures needed to compensate for it. The accumulator merely serves as a reservoir for the relatively large quantity of steam required.

The launch hookup and procedure is the same as for the hydraulic catapult.

**Frank Down Ex LSO etc** writes:

Notwithstanding the mechanics, I do have some experience with the arrestor gear on BV. Myself & Bud Jardine were together on a 'proficiency' flight for Deck Landings. (10 Feb. 1959) CS2F 1533.

#1 & 3 wires removed for maintenance. (#6 not in use). I had done my 6 T&G Ldngs & 3 Arrests. Bud & I Changed seats, & all was well until we got the call "Hook down, arrested landing". Bud (Weldon R.R.) made a perfect approach, but the arrestor hook picked up #2 wire, bounced & also hooked #4 wire. NOTE HERE that #2 & #4 are one continuous piece of cable. That made it impossible for it to 'pull out'. It was like an iron bar! The hook soon let go and we went skittering down the axial deck line. I wanted to 'go around' but Bud cut the power & pulled on the parking brake.

'Knobby' Clarke, the Flight Deck Chief, immediately threw up the bow chocks. Our nose wheel collapsed, the A/C stopped with the main mounts against the bow chocks!!!! Bud & I were taken to sick bay & administered an appropriate sedative. Thank You, Doc!!!!

**John Kinross-Kennedy** writes:

Lt(E) Al Bell was a friend from Cadet days. He came to Maggie from HMS OCEAN, (kind of a sister ship to MAGGIE) where he was Flight Deck Engineer. The RN held him far beyond his tour in Korea because they thought he was indispensable. OCEAN operated Furies and he knew how to get them airborne. He used to give his old buddy an extra boost on the cat, a real head shaker.  
Jake II

You know that your landing gear is up and locked when it takes full power to taxi to the terminal.

## READERS COMMENTS & SELECTED NAVAIRGENS

**Bill McDermott** writes:

To prove I read the newsletter from front to back (stem to stern?) I will nitpick and comment in sequence.

I was stationed in Gibraltar in 1949/50 and if the grainy B/W picture of the ape in "Editor's Grunts" is from that time frame it could be Gunner, the Barbary ape troupe leader. Gunner was a dirty old man who, despite the best efforts of the army's Corporal ape keeper, would lie in the sun exercising his matrimonial muscle whenever any young lady was passing by. Maybe it is an appropriate column header after all!

The following comments do not have the benefit of any flight log entries for reference purposes. As a result the information may be warped by the elapsed time period which is rapidly approaching half a century. My mother once told me Irishmen do not lie, although they may occasionally romance the truth in their story telling!

From 1952-56 I was part of CEPE's Climatic Trials Division based at Namao, Alberta where the RN "Attacker" mentioned in the commendation review had spent the 52/53 Winter under evaluation. Its deficiencies were many, but I do physically remember the kick steps in the fuselage designed for patent leather dancing shoes, not clumsy sheepskin lined overboots, and the tail down design with its tiny twin wheel assembly - it was an ugly bird! The paint scheme was dark, the black Royal Navy lettering easy to overlook, but the CEPE white polar bear logo just below the cockpit coaming was very prominent - which would add significant colour and some humour to the event covered on page six of the SAMF newsletter. In 1953 proper jet aircraft refuelling facilities were a rarity in Canada, so in Winnipeg the Attacker's ground crew loaded the

support DC-3 with 45 gallon "steam cleaned" drums filled with furnace oil. We stayed overnight in what is now Thunder Bay having refuelled the Attacker from the 45 gallon drums for its flight to Uplands. As noted in the commendation the engine flamed out over the Lake Superior, but it wasn't until our arrival at Uplands that we too learned air traffic control had "lost" the Attacker. After a considerable period of anxiety we were relieved to learn that the pilot had suffered a flame-out, but managed to glide to Kinross AFB on the US side of Sault Ste Marie. Some glide for a cigar with stubs for wings! After a quick transfer to the brand new and not yet ready for operations Kinross base we were met by an excited US military construction crew working on the control tower. It would appear the pilot had not only lost his engine, but also the entire electronics. Not being sure he was gear down and locked, the emergency system was given a "squirt" to make sure. Unknowingly, this recycled the tail wheel and the pilot made a landed on the mainwheels and tailhook. One army NCO later described a "weird" aircraft, with a massive stream of sparks flaring out behind the tail, landing without tower clearance. The construction crew reaction was varied and, but most agreed they thought the Attacker" was indeed an attacker from some unknown country using a polar bear as its national emblem. They quickly mustered "the rifle" and moved to successfully arrest the invader. I always remember Al Woods being a LCDR(P) not LT(P), but to the naval contingent at Namao he was always known as "Silent Al". This tendency to be frugal with words may not have helped him in his discussions with the US army team who basically busted him until peace was declared and they were assured they had not thwarted an enemy act of war. I recollect the flame-out



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was associated with the drums, but as Kinross had no aircraft support facilities the Attacker was tied down and the engine run to use up the remaining fuel. The rest including the second flame out is history, but could you check the details with Al Woods - the hero in the sequence of events? He did a superb job of saving the aircraft (twice) for its owners - the Royal Navy. As expected, he did not waste any words in telling us the details of his adventure which may excuse any of my deviations from the official reports.

On page 8 about 825 Squadron, it mentions the attack on three German battleships in the English Channel and the loss of all Swordfish aircraft. Two of the survivors were TAG's, Tommy Vaughn and Tanky Hearnshaw. It was Tommy Vaughn's 21st birthday and he spent the day treading water awaiting rescue. On delivery back to his ship his tot had been consumed and his kit in the scranbag awaiting sale. This was a more vivid recollection than being shot down. They both were later CPO rank aircrew in the back seat of Hornet 21's on 809 squadron and even later commissioned.

On page 9 the article refers to Barracuda aircraft. I was a RN radio mechanic at the time, but understood the aircraft had a combination hydraulic/pneumatic brake system. This enabled skilled pilots to produce realistic wolf whistles at passing wrens. Perhaps someone can explain the sequence. Not something you could do with an F.18.

**PETER LAVIGNE Peter's in sick Bay - Wish him well!**

So sorry to learn of Peter's medical problems. I would like to share the following short anecdote which is part of a much longer story with the Naval Air fraternity and hope it may lead to other stories that Peter will enjoy hearing.

Nov 1958, six 881 Trackers led by Dickie Bird departed Gibraltar for the UK. An overnight stay in Bordeaux was planned. On arrival, after accommodation had been arranged, the CO directed Peter to arrange a sort of dining in at a nearby restaurant to ensure we were exposed to the local cuisine during our brief visit to the Bordeaux area of France. Peter entered into a long

discussion with the Maitre'd over the menu following which the CO directed his attention to the wine list insisting champagne (this may have been the only French word in Dickies vocabulary was most appropriate to the occasion. There was a brief discussion with the wine steward, 12 magnums were ordered and Peter concluded the deal with the admonishment "and don't bring us any of that domestic shit". I think he did anyway.

I hope Peter has a speedy recovery.  
Cheers, Ted G.

From the Antipodes

**LCDR R.E. Geale, M.B.E., CD writes, in part:**

Dear Kay,

Enclosed is my donation. Although I will probably never get a chance to tread the turf at Shearwater again, my thoughts are always with you.

Yes, I totally agree with you, I should buy a "Tile", but my problem is what should I put on said "tile" - Windy was here '50 to '69 or maybe LCDR (O) R. E. "Windy Geale", M.B.E.. CD RN - RCN - RAN. One of these days I will settle on a theme and send it along.

I do find the Mag that Bill Farrell does such an excellent job with, a most interesting magazine and an excellent read, it has a great tendency to bring back memories.

I am still the Museum Curator for our museum here at RANAS Nowra where sailors still fly and go to sea. I always run a Data log on the RCN FAA with particular attention to the NAVAIRGEN and I am delighted to inform you, a big brag, my memory of those great days is still very good.

Please pass to Bill if I can be of assistance, I will only be too glad to help.

Keep up the good work.  
Yours Aye, Windy

**Question for Windy** - *Is your ILLAROO Road address a hospice for sick kangaroos, a moribund marsupial or what? Ed.*

**Gerry Dollmont writes:**

Arrived home in Florida after a brief visit to NS. The area has changed greatly since

I left in 1975. I had the opportunity to be given a guided tour of the museum by our host, Ted Kieser. This museum is very impressive and shows the spirit of Naval Aviation as well as those who persevered to reach this goal and produce such a fine display. I must say that the visit to the airfield was not that great, when I harken back to my days at Shearwater. Life was so much more simple and secure than what we have today. One evening my wife and Ted's wife, Marie, were talking about how they missed the Navy life. They basically said the same things. I share your concern for the direction the Government seems to be steering the base. It leaves a knot in your stomach and a tear in your eye. Hopefully, Shearwater will rise again to the prominence it once held. If people can show the type of driven they did for this Museum, good things will happen.

**Fred Lynch writes:**

*In an navairgen email, Robbie Hughes had asked "Who was the last WW2 Naval Aviator to hang up his wings and military uniform? (Had to be qualified by end Sep 1945)*

I am not sure if I qualify or not. However, I enrolled in the RN as a pilot trainee in Feb of '43, qualified as a pilot (FAA) in Apr '44, serged in 818 and 825 Sqns until the end of hostilities. I enrolled as a Chaplain in the CF and was retired in Sep'82, being lastly posted to CFB Comox, where I did some flying with VU33 in their Trackers.

Thus, with a bit of a gap between wartime service with the FAA and enrolling in the chaplaincy service, I was wearing uniform with FAA Wings until Sep'82. The last time I wore those wings officially was at the end of May 2000, when I was part of the Prayer Vigil for Canada's Unknown Soldier in the Hall of Honour in the Parliament Buildings in Ottawa. They were proudly worn on my Chaplains Scarf on that occasion. However, that may not count as full time service as I was only on duty for a couple of days.

**Bob Luke writes:**

A note to enclose a cheque for membership (plus a little conscience contributions). As a Fish Head who raised a family in Dartmouth 1959-80

(minus 10 months RCAF Staff Course), I was probably over-exposed to Naval Aviation and Aviators, but no regrets.

I started receiving copies of the naval Aviators Newsletters here in BC through Al Jasper, this was followed by SAMF Newsletter. I resisted my better feelings to join up (don't really need another membership to confuse retirement) until your canvasser phoned last month. So here we are.

All my memories of my association with naval Air and flyers are good ones. Here are but a few:

Summer '56 arriving in Hfx, ex RNR, Brit Merchant Svc, Cornwallis for Officers Leadership - Divisional Course and sharing a cabin with Robert "Rumford" Hogg; Don Neilly coursemate.

W/K in Sioux - Darkie Lowe as CO

59-60 JOTLC "Romeo" included Ben Oxholm, Dick Bone, Jack Arnott, Jimmy Williams, Fred Sherwood, Nick Garapick

60-61 Restigouche with Alex Fox as XO - he even took me up in a T-Bird - "Smooth"

RCAF Staff course 64-65 - again with Ben, and Ted Francis pre unification - just.

RCN Depot Halifax 65-66 - relieved Rod bays as the "drafting" later "postings" officer. Had C1AT Bunny Houston and CPO Normandieu to look after Air Trades and ATR (any trade requirements) - some great stories out of this Hellyer dominated period

Jul 66 - off to sea as Jacques Cote's XO in Ottawa, Stu MacGowan as Deck and Ship's Air Officer - we headed off for a Med cruise with a small air det and 'Horse' embarked. John McDermott, Det Cdr

Spring 68 still XO Ottawa - Caribops - invited to lunch on a "quiet" Sunday (enroute New Orleans) by Foxy, then XO in Bonaventure - great visit, great lunch except I was "pressed" into another Sea King famil. flight in SK 27 (see Snowie's BV page 226.

71-74 SSO Sea Trg Atlantic with Herb Harzan the Rod Sjolie as Air Officer and P1s Lambert and Darchand as the Air Bos'ns

75-77 CO Saguenay with Goose McLennan then Bob Henderson as Det

Cdr. Great Caribops (with the only Cat 1 bird in the deployment) and a super Summer Olympics In Kingston, ON

77-80 QHM Halifax - all the fun of craning / barging helo's to and from Shearwater jetty. A big USN deployment for a mine counter measures exercise in Halifax approaches. I even had a famil flight in a Sea Stallion rigged for minesweeping, but I could never get them to be specific about how many of their own mines they had seen go bang/splash while sweeping Haiphong Harbour a few years earlier.

Then there were all those social and sporting occasions - "Carib capers" at Shearwater, the super helo symposiums - Foot the Ball - Rugby Stad vs Shearwater and East vs West. Soccer - on one occasion Shearwater insisted on putting 12 men on the field claiming they still only had 11 pairs of legs, because Goose and Jack Flanagan were included!

Lots of names spring to mind, when they were in the fleet or neighbours, then or now. Gregor MacIntosh, Jake Kennedy, Robbie watt, Alf Holmes, Shell Roll, John Cody and on.

Finally I must mention the CFLO Bermuda, John Burns, Ted and Marie Kieser for their super hospitality, Charlie and Norma Poirier.

I have rambled on long enough, but from this you will gather that my association with "you guys" has been pleasant and really enjoyable. Regards to all - tell Rod Lyons I still ache over our hilarious visit to RCNH. (K says "Velly Intellesting")

Your aye, Bob Luke

The enclosed is a photo copy of my favourite politically incorrect item from Saguenay days.

Keep up the good work.



## 33<sup>rd</sup> ANNUAL CNAG REUNION



The 33<sup>rd</sup> Annual Reunion of CNAG is being hosted by the Atlantic Chapter in the Halifax Regional Municipality, better known as "Slackers", on Thanksgiving weekend 11 thru 13 Oct 2002.

The theme of this reunion is 'A RETURN TO WHERE IT ALL BEGAN'. The main venue will be the Westin Nova Scotian, but Sunday's events will all be at Shearwater commencing with a church service in the Museum followed by 'Up Spirits' also in the Museum and lunch in the Sea King Club. I might note that the organ from the Bonnie Chapel has been put in working order and will be used for the service. Alan Moore is the contact point and may be contacted by email at: [benmoor@ns.sympatico.ca](mailto:benmoor@ns.sympatico.ca) by phone at 902-434-1726 or by snail mail to 294 Ross Rd., Westphal, NS B2Z 1H2

Accommodation in the Westin is at the special rate of \$122/night/room plus tax and may be obtained by phoning 1-877-993-7846 and requesting the Canadian Naval Air Group Reunion rate.

Those interested in attending are urged to get their applications in early as this promises to be another of the great down east windings.

We look forward to seeing all our old shipmates and their ladies. By the way, as an added incentive, Denny Shaw has agreed to be the Master of Ceremonies and thee is no guest speaker.

*Eric Edgar, Co-Chair*

## THANK YOU CANADIAN NAVAL AIR GROUP

With belated thanks, we gratefully acknowledge a handsome gift received from CNAG to SAMF. The \$5000 will be put to good use in preserving the heritage of all CNAGers. Kay

## The Last Word



***We are not amused!***

**T**hank You to all the new members who joined us this year and continued thanks to those who are already SAMF members. As always your generosity is appreciated.

I do not write or speak with the aplomb or vernacular of Bill Farrell, but here it is, as I see it. For all you non member retired Naval Air people who supposedly 'cherish' your Naval Air days - you surprise me. Whether or not you wish to support the Museum is your business. However, if you truly aren't interested in your heritage or the Museum, please let us know and we won't bother you with the Newsletter. You have been gratuitously accepting it for years; and, probably enjoying it. A quick note, email or telephone call (use the **toll free** number 1-888-497-7779) to us and your name will be removed from our list. It will be a financial help to SAMF if you do. The Board of Directors are seriously looking at eliminating the list of non and late members. Although I truly believe that every retired Naval Air person should have a copy of the newsletter to keep you all together with new and old news, stories, pictures etc, my pleading with them to leave the list alone has run its course I guess. It's all a matter of money. I'm sorry.

The **Avenger** still hasn't been brought into the new hangar. I'm not sure why it hasn't been refurbished as yet. I heard it was supposed to be in really bad shape. However, if they can tow it from one hangar to another, it can't be all that bad. If one of you Avenger lovers would like to take up the job of fund raising for one of the airworthy Avengers in New Brunswick, that would be great - let us know who you are. Workers on the **Firefly** are just waiting for the day it can be rolled out. They too, could use your support. *(I read, the new hangar is filling up - but don't worry, I'm sure there'll be room for these two Gate Guardians. If not, the Tutor and CF5 can go elsewhere.)*

Keep in touch. Have a great summer and we'll see you at the CNAG reunion.

Kay

Check out:

[www.shearwateraviationmuseum.ns.ca](http://www.shearwateraviationmuseum.ns.ca)

Also, look at this other great site:

[www.unwashed2.homestead.com](http://www.unwashed2.homestead.com)

## AWARD - FROM 1939-45 WAR



GODDARD, Rene Irving Whitley, Lieutenant (A) - Distinguished Service Cross (DSC) RNVR

Awarded as per London Gazette of 14 Dec 43. From Ottawa, Ontario. Later RCNR, GODDARD, Rene Irving Whitley, Lt(A), RNVR FAA, (Canadian) DSC (14.12.43 "For outstanding bravery and skill in many successful sorties against enemy shipping in the Mediterranean while operating from Malta and North Africa". Later RCNR, "For outstanding bravery and skill in may successful sorties against enemy shipping in the Mediterranean while operating from Malta and North Africa."

## Campaign To Get a New School Named After Hampton Gray, VC

**B**ill McDermott asks: "How about a campaign to get one of the new area schools named Hampton Gray VC. The old school at Shearwater is now a storage building showing no respect for his memory. It would sure be better than naming the schools after some "never was" Alderman.

*(Editor's note: How about someone taking this up and running with it. Volunteers?)*

Return Address:  
Shearwater Aviation Museum Foundation  
PO Box 5000 Station Main  
Shearwater NS B0J 3A0

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# CORMORANT

## JUST FILLING ANOTHER CUSTOMER ORDER



The skies south of Baffin Island were clear as the two Cormorant helicopters left contrails for 10 miles behind them, just like two Boeing 747s. Helicopters don't normally leave contrails in their wake. But then it is not very often that helicopters cruise at 10,000 feet in Arctic temperatures after crossing the Atlantic. Sixty-two hours over some of the most hostile terrain on Earth at the worst time of year. It was all part of a filling a customer order for Team Cormorant.

Two Search and Rescue (SAR) Cormorants left Italy on Jan. 20 for the Canadian Forces Base at Comox on Vancouver Island. They landed at CFB Comox on Feb. 7. They join two Cormorants delivered to Comox in October in the same way as part Canada's order for 15 new SAR helicopters to replace the aging Labrador. For the Canadian Forces crews flying the helicopters to Comox, it was a chance to gain some unique experience through all sorts of foul weather.

For Jerry Tracy, Team Cormorant's chief test pilot, it was a chance to watch an aircraft he has helped develop through several prototypes do its stuff in the sort of weather for which it was designed. Mr. Tracy, who was along as a technical adviser, believes there is no other helicopter in the world as safe as the Cormorant. That's because of triple redundancy throughout the aircraft with three engines, three hydraulic systems and three electrical systems -- all backed up by a quadruple redundant auto-pilot. If an engine fails during a hover, the Cormorant can fly out of it with its two remaining engines. If a generator fails, there are two more to keep the big bird in safe operation. At one point in the trip, the Cormorants flew through back-to-back days of 11 hours and seven days respectively through rain, snow and night-time conditions. But Canadian flight engineers and maintenance crews from IMP took it all in stride.

*"The aircraft instills confidence. It's built with so many redundant systems," Mr. Tracy says. "It's an aircraft that breaks the rules because it has so much inherent safety built into it."*

**WE KNOW CANADA WILL HAVE AS MUCH PRIDE AND CONFIDENCE  
IN THE CORMORANT AS JERRY TRACY DOES.**