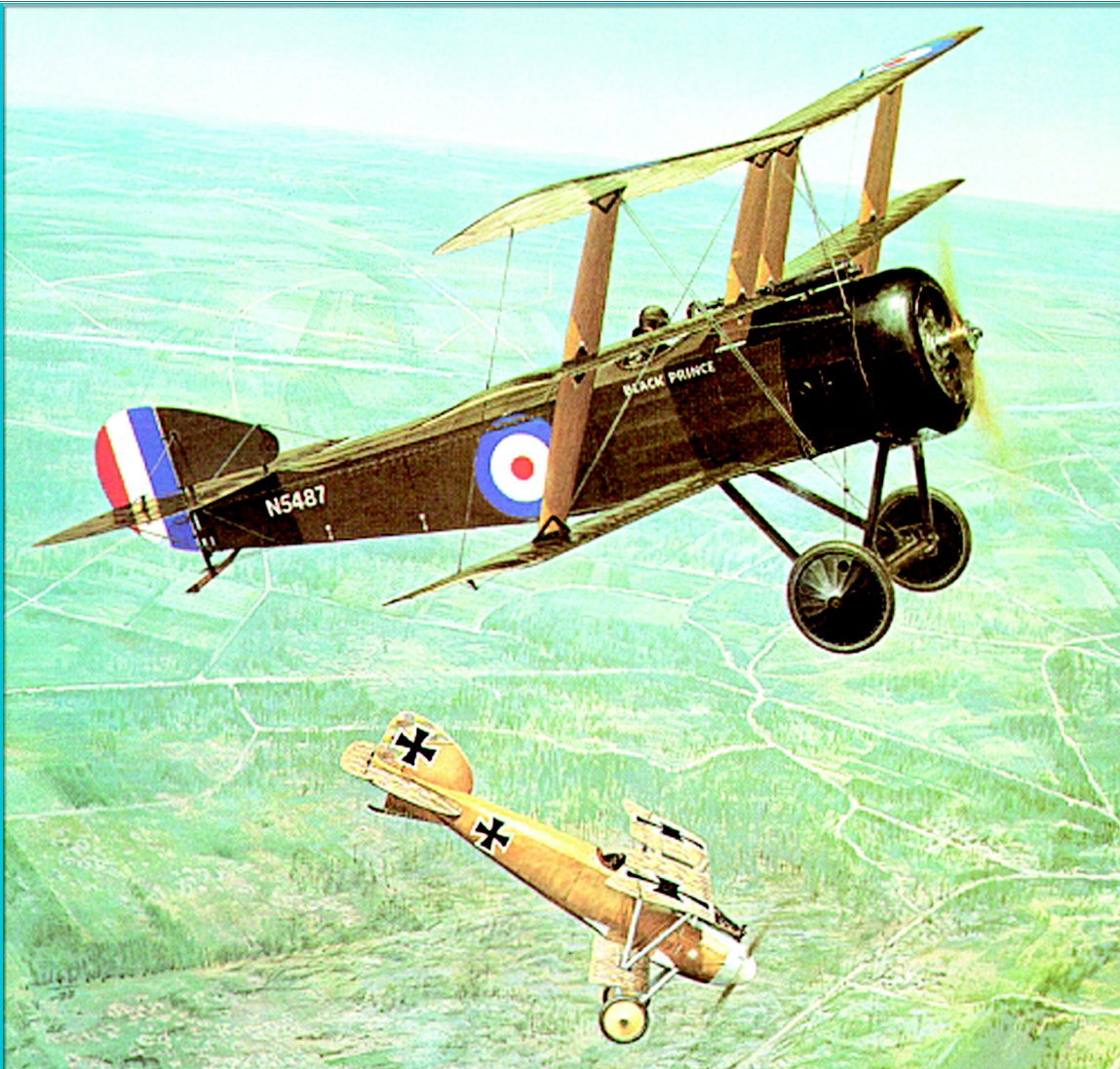




# SHEARWATER AVIATION MUSEUM FOUNDATION NEWSLETTER

Spring 2003



**INSIDE - SAM GETS NEW AIRCRAFT!! DETAILS PAGE 5**



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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:

### THE BLACK FLIGHT

World War 1

#### The Black Prince

Flown by

**Sub Lieut W.M. Alexander DSC RNAS**

The Black Flight consisted of five Sopwith Triplanes in the Royal Naval Air Service flown by five Canadian Pilots, led by Raymond Collishaw. The Squadron was officially 'B' Flight of RNAS No. 10 Sqn. They had a short but spectacular career and between May and July they accounted for eighty-seven enemy aircraft.

The engine cowlings, metal fuselage panels and wheel covers of the Triplanes were painted glossy black and they were named:

**BLACK MARIA  
BLACK DEATH  
BLACK ROGER  
BLACK PRINCE  
BLACK SHEEP**

**Raymond Collishaw  
J. E. Sharman (Killed)  
E. V. Reid  
W. M. Alexander  
G. E. Nash**

The lithograph of an original painting by the renowned Canadian Aviation artist Bob Bradford shows the Black Prince downing a German Albatross. Mr. Alexander described this particular action to the artist. The print is signed by Mr. Alexander.

### 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:

Summer 27 June

Winter 4 Oct

Spring 7 March

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.

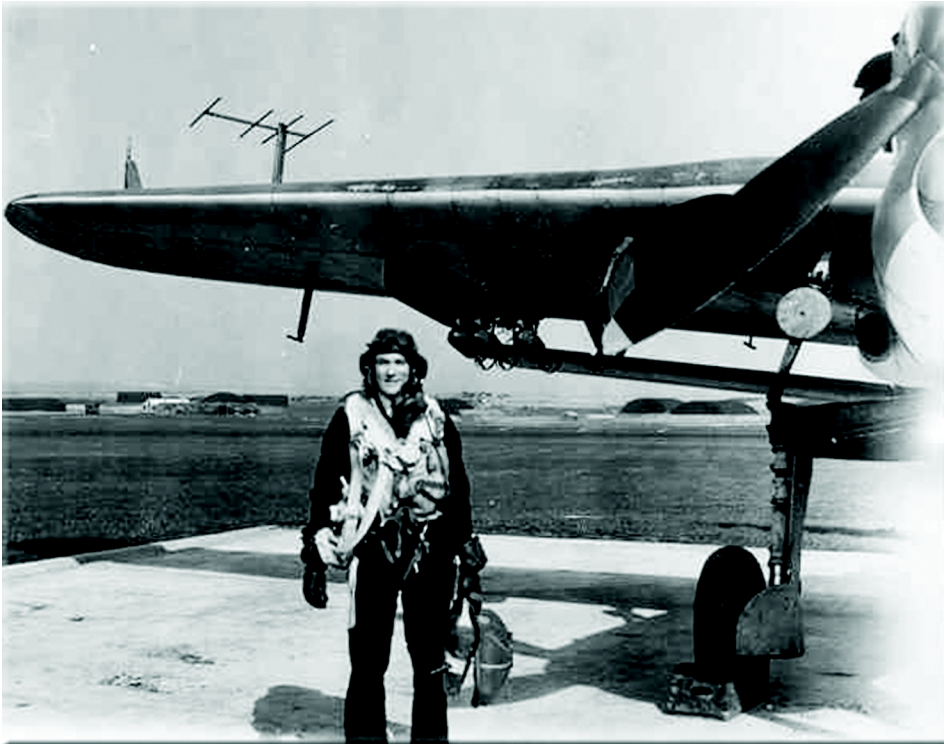
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The Shearwater Aviation Museum Foundation (SAMF) Newsletter is published three times yearly. Cheques made payable to the "Shearwater Aviation Museum Foundation" or "SAMF" should be mailed to PO Box 5000, Station Main, Shearwater, NS B0J 3A0. Portions of this newsletter may be reprinted without prior permission provided full credit is given to both the author(s) and the Shearwater Aviation Museum Foundation Newsletter. In accordance with his mandate, the Editor of the SAMF Newsletter reserves the right to edit, condense or reject copy to suit the requirements of the Newsletter. Any opinions expressed are deemed to be those of the author(s), and do not necessarily reflect the opinions of the Shearwater Aviation Museum Foundation, its members, and/or the Shearwater Aviation Museum.

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



From: "WLD (Bill) Farrell"

For this issue we have replaced the regular logo-image of a creature resembling one of Gibraltar's Barbary Apes with one taking us back to the early days of post war naval aviation. The aircraft shown is a Barracuda dive bomber/torpedo plane used, in this instance, for Canadian observer training in RNAS Rattray (HMS Condor) (Scotland). The photo is dated 1945. The "stores" under the wing are smoke floats for wind finding, not bombs. The derivation of the replaced (ape) logo is revealed elsewhere in this issue. Your editorial staff continues to fly by the seat of its pants, learning the media communications trade as we go on from issue to issue. Our secretary (to whom all offerings should be addressed — with the editor as a "CC" when appropriate) maintains banks of submissions on various subjects ranging from the "there I was upside down over the Pacific" through messdeck yarns and memories to scholarly treatises on war in the maritime air environment. I regularly rummage around in Kay's drawers to find things of interest, or, should I say, things that I think would excite our readers. I am seldom disappointed but wonder if my personal taste is shared by you all. You offer, in your reader's responses, fulsome praise (and a few brickbats) but precious little clear direction to us. Until you readers get up off your duffs and tell us what you want (give us your "reasons in writing") we'll soldier on as before: Our guiding philosophy being that once upon a time there was a gallant band of brothers who created a brilliant light over the oceans of the world and that every one of those brothers counted — from the Stoker manning the emergency steering gear in the tiller flats to the Pilot on the catapult at the bow and all the Mechanics, Cooks, Stewards, Aircraft Handlers and the thousand of others who made up the ship's company crowded in between. This is an all hands newsletter. The newsletter serves all. The newsletter also serves our light blue brothers-in-arms for whom RCAF Dartmouth was home during the 1939 -1945 War. Lest we forget!

**ANNOUNCING  
THE 5th ANNUAL  
GALA DINNER  
AND AUCTION**

**TO BE HELD IN  
THE WO & SGTS. MESS,  
12 WING SHEARWATER  
ON 14 JUN 03**

MAKE NOTE OF THE DATE NOW!  
The proceeds will be used for the  
Atrium Building Fund and we need  
your support to once again make  
this a success.



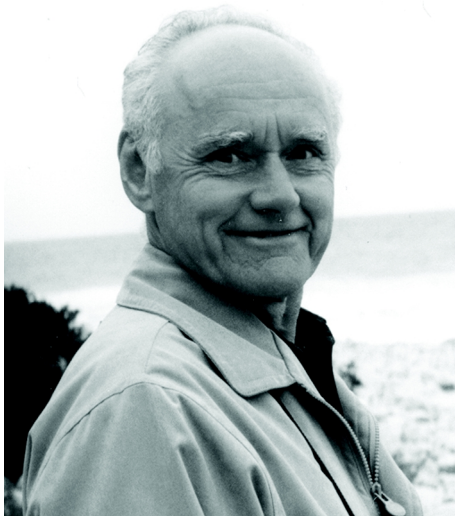
**UP SPIRITS  
REUNION**

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Stn Forces  
Halifax, NS B3K 5X5



## President's Report

It's difficult to think spring when we are up to our knees in snow, but the sun gets stronger every day and already we have gained well over an hour of daylight since December. The cycles of seasons march on relentlessly. This rush of time brings to mind membership renewals. Please renew your memberships if you haven't already done so. Better still, become a life member and avoid the need to remember each year!

Occasionally we read in the news that some Charitable organization has lost its charitable status because too much is spent on fund-raising expenses and not enough on charitable things. Rest assured that SAMF does not have to worry about this problem. Our membership income easily covers our administrative costs and the cost of our Newsletter. Our actual cost of fund-raising is less than 20% of our fund-raising income. The costs of fund raising are things such as the dinner, amortised Bonnie book costs, Wine, Cheese and Art expenses, postage, telephone and occasional advertising. Our current "legitimate" expenditures are \$18,000 per year building loan payments and occasional payments to the Museum for display enhancements or other Museum activities. We are not currently spending all we collect. We have authorization from Canada Customs and Revenue to accumulate funds for future projects such as the Atrium project. Once this project begins, we will be spending the "farm". In addition there are other worthy goals, like paying down the building loan or paying for artifact acquisitions and

restoration. We are therefore well within the guidelines for Charitable organizations.

In closing, I'd like to thank all the volunteers who made our third annual Wine, Cheese and Art evening a memorable event. The evening was profitable as well as enjoyable. A sincere thank-you and a BZ to the committee! During the evening I had the privilege of accepting a cheque for \$1400.00 from CNAG (Atlantic Chapter). Thank you CNAG, for your generous gift to the SAMF Building Fund.  
Eric Nielsen, SAMF President

## From the Curator's Desk

*Christine Hines - SAM Curator*

The winter months were busy with many exhibit activities and events.

New at SAM this winter was an exhibit featuring the seventeen-foot scale model of HMCS Bonaventure. The crowning glory of the exhibit, a thirty-one foot mural depicting Bonnie with a Destroyer Escort, HMCS Assiniboine DDH 234, was installed in late February, fabricated by Anicom Signs, and designed by Don Smith of Omicron Interpretation and Design. The exhibit outlines the history and the role of the aircraft carrier and its escort. Our resident modeller, Rob LePine, is completing finishing touches on the scale models and the surrounding waterline. Look for the grand opening of this exhibit in the spring.

The highlight of the winter thus far was the arrival of a Piasecki HUP-3 helicopter into our collection on 26 Feb 03. A donation from the Canadian Museum of Flight in Langley, B.C., the HUP-3 was originally purchased by the RCN from the US Army. It had been flown by HU 21, primarily used aboard HMCS Labrador as an icebreaker between 1955-1957. The HUP-3 requires a new paint job into RCN colours, but is in otherwise excellent condition for a static display piece. A great debt of gratitude is owed to the following: the Board of Directors and Ms. Sandy Tinsley, Executive Director, from the Canadian Museum of Flight for their generosity, our own Mr. Ernie Cable for facilitating the donation, Mr. Don Pearsons, Director of Air Force Heritage and History at 1 Canadian Air Defence Headquarters in Winnipeg, as well as to Col David Martin, WComd of 12 Wing Shearwater, for their support of transportation and equipment for the HUP-

3's journey from Langley to Shearwater.


The Millennium Collection of the Canadian Aviation Artists Association has left us for points west. On view since September, the exhibit generated a great deal of interest and added a wonderful spot of colour to the new hangar. The exhibit left SAM in early March for its next stop at the Western Canada Aviation Museum. Special thanks go to the CAAA for allowing us to show the collection, particularly appropriate as 2003 celebrates the Centennial of Flight.

I'd like to take this opportunity to formally welcome Reservist MCpl Tom Boyce to the SAM team. Tom has recently joined the staff in the capacity of Engineer. He retired from the Regular Force after 20.5 years as an Avionics Tech in the Air Force (19 of those years having been served in Shearwater). Tom is filling the position left vacant after Sgt. Graham Heron's retirement. Welcome Aboard Tom.

In closing, I'd like to mention that SAM is gearing up for its seasonal opening in April. 2003 is a special year for SAM as it marks 25 years of incorporation as a museum. We have come a long way to improving the quality of exhibits and infrastructure at SAM over the years, and we have garnered a great deal of support and made many friends over the years. Without such support, the Museum would not be nearly as well developed as it is today. Sincere thanks to all who have supported us over the years in so many ways. We look forward to continued growth of SAM.



## NEWS FLASH

 On Wed 12 Mar 03, the SAMF Board of Directors approved the allocation of up to \$130,000 to the building fund to be used by the Shearwater Aviation Museum (SAM) for the construction of the new addition (Atrium).

These funds will remain under the control of SAMF and transferred to SAM as requested. The building should be completed by 31 Dec 03.





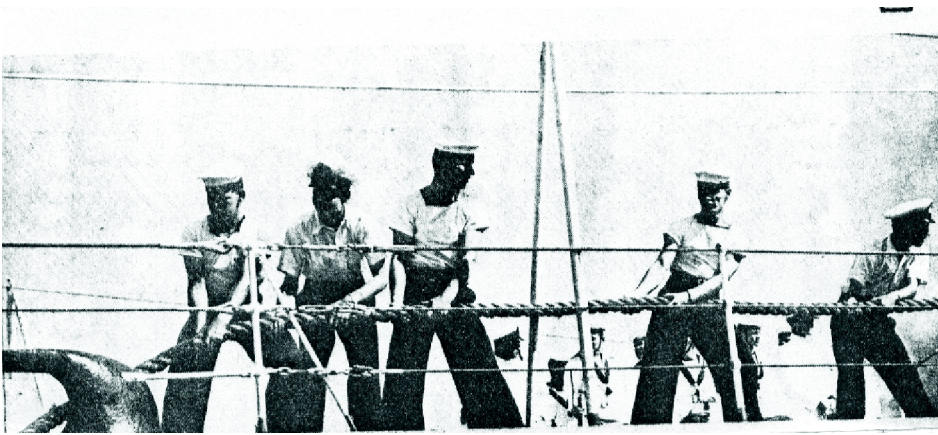
*Shearwater Aviation Museum Curator, Chuck Coffin, Engineer, Tom Boyce and Rob Lepine standing by the generous donation from the Canadian Museum of Flight, Langley, B.C.*

Shearwater aviation museum personnel inspect their newest acquisition. It's a 1954 Piasecki HUP-3 helicopter; the same type that flew regular operations from HMCS Shearwater (1954 until 1960). They look forward to the day when it will look exactly like the original one in the accompanying RCN photo.

*Contributor: Dave Banfield*



*RCN photo of 1954 Piasecki HUP-3*



**A Matelot's Farewell  
to His Tot  
Lt Doug Clark  
HMCS Discovery**

You soothed my nerves and warmed my limbs  
And cheered my dismal heart.  
Procured my wants, obliged my whims -  
And now it's time to part.  
'Mid endless perils of the deep  
And miseries untold  
You summoned sweet forgetful sleep  
Cocooned me from the cold.  
Ten years ago, the "pound o' left,"  
That cast its fragrant spell  
About the ship, expired in grief,  
And sadness of farewell.  
Tho' guests might find the pantry bare  
Whene'er they chose to come  
Your hospitality was there:  
A tot of Pussers Rum.

Two hundred years and more you filled  
The storm-tossed sailor's need.  
Now you've been killed, by spite distilled  
From jealousy and greed.  
And petty clerks with scrawny necks  
Who never saw a wave,  
Nor felt the spray, nor heaving decks,  
Consign you to your grave.  
Alas! However I protest  
To save myself from hurt,  
They tell me that it's for the best -  
to keep us all alert.  
And so the time has come old friend,  
To take the final sup.  
Our tears are shed, this is the end,  
Goodbye and bottoms up!



**IN THE DELTA**

*Allen, R.E. "Moose"  
Armstrong, Cliff  
Bignell, Fred (Civ. Radar  
Tech)  
Botterell, H  
Budeshiem, R  
Conrad, Fraser  
Devlin, Fred  
Fallen, Ted  
Fraser, E  
Gervais, Clancy  
Grant, Al  
Hall, Rev. Doug  
Hannah, G  
Kingsmill, P  
Lavigne, Pete  
MacDonald, Earl  
Mason, Eric Bruce  
Merkley, George  
Neale, John Tweeny'  
Patterson, Rita  
Rotherham, G  
Rudderham, Freeman  
Ryan, Cheryl  
Ryan, Pat  
Sandes, Michael  
Scott, Margorie  
Walker, Don*





## NEW NAME FOR SAMF NEWSLETTER?

From: "Leo Pettipas"  
lpettip@mb.sympatico.ca

Hello Bill and Kay: Ever emboldened by the fervour and enthusiasm reserved only for the chronically smug and self-righteous, it is with great satisfaction that I call to your attention the memo from Dan Neumann, a person who is clearly wise beyond his years. You will note that he alludes to the SAMF "Newsletter" as the "Shearwater Aviation Museum Journal". Don't I recall pointing out many months ago that this publication is more than a "newsletter", hey? Might I again suggest that, with its feature articles and loads of anecdotal material of literary and scholarly value, it's much more than a newsletter on steroids? Might it not be timely for the good folks at SAMF to accord the "newsletter" the dignity and respect it so richly deserves, and re-name it accordingly, hmm? And in the March 2003 edition, wouldn't it be nice to invite the SAMF membership to suggest a new name for this august publication? Remember that venerable and excellent periodical "The Crowsnest"; no way anyone was going to call that a "newsletter", and I think the SAMF publication is fast approaching "The Crowsnest" in nature and quality. So I'd like to recommend that the time may be nigh to start thinking seriously about giving (a) the SAMF Newsletter a promotion and, in the process, (b) a vote of confidence and appreciation to those involved in its production. All we would be doing is calling a spade a spade, and at the same time elevating the publication to a level of stature it presently, by being called a "newsletter", doesn't enjoy, but should. Then, if some time in the future, the articles and anecdotes dry up, it can be downgraded once again to the status of a newsletter.

**From Allan Snowie:**

New name for SAMF Newsletter. This looks like fun: How about "Jet Blast" or "Highground" or even "Goofers" Have been calling it a Journal to all and sundry for some time. Let's give it a good and proud name in the manner of "Crowsnest" and "Roundel". These are all plaudits to you Bill. Congratulations on editing a superb magazine.

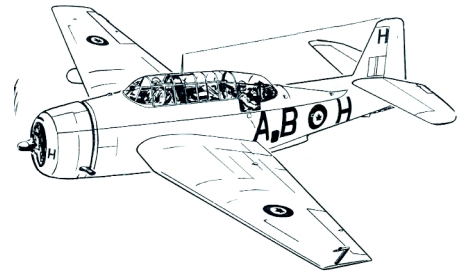
**Dan Neumann writes:**

I have to agree that the "newsletter" has come to mean more to me than a collection of

meaningless gossip. I must commend the editor and all of the staff for the continuous improvement in quality and content.

By my misnaming it a journal I did not intend to start a movement toward a new name, however there are many stories out there concerning naval air that don't necessarily originate in Shearwater.

As for the crows nest I can't say that I've ever seen one on a Tracker or Sea King. How about "the Flight Deck" or even "Prop Wash"?



### PRIZE OFFERED!

The reader submitting a new name accepted by the Board of Directors, will win an all-expense paid cruise across the biggest saltwater sewage lagoon in the world.



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## A Proud Bunch: The Carrier Air Group 1952-1954

by Rolly West

The period during the early 1950s was probably one of the most active times at Shearwater. As many as 10 Squadrons were operational, supported by Base Maintenance departments, the School of Naval Aircraft Maintenance, an Aviation Supply Depot, plus various other supporting sections. Active squadrons comprised of 30<sup>th</sup> CAG with VS881 and VF871, 31<sup>st</sup> SAG with VS880 and VF870, No. 1 TAG, 743 Sqn, VX10, HU21, HS50 and the RCAF 101 communications flight. Needless to say, those personnel in Air Traffic Control were busy people in those days.

Any person who has served on the CAG and in the Carrier, experienced many flying operations, deployments, long hours of maintenance, extreme hot and cold weather conditions, a variety of living conditions accompanied with a strong sense of squadron pride and in most instances, exceptionally strong comradeship. Each period was different, with Different CO's, different pilots and observers, and changed ground crews. However, their CAG experiences are similar and a typical period on the CAG is recorded in the paragraphs that follow.

In December 1953, a group of eight Riggers and Fitters from 743 Sqn were drafted to VS881. As a member of this group, a period in my career began that is one of the most memorable of all squadron times.

The CAG had just returned in Magnificent from a cruise to the Mediterranean and was busily preparing for its next development after the festive season - a two-squadron exercise at the CJATC (Cdn Joint Air Training Centre) in Rivers, Manitoba. Prior to our departure to the West, all personnel were issued state-of-the-art arctic clothing; at least we were going to be dressed to combat the -45 F temperatures.

Working with the Army and the Air Force during the Exercise "Operation Assiniboine" was quite a successful experience and the weather conditions were as severe as a winter could provide. However, aircraft serviceability was high

and our spirits were even higher.

During a break in the Exercise a deployment further west by the squadron took place - a visit to Calgary. The maintenance crews flew in the Air Force "Oxydol" DC-3 from 101 Comm. Flight and upon arrival in Calgary found the temperature on the February day to be 73F - quite a change from Rivers. This trip west really established the two squadrons 881 and 871 for that period as people worked hard, and we certainly played hard. **A togetherness amongst ground crew, aircrew and between squadrons was established - and it remains to this day.**



Once back at Shearwater our AEO, Peter Poole-Warren and Sqn Chief Brian Clifford advised us that we were sailing in Maggie to attend the Coronation and the Spithead Review of the Fleet. After the pilots carried out their FCLPs (Field Carrier Landing Practice) and then their actual day/night landing quals on the carrier, we sailed for England. Our Squadron disembarked the ship to HMS Daedalus at Lee-On-Solent. The RN were very good hosts and graciously gave us our own hangar (it was blitzed and had no roof).

Living conditions were different as well - straw mattresses in the barracks to sleep on. No heat in the pot-bellied stoves (Base Standing Orders ruled no fires in stoves after 1 May) so coal from the galley was "procured". It seems the RCN barracks were the only ones with heat and smoke flowing out the chimneys, and this really disturbed the Chief Master-At-arms. He also didn't appreciate it when an unknown Canadian took his bicycle and he

was very upset when the Admiral advised him of the colonials who were playing football on his grass outside the blitzed hangar. I flew with Paddy O'Connell as Pilot and fellow-passenger Bill Sopko in the flypast over the Spithead Review and the Queen's ship, HMS Surprise. What a wonderful sight: over 200 aircraft took part in this flypast and upon return to Lee, 881 Sqn was the last to be refueled. Needless to say some of us were late for the smoker.

One of the perks of being a technician in those days was the privilege of being able to paint your name alongside the Pilot's on your aircraft. I was very fortunate to have had my name alongside the same Fitter on three different Squadrons: 1 TAG, 743 and 881 and that was the late Don Heartwell. There was a tremendous pride in maintaining your own aircraft in those days and with the same aircrew assigned to that aircraft, excellent rapport developed. This was evident when the aircrew would help to wash down the aircraft. There were even times when all squadron personnel would chip in to help scrub down the hangar deck back at Shearwater. This weekly event was highlighted by PO Sopko's famous "soogie" soap mixture made especially for this purpose.

No squadron is without hijinks and VS 881 was no exception.

Who can forget the winter when Lt Poole-Warren's Messerschmidt car was placed up on a high snow bank; upon finding it, he immediately blamed PO Gord Parlee.

When Maggie was anchored off Torquay, England, the civilian duty boats had bars aboard. Some 881 members never got ashore.

Many squadron members will remember those entertaining characters who, after "hands fall in" each morning, would raise the Squadron flag.

Who could forget the time during "Operation Mariner" when the USN Skyraider landed aboard the Maggie during that tense fog situation and, when stowed below in the hangar, was set upon by squadron members and painted to extremes. Commander (Air) was not happy.

After the summer of 1953 at Shearwater the CAG set sail in Maggie for points south for carquals and exercises



with the USN. From Norfolk we sailed north on "Operation Mariner" and we formed the NSTB Club which stood for "No Shaving Till Belfast". Twenty-eight days later, in order to go ashore, all beards had to come off. After a lengthy stay in Ireland we sailed for Glasgow and picked up some new Sea Furies for ferry back to Shearwater. After a couple more visits to Portsmouth and Belfast we sailed for Halifax and Christmas at home.

Many people were responsible for the happy and successful times on the CAG of that era and, in particular, VS 881. We had excellent CO's in LCdr Bill Atkinson and LCdr Mike Page, plus a multitude of "gung ho" pilots. The Chiefs and PO's of that period rally provided the leadership required to successfully support the flying operations, along with Brian Clifford, Benny Benoy, Bert Bates ("on the beam the submarine"), Monty Mansell, Jack Dunn, Joe Malone, Norm Lambert, Ray Beliveau, Al Moore, Norm Ellison, Jim Hadden, Bill Sopko and Gord Parlee.

To name all the Killicks and ABs on the Squadron throughout 1953 would be an awesome task. However, those who served will remember the times, places and events that included Rivers, Magnificent, Lee-On-Solvent, Belfast, New York, Calgary, Norfolk, Provincetown, Torquay, Spithead, Bermuda, Portsmouth, Shearwater and those many days and nights at sea. We were a proud bunch, good friends and still are.

## THE "HAPPY" WARRIOR

*AB Earle Cale - HMCS WARRIOR*

How proud we sail from harbour's light,  
To duties on the sea  
A Commodore's pennant flying high,  
for all the Fleet to see.

A Warrior's Emblem on the bridge,  
A Warrior's crew below,  
The aircraft ranged for take-off  
When the wind is on the bow.

The pride of being what we are,  
The pride of being true,  
The pride of being at the top,  
A "Happy Warrior's" crew.

## REFLECTIONS OF 881 SQUADRON [1958]

*by Al Whalley Rtd C2AT4*

PIERHEAD JUMP Minutes before Bonnie was to sail on a Mediterranean cruise in October 1958, P1AT Al Chranows became seriously ill and was taken off the ship and transported to hospital. I received orders to replace him and was to be flown aboard by chopper the following day, as the ship had sailed on schedule. However; the plan to airlift me aboard by chopper or Tracker fell through as weather continued to deteriorate and Bonnie moved further and further out of range. Just when I was beginning to think that all of the options had been attempted and failed and I would be remaining at Shearwater after all and able to go hunting, as I had earlier made plans to do so. Even purchasing my hunting licence...new bright yellow boots and a new 35 Marlin rifle prior to my draft notice.....I ended up on board HMCS Ottawa to rendezvous with Bonnie in the Azores!!

ABOARD OTTAWA What a great crew! My 10 days aboard a destroyer, that I was more used to seeing astern of us, in our wake, while aboard our carriers [ I served on all three ] was a truly interesting ..exciting and informative experience. They wouldn't allow me to work! I actually volunteered ! Hmmm I was clearly tagged as a passenger! and told to enjoy the cruise. I was allowed to go anywhere on the ship....which I did .. spending a lot of time in the war room and even on the bridge. Got my tot every day too!

JACKSTAY Along with my "first" pierhead jump and cruise aboard a destroyer, along came another "one and only first"... When we rendezvoused with Bonnie I was "jackstayed" aboard! WOW! My old reliable 8mm bell and Howell movie camera that I carried everywhere, was rolling..right up until I detached from Ottawa...but at that "moment " I hurriedly shoved the camera inside my jacket and wisely decided to hang on with BOTH hands! I'm certain the guys on Bonnie were trying their best to see how close they could get my feet to the waves that towered below me created by the wake of the two ships, just a short distant apart. My new boss and an old friend already, CPO Chuck Hines was the first one to greet me as my feet hit the deck! [Big grin on his face of course] Note: Film clips of Tracker landings and takeoffs etc, as well as some fun on board activities, that

I personally captured with my Bell and Howel, can be seen on a great Navalair web site "Under the Cat" !!

CS2F TRACKER INTRODUCTION I had just returned to Shearwater a few weeks prior to my draft to VS 881 having served on VC 920 squadron the previous two years, so was unfamiliar with the new Trackers that had just came on stream in 1957. Talk about OJT.... "on job training". Well that I did during that cruise. Once again , with a great bunch of guys! Those truly were the "good 'ol days!

MEMORABLE MAGIC MOMENTS While anchored in Naples harbour....touring the ruins of Pompeii.....cable ride on a wooden seat to the top of Mount Vesuvius with a hangover!! and looking down into the deep smoking crater....remembering what had occurred there those many years ago. My first Italian spaghetti dinner [disappointing though] Dinner invitation from Chief and Petty Officer's mess aboard a French aircraft carrier docked along side Bonnie during visit to Toulon France!

GIBRALTAR DETACHMENT The couple of days that I detached from Bonnie with a small crew to service our Trackers that were flying X-cntry to Bedford England, became closer to a week. We watched Bonnie sail, then learned the following day that our aircraft were having difficulty getting overflight authorization from some European country...Spain I believe? However; Although running short of just about everything during our extended stay, we and all of our aircrew made it eventually to dear old England!

GET OUT! HANDS UP! STAND FACING THE HEADLIGHTS! Was the order we received by armed guards with vicious police dogs on our return from our first night flying operation during our stay at Bedford USAF base. With machine guns aimed at our backs we went through a grueling question and answer exercise that lasted about 10 minutes or so! [ hey guys! we're on your side] Night flying was cancelled the next morning, for the remainder of our stay! Thank goodness! Those USAF guys had no idea of the risk they would have been taking, had we gone back for a second time....more prepared! They were so lucky! Note: Closely guarded nuclear armed aircraft ..top secret etc etc ready for immediate takeoff 24 hrs a day were apparently the reason for the unusual unexpected activity?

## A TOTALLY UNFORGETTABLE CHARACTER

R.W.T.HOGG

Dave Williams wrote:

At one point in his colourful career, Bob was shot down off the coast of North Africa in a Barracuda [if I recall correctly]. They ditched within swim distance of the shore but he went down for some depth before he extricated himself. During the struggle to the surface and the swim to shore he shed pretty well all of his clothes. His progress was observed by both sides as he was about to land just about on the front line. The Allies gave a little push and he stepped ashore in friendly territory. To maintain his modesty he had to cover himself and the only thing handy was a German greatcoat taken from a casualty of the recent skirmish. He was evacuated overnight to Cairo and billeted in a hotel. One can imagine the stir he caused next morning as he descended the main staircase of Shepherds hotel wearing a German greatcoat with several bloody bullet holes in it - Shepherds having been commandeered and serving as British Army HQ in Egypt. Tom Copeland or Buck Rogers may be able to add more to this story. *Dave*

From: Bob Geale  
<bobgeale@telpacific.com.au>

Bob Hogg was a TAG in 829 Squadron flying Fairey Albacores from the fleet carrier HMS FORMIDABLE. In January 1941 his pilot was SBLT(A) MacAuley, RNVR who liked nothing better than rolling his wheels along the top of the big rollers off the African coast. One day MacAuley took up a young Steward in place of Bob and that was the end of MacAuley. Bob in 829 took part in the Madagascar and Massawi attacks.

In March, 829 Squadron was involved in the Battle of Matapan and it was in that action that he was Gazetted being awarded the Distinguished Service Medal (DSM). I believe it was for his efforts in enemy reporting although the squadron did carry out attacks on the Italian ships.

The aircraft that Bob ditched in was an Albacore and I do not believe he ever flew in a Barra. If you would like I will try and check out his squadrons. He was a great Mate ... long may he be remembered.  
*Windy*

From: Laurie Farrington  
<flaurie@rogers.com>

The considerable e-mail traffic on the late Bob Hogg indicates he is a well remembered character in Canadian naval aviation. I regret I never met or served with him so have no personal anecdotes to pass on. However, some research has revealed the following:

1. From Ken Sims, the TAG archivist in the UK, who was a course mate of Bob.

RWT Hogg joined the RN in September 1939. He was on 13 Telegraphist Air Gunner Course in RNAS Worthy Down, Hampshire, where later in 1944 he was an instructor. He served in 829 Squadron in HMS Formidable in 1940 and later in 810 Squadron in HMS Illustrious in 1942. As an Acting Leading Airman (SFX 413) he was awarded the DSM while in 829 Squadron in Formidable for his involvement in the Battle of Cape Matapan 28 March 1941. His award was posted in the London Gazette of 29 July 1941. Apparently he was not home long enough to attend an investiture and presentation of medals.

2. For Editor Bill and the general reader.

There is a book which contains some of Bob Hogg's salty dips. TAG on a Stringbag by Les Sayer and Vernon Ball, published in 1994 by Aspen Publications Ltd UK, ISBN 1-899386-00-9. There should be a copy in the SAMF Library or a local library. If not, I'll loan my copy to Bill for his evaluation. In summary, on pages 68-70 Bob relates some yarns about his time in 829 Squadron with Lt. Macaulay (e.g. the episode mentioned by Bob Geale and Jim Corinne in their recent e-mails). Am sure I can persuade my friend the author to grant permission to reproduce these pages with appropriate attribution if the Editor of the SAMF Newsletter so desires.

*Cheers. Laurie F.*

### Annual General Meeting

## SAM Foundation

0900 hrs  
6 Sep 03

### Museum Briefing Room

## CHALLENGE

*by Eugene 'Buck' Rogers*

**I** challenge each present member of the Shearwater Aviation Museum Foundation to encourage or enrol their family or family members as part of the above Foundation.

A membership could be in the form of gifts for special occasions or to commemorate a special event (birthday, anniversary etc).

As we know, some people have already made this gesture and have increased the membership - I met the challenge today and registered my family.

With the present aging membership, new generation involvement is needed to carry on the Heritage.

*(Ed. Names of members are listed in our donor recognition book in the entrance of the Museum.)*



## STAN'S

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## 825 - A STORIED SQUADRON

**F**ew, if any, naval air squadron's have a history like this! Just why the Royal Navy let us use this honoured number for the first squadron in Canada's post-war carrier is beyond me. Anyway, thanks, Royal Navy.

October 1934 - formed by renumbering 824 in HMS Eagle (China Station) . 12 Fairey IIIFs

January 1935 - To Mediterranean - disembarked to Malta (Hal Far) . Eagle to refit in U.K. Squadron then to HMS Glorious, remaining Mediterranean Station.

July 1936 Re-equipped with Fairey Swordfish.

May 1937 Glorious briefly at Spithead for Coronation Review. 825 in flypast.

Sept 1939 War. Glorious to Trade protection in Indian Ocean - based Aden.

Jan 1940 Glorious back to Mediterranean, then to Norway, disembarking 825 for operations in English Channel against U-boats, E-boats and transports in Calais area during Dunkirk evacuation. Eight aircraft lost, including five on a bombing raid on the last day of May.

July 1940 Embarked in HMS Furious for operations off Norway. Attacked targets in Trondheim and Tromso. Furious then to escort convoy to Gold Coast.

May 1941 Embarked HMS Victorious, taking part in the search for and the sinking of the battleship Bismark.

June 1941 Transferred to HMS Ark Royal for Malta Convoy defence - attacked targets in Sardinia, Pantellaria and Sicily.

13 Nov 1941 Ark Royal sunk by U-boat. Some aircraft airborne at time made it to Gibraltar where they were taken over by 812 Squadron.

1 Jan. 1942 Squadron reformed at Lee-on-Solent with Swordfish, then detached to Manston for interception of German capital ships in Channel transit. Want of adequate fighter cover resulted in the loss of all aircraft taking part in a torpedo attack.

Five crew members survived. Squadron C.O., Lieutenant Commander Esmonde awarded V.C.(posthumous)

2 March 1942 Squadron re-grouped at Lee with Swordfish IIIs. Three aircraft embarked HMS Avenger for North Russian convoys. Shared one U-boat with a destroyer. Then back to operations in the English Channel under Coastal Command.

Feb. 1943 Embarked in HMS Furious again for convoy escort (from Scapa and Iceland).

Jul. 1943 To an offensive sweep off the Norwegian coast; then briefly shore-based.

Aug. 1943 Six Sea Hurricanes added to complement.

Dec. 1943 Embarked in HMS Vindex for Atlantic Convoys. Despite Atlantic winter weather shared with surface forces the sinking of two U-boats. In April three Fulmars of 784 Sqdn. temporarily attached.

June 1944 Back to North Russian convoys, re-qipped with new Swordfish. Score: one U-boat sunk, one damaged (by a Sea Hurricane), one possible and two shared with surface forces Sea Hurricanes were withdrawn and replaced with eight Wildcat Vis.

March 1945 Another Russian convoy, this time in HMS Campania, then disbanded into 815 Squadron. Wildcats continued separately as 825X until 23 May.

July 1945 Reformed at Rattray as a Canadian-manned squadron for 19th Carrier Air Group equipped with Barracuda MK1's, which were replaced in November with Firefly MK1's.

Jan. 1946 Transferred to RCN for HMCS Warrior.

May 1947 Re-equipped with Firefly IVs; joined HMC Magnificent. Re-equipped again in 1949 with Firefly AS.5s. Canadian re-designated as 880 Squadron 1 May 1951.

June 1951 825 reformed as an RN squadron at Eglinton, equipped with Firefly AS. for A/S duties with 15 CAG.

Nov 1951 Role changed to interdiction and

re-equipped with Firefly FR.5s

Jan 1952 Embarked HMS Theseus for Mediterranean then to HMS Ocean and the Far East and operations off Korea flying 1907 missions by November.

Dec 1952 Returned to Med in Ocean, transferred to Theseus then home and disbanded. Awarded Boyd Trophy along with 802 Sqdn for activities in Korea.

Mar 1953 Reformed at Lee with AS.5s for A/S duties, Took part in the Coronation Review flypast at Spithead June 15. Then to HMS Warrior and anti-terrorist strikes in Johore.

Dec 1954 Disbanded at Lee.

Jul 1955 Reformed at Culdrose with Gannet AS. 1s. Embarked in HMS Albion for the Mediterranean and then the Far East

Aug 1956 Disbanded at Lee

May 1957 Reformed at Culdrose with Gannet AS.4s, flying out to Malta the following January, then returning April 1958 to disband at Culdrose.

Aug 1960 Reformed at Culdrose with Whirlwind HAS.7s then to Victorious and the Mediterranean, Persian Gulf (Kuwait crisis) and East Africa (flood relief)

Apr 1962 Returned U.K. in Victorious and disbanded.

May 1982 Reformed at Culdrose for Service with Falklands Task Force equipped with 10 Sea Kings: 8 embarked SS. Atlantic Causeway, 2 in SS Queen Elizabeth II. A detachment was put ashore in Port San Carlos.

Aug 1982 Disbanded at Culdrose

Sep 2001 Our research does not indicate any more recent reformings of this gallant squadron. Any additional information from readers?

We propose to include this, together with supporting photographs of aircraft types, in an expanded Fall Issue.



## JOHN GLENN SPEAKS OUT ON MILITARY SERVICE

from Sandy Dewar

Unfortunately there are far more people, especially in Canada, who think more like Metzenbaum than like Glenn. Many of those people are in government, hence the slow decay of our security forces, police and military.

**Barry Montgomery sends**

You know, some people still don't understand why military personnel do what they do for a living. This exchange between Senators John Glenn and Sen. Howard Metzenbaum is worth reading. Not only is it a pretty impressive impromptu speech, but it's also a good example of one man's explanation of why men and women in the Uniformed Services do what they do for a living. This an example of what those who have never served, think of the Military.

Senator Glenn to Senator Metzenbaum:

**Senator Glenn:** "I served 23 years in the United States Marine Corps. I served through two wars. I flew 149 missions. My plane was hit by anti-aircraft fire on 12 different occasions. I was in the space program. It wasn't my checkbook; it was my Life on the line. It was not a nine to five job where I took time off to take the daily cash receipts to the bank. "I ask you to go with me ... as I went the other day to a Veterans Hospital and look at those men with their mangled bodies in the eye and tell them they didn't hold a job. You go with me to the space program and go as I have gone to the widows and orphans of Ed White and Gus Grissom and Roger Chaffee and you look those kids in the eye and tell them that their dad didn't hold a job. You go with me on Memorial Day coming up and you stand in Arlington National Cemetery, where I have more friends than I'd like to remember and you watch those waving flags. "You stand there, and you think about this nation, and you tell me that those people didn't have a job. I'll tell you, Howard Metzenbaum, you should be on your knees every day of your life thanking God that there were some men - SOME MEN - who held a job. And they required a dedication to purpose and a love of country and a dedication to duty that was more important than life itself. And their self-sacrifice is what made this country possible --- I HAVE HELD A JOB, HOWARD! --- What about you?"

## BONAVENTURE ACCIDENT 3 DECEMBER 1969

**A** sad occasion. On 3 Dec 69, four of BONAVENTURE Ship's Company were lost during an aviation tank cleaning accident. Please remember:  
LS G.H. Morrell  
LS D.R. Patterson  
LS G.L. Swim  
AB J.E. Boulter

**From: Joseph Paquette**

**<jjpaquette@ns.sympatico.ca>** via  
navairgen email

Another incident of courageous performance in my untrustworthy memory is that after three crew members of the BONNIE succumbed to fuel fumes while cleaning or inspecting tanks on the ship at sea, they called on one of the Ship's Diving Officers to assist. Bob Stone, a TRACKER co-pilot at the time, was asked to take SCUBA gear and crawl into the tank to try to rescue one or all of the men. His lamp was wrapped in a blanket to avoid sparking and he pushed it ahead of himself as he moved ahead. I seem to remember him saying that at one point he pushed it over the edge of the level he was at and it dropped away pulling the mouthpiece out of his mouth. He held his breath and crawled after it, re-inserted it and continued on. When he located the three unfortunates it was obvious that they were beyond help and Bob crawled out the way he had come in. Does anyone know if this comes close to reality.

Bob flies for China Air Cargo and lives in Bankok.

My bit  
Joe

**From: "John Cody"**

**<john.cody@ns.sympatico.ca>** Via  
navairgen airmail

I have one extra bit to add to Joe Paquette's story. It wasn't three, but four who succumbed to the fuel fumes. The story of how Bob Stone went in after them was correct as far as I can recall, not having been there.

I was ashore as a flight instructor in HU 21 at the time this happened. It was

Bonnie's de-commissioning cruise. I was tasked to take a Sea King down to the Yarmouth area. There had been some kind of an accident and there were fatalities. The date was December 3rd, 1969 from my log book. I was CC with Norm Lovitt as my co-pilot. The Aircraft was 4019. My log book entry reads as follows: "AW-BV-AW MEDEVAC- 4 ER'S KILLED VENTING AVGAS".

I can recall arriving at the ship, and having to make a slow approach from directly astern, and putting her down on spot 6. We then taxied forward to the vicinity of the Island, as the entire, and I mean entire Ships Company was on deck at the time. They were lined up in two rows on either side of the flight deck, and we taxied right down between the two rows. They were all in dress blues, with "flat hats" and their chin straps down to prevent the rotor wash from blowing them off.

We stopped the head but left the cab running while they loaded the four body bags into the aircraft. It was all very reverent and quite impressive I must say, as I can still see the entire thing in my minds eye, although I haven't thought of it for years until this message from Joe arrived this morning. After loading the body bags, I believe we taxied forward to spot one and took off from there.

On the way back to AW, we had been told not to mention the purpose of our trip on the air, as it would/could be picked up by the radio stations in town. Well, on the way home we were using cryptic language et all, only to turn on CHNS on the ADF to hear the announcer talking about the four bodies that were being flown back from the BV off Yarmouth, that were due to arrive shortly at HU 21 at Shearwater! I now know that shouldn't have been a surprise, but at that time, it was.

We arrived back and although we didn't have the same reception as the one on BV, it was sobering to see the four hearses lined up on the tarmac. We taxied up to them, shut down without folding and stayed in the cab while they approached, loaded the bodies one at a time, and that was that.

My impressions to this day of that tragedy were then and still are, of how the Navy did things up at sea to ensure their lads got the appropriate send-off.



## VS 881: A BRIEF HISTORY

*Leo Pettipas*

The origins of Anti-Submarine Squadron 881 can be traced back to the Second World War when Cabinet approved the loan of two British Light Fleet carriers to Canada for use in the Pacific Theatre. In April of 1944 it was confirmed that HM ships *Warrior* and *Magnificent*, both still under construction, had been identified for this purpose. Subsequently, the Admiralty re-activated disbanded RN air squadrons and manned them with Canadian aviators. One of these units, the forerunner of VS 881, was 826 Torpedo-Bomber Reconnaissance (TBR) Squadron that was formed (or more correctly, re-formed) with twelve radar-equipped Fairey Barracudas at RNAS East Haven, Scotland on 15 August 1945, the day following VJ Day. Although the war was now over, the Squadron would remain in service as part of Canada's post-war navy. In April of 1949, with the Cold War now underway, the NATO agreement was signed and Canada committed her navy to specialised anti-submarine warfare and convoy protection in the North Atlantic, and to large-scale joint operational manoeuvres involving allied navies.

On 1 May 1951, the RCN renumbered its air groups and first-line squadrons to better identify the Canadian formations within the British Commonwealth numbering system. Number 826 Squadron became 881 Squadron within the 30th Carrier Air Group (30 CAG). After an intensive period of field carrier landing practice at its shore station HMCS *Shearwater*, the Squadron, now equipped with Grumman Avenger AS 3s specially modified for anti-submarine warfare, shipped aboard the Navy's carrier HMCS *Magnificent* in June to carry out night deck-landing qualifications in local waters. The crews were now qualified for round-the-clock flying. This was an important milestone: for the first time, the Squadron possessed a professional level of ASW capability comparable to those of both the USN and the Royal Navy.

On 7 August 1951, *Magnificent* left Halifax outbound on her first Mediterranean cruise; and as a member of the 30th CAG, 881 was one of the squadrons on board. This voyage was significant in that it provided *Magnificent's* squadrons with the opportunity to engage

in joint exercises with other NATO navies and to compare themselves with their peers in the British and French fleets. The verdict was that the Canadians' flying standards were equal or superior to those of their counterparts.

The conduct of combined operations with other NATO fleets was intensified in 1952. Between June and October, *Magnificent* participated in three joint NATO exercises — *Castanets*, *Mainbrace* and *Emigrant* — in the North Atlantic, and visited the Mediterranean a second time in as many years. These involvements garnered the 881 Squadron crews valuable experience in convoy and amphibious support, close escort work and anti-raider tactics. The first of two submarine "kills" during *Mainbrace*, the only ones scored by aviators of the three participating navies, earned the Squadron a "well done" from the Task Group Commander aboard the British carrier HMS *Theseus*. Also in 1952, the Air Arm acquired TBM-3W2 "Guppy" Avengers fitted with powerful AN/APS-20 radar to assist in detecting submarine snorkels and periscopes, and Squadron crews began familiarising themselves with the new aircraft the following spring. During subsequent seagoing NATO operations, the average Squadron strength aboard *Magnificent* was twelve AS 3s and four Guppies.

In keeping with Canadian involvement with the much larger US fleet, the American alpha-numeric system of squadron designation was adopted in November of 1952. Number 881 Squadron received the prefix "VS", the "S" meaning "search" or, more specifically, "anti-submarine". The Squadron, operating under the call-sign "Barehead", participated in three major events in 1953. A secondary commitment of Naval Aviation was tactical air support of the Army, and during February and March the Squadron was involved in wintertime Army co-op training at the Canadian Joint Air Training Centre at Rivers, Manitoba. VS 881 was aboard *Magnificent* in early May when she joined the other ships of the Canadian Coronation Squadron en route to the UK to participate in the celebration of Queen Elizabeth's coronation. The Squadron's eight Avengers formed part of the hundreds of Commonwealth military aircraft that made up the impressive commemorative flypast on 15 July. And finally, VS 881's crews did yeoman work that fall during NATO's Exercise *Mariner*, billed as "History's Greatest Maritime Manoeuvres".

On 7 April 1954, twelve Squadron

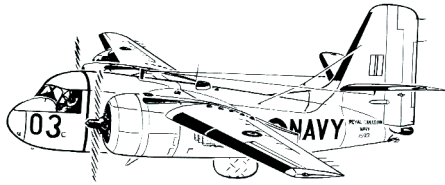
aircraft departed *Shearwater* on a cross-country trip to Pat Bay airport on the West Coast. The objective was to exercise with RCN ships of the Pacific Fleet over a two-week period. This was the first visit to the West Coast by VS 881 in squadron strength. In June of 1954 the air group system was abolished in the RCN; the 30th CAG, of which VS 881 had been a member, ceased to exist and the Squadron and its counterparts continued on as independent units. In August, during manoeuvres with the US Navy, *Magnificent's* arrester gear became unserviceable and a VS 881 Avenger had to be diverted to the USS *Antietam*. It thus became the first RCN aircraft to land aboard an angle-deck carrier — a sign of things to come when Canada would have its own angle-deck carrier. Late that fall the Squadron was aboard *Magnificent* on the occasion of the carrier's first and only West Coast cruise. Visits to the Pacific ports were more in the nature of public relations efforts than anything else; but the trip there and back provided the Squadron with the opportunity to conduct a wide range of operational training and practice exercises.

Over the following two years the Squadron and its aging Avengers soldiered on, contributing substantively to the subsequent *New Broom* series and *Sea Enterprise* NATO exercises. Until 1956, the RCN's airborne ASW effort was confined to the use of fixed-wing aircraft. The winter Caribbean cruise for that year, commencing on 27 February, saw VS 881 teamed up with the new ASW helicopter squadron HS 50. September 1956 brought with it the final NATO manoeuvres (*New Broom VI*) in which *Magnificent* was destined to participate. It also witnessed the last time VS 881 was to operate from her deck in full squadron strength. VS 881's four-plane Guppy Flight joined VS 880 aboard *Magnificent* on 25 September for the ship's final operational training cruise with the RCN. Termination of this three-week commitment on 10 October brought to a close the Squadron's involvement with the carrier, now destined for return to the RN.

In the fall of 1956, cross-training of all Squadron pilots got under way in preparation for re-equipment with the CS2F-1 Tracker. On 1 January 1957 the Squadron began a conversion, rearming and training programme to that end. VS 881 was the first RCN operational unit to receive the Tracker, the initial example of which was officially accepted on 7 February 1957. By June of that year, the last of the Squadron's full complement of twelve

machines had been received.

Early in July 1957, ten VS 881 pilots carried out angle-deck, mirror-aided landing carquals on board USS Wasp off the New England coast. Flying their de Havilland-built Trackers, the pilots were the first Canadians to qualify in a USN angle-decked carrier using the mirror landing-aid



system and the steam catapult. Under LCDR H.R. ("Dickie") Bird, VS 881 became the first VS squadron to embark in the newly-acquired HMCS Bonaventure, the inaugural event taking place on 27 September 1957 for carquals in the Halifax Approaches. After that, the Squadron was destined to remain in commission for barely more than a year and a half. During that time, it continued with its operational readiness programme, embarking in Bonaventure for cruises to the UK, the Caribbean and Mediterranean, and participating in NATO exercises in the Atlantic. For these, VS 881 routinely contributed ten Trackers, their squadron affiliation defined by a large "B" on both sides of the tail above the fin flash, in company with five or six H04S-3 helicopters of HS 50.

Late October 1957 found Bonaventure outbound on a voyage to the UK, followed by Exercise Beaverdam back in home waters. Adverse weather conditions during these deployments unfortunately limited the opportunity for VS 881 to operate its aircraft. Bonaventure's initial spring cruise to southern waters, with ten VS 881 Trackers, six HS 50 H04S-3s and an HU 21 plane-guard helicopter embarked, began on 17 January 1958. The first highlight was Exercise Aswex I-58 involving a convoy, the carrier USS Leyte, and Bonaventure, each with its own screen. The operation comprised four transits of a large area by the convoy, during which it was attacked by three USN submarines. One of these was the nuclear-powered USS Seawolf. Ideal water conditions allowed sonobuoy barrier tactics to be used with considerable success, and the Tracker/helicopter detection team displayed a high level of efficiency throughout. One of the conventional submarines was hunted to exhaustion on three occasions, while the

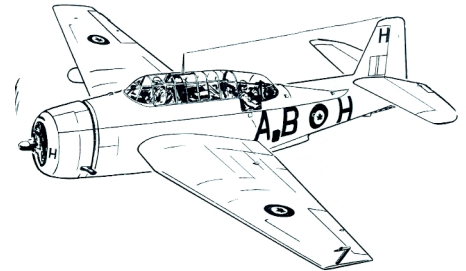
faster and deadlier Seawolf was denied a firing opportunity on the fleet over a two-day period. In addition, air control by the surface escorts and the air/sea procedures showed considerable improvement. The subsequent Exercise Maple Royal I and II, the largest peace-time naval air manoeuvres staged jointly by the British and Canadian navies, formed a fitting climax to Bonaventure's work-up programme.

The first of May 1958 brought with it the commencement of Exercise New Broom VIII, a convoy protection manoeuvre requiring a passage from the Halifax Approaches to the Gulf of St. Lawrence and back. Except for eight hours or so, VS 881 had two aircraft continuously airborne around the clock. This flying schedule of sustained operations, or "sustops", traced its origins within the RCN to the early days of the trustworthy Avenger. The Squadron and its CS2F-1s were front-and-centre in the ongoing development and conduct of this essential doctrine in anti-submarine warfare.

VS 881's final deployment aboard Bonaventure was a Mediterranean cruise that began on 8 October 1958. The plan was to conduct a series of ASW exercises with the British and Italian navies, and the Squadron was again accompanied by HS 50. Eleven members of the initial class to graduate from the Navy's Venture training programme flew operationally for the first time during this cruise. Venture pilots were co-pilots in every CS2F airborne. Unfortunately, this voyage had more than its share of setbacks that impacted on the Squadron's operational flying time. En route across the Atlantic, the carrier was beset by Hurricane Janice and the ship had to heave to until the storm abated. In the Med, Bonaventure joined British and Italian warships in Exercise Medaswex 26, and VS 881 gave good account of itself in hours flown in submarine hunting. Later, while operating off the coast of Italy, fixed-wing flying was suspended by Italian authorities because of a recent mid-air collision that in no way involved the Canadians. Squadron aircraft had been experiencing a series of tail hook failures, and these, along with the discovery that the ship's arrester gear required a major overhaul, necessitated their premature withdrawal from Exercise Medaswex 27 and exclusion from a subsequent NATO exercise, code-named Squallex. Matters were put to right in Portsmouth, England before the carrier sailed for home in early December, and a concentrated sustops programme was carried out before Bonaventure came alongside on 15 December after an

absence of more than two months.

The year 1959 was indeed a momentous and decisive one for VS 881. In the interests of effectiveness, economy and efficiency, it was decided by the Powers That Be that one big ASW squadron would be better than two smaller ones. On 7 July, the Squadron was disbanded, and the men and aircraft were amalgamated with VS 880. With that, Heavier-than-Air Anti-Submarine Squadron 881 passed into history.



## SHEARWATER AS A CIVIL/MILITARY AERODROME 1960

**Trans Canada Airlines first flight overseas to England from HMCS Shearwater Air Base Nova Scotia April 2<sup>nd</sup> 1960.**

April 2<sup>nd</sup> 1960 TCA super Constellation took off from Shearwater at 10:45PM to inaugurate direct passenger and mail service from Atlantic Canada to the United Kingdom.

The distinguished guests on board included Nova Scotia Premier Robert Stanfield, Newfoundland Premier Joey Smallwood, Prince Edward Island Premier Walter Shaw, New Brunswick Minister of Industry and Development representing Premier H.J. Flemming, City of Halifax Mayor Charles Vaughan and President Gordon MacGregor of TCA along with many other business persons and members of Radio, TV and Newspapers.

Pilot of the Constellation was Captain Ralph Leek, First Officer K. W. Lyons, Flight Engineer M. A. Loiaconi and Navigator Frank Coughlan. Time of the flight was nine hours and 35 minutes. Service would be one flight per week from Nova Scotia and one return flight from the U.K.



## Some Thoughts on 881 Sqn

by Roger A. Campbell (*AKA Gunner*)

I was drafted to 881 Sqn in 1952 (30 CAG) via Air Riggers Course #7 under the careful guidance of CPO Peter Wiwaruck, and #1 TAG.

In those days ACs (Aircraft Controllers) were attached to the Squadron. One such AC was Bill Routliffe who was in charge of the Sqn Canteen. His favorite reply when asked what was for stand easy was "Jam Sandwiches, 2 pieces of bread with jam and then, jammed together, and if you don't like it, jam it up your \_ \_ \_."

Night flying - Up the hill to the hangar after supper. The A/C left on the tarmac at secure. Stand by for start up, prop wash, flaming exhaust and thumbs up and wand signals to send them on their way. Clean up the hangar while the A/C were away. Hangar floor and drip trays clean enough to eat from. When the A/C were heard returning, someone yelling, "Who's got the wands!"

What a great bunch of guys. I was crewed with "Fitter" Mick Owens on ABJ (Jigger) usually flown by Roger Fink. Others members included Suds Sutherland, Dick Jamer, Bruce Brown, Jim Hazan, Jack Marsden, "Blackie" Menard, Jack Gibson, Milt Droeske, Jim Corman, Geo Woods and so many more. Thanks for the use of the screwdriver Mickey. Sorry it took so long to return it.

The U.K.-Med cruise in 1952 - A trip by train from Portsmouth to London with Menard, Gibson and Droeske. Some mix up on the return tri and finished the last leg back to Maggie by taxi.

Off to the Med & Malta. Who could forget HMS Halfar. The squadron was ashore here, the A/C and crews to participate in an exercise, which escapes me now. We worked a "tropical routine", early morning till noon. By this time of day you could literally fry an egg on the main plane. (Probably a "turkey" egg.) The food was not fit to eat but we went to the galley at noon each day, not for food, but for rum. I think we would have starved had it not been for the "NAFFI".

The RAAF was there then. If memory serves they were to participate in some exercise. Seems their A/C arrived but tools

and equipment did not. Those "Aussies" were a wild bunch. "Koowee"

We left Istanbul in the middle of the night more or less to proceed to and anchor off Tobruk, North Africa. No full shore leave here, but some from each mess were selected to have a trip ashore. I went from M16 with some others. I have forgotten now who they were. There was a scare of war and Maggie was on stand-by to evacuate British troops and others, if necessary.

The Brits were living on the beach - mainly in their armored vehicles. They were most appreciative of all the cigarettes we could give them.

Tobruk still showed the signs of the war. Most buildings were pock marked with bullet holes etc. The Salvation Army was there helping as best they could. We went for a swim but were instructed to stay on the road. There were still land mines going off in the desert and it was littered with all sorts of jerry cans and other bits of metal. Someone was making a killing in scrap iron as a huge pile was stacked along the shore.

Back in Canada once again - the Fall of '2. Half of the Sqn personnel were on leave now and most of the A/C were due for minor or major inspections. I was now a LS having got my "hook" on the cruise. Part of the inspection I had to do on "Jig" included putting the A/C on jacks, retracting the undercarriage manually, and then releasing it. Gravity to take it down and lock. This particular day there seemed to be some urgency to get the A/C out of the hangar for an engine run-up. As it was being towed from the hangar, the starboard undercarriage collapsed, causing damage to the folded starboard main plane. I had failed to ensure the u/c was locked. I still remember the sinking feeling in my gut, and could see my "hook and badge" in the crapper. Taffy Hullah came to bat for me and "Wild Bill" seemed to understand.

Later that year I was drafted to Z2 Hangar - still a "hookie", and now on A/C Maintenance. My days on 881 were finished or so I thought.

In early 1953 I was selected for pilot training and joined #6 JAOTC. There were other lower deck ratings as well. Stu Cowan, Cliff Rhoda, Larry Viczko, Fred Hawrysh, Jim Stegen, Don Ramage to mention a few.

After Cornwallis, Sea Training in HMCS Quebec and HMCS Trinity and Flight Training with the USN in Florida and Texas, I was once again appointed to 881 Sqn as a Sub Lt (P).

As I look back on it 50 ears later, this was a situation I did not really adjust to. I could no longer associate with the guys I had been so close to for those years as an "Oily Rag".

CO "Dickie" Bird, XO Doug Ross, Ted Fallen, Les Rosenthal, Jerry McMillan, Dave Williams, Sandy Dewar, Bob Forrest, Pete Lavigne, Ian Webster and many, many more. Last but by no means least, my very good friend Tom Copeland.

881 took delivery of the first CS2F's from DeHavilland in '57 Also joining the squadron were USN Exchange Pilots Dave Draz and Joe Stanley. I had the good fortune to be crewed with Joe who taught me many things about the "Stoof".

Many hours of FCLPs and the mirror as "Bonnie" was angle deck and mirror landing system. My log book shows I did carquals (10 landings) in 1523 with Sandy Dewar on 5 oct 1957. He also qualified that same day.

"Bonnie" goes back to Belfast and A/C fly ashore to Sydenham 30 Oct 57. On Oct 31, Ken Sheedy and I and 2 crewmen file VFR for Brize Norton AF Base. We are on our way for a dirty weekend in London. We get lost in the clag as we cross the English Coast and end up with GCA into Brize Norton. Ceiling 100 ft vis 1/4 mile in rain. The USAF Security Police met us as we are now on a SPC Base. They wanted to see our "papers", and thought we had flown all the way from Canada.

Train trip from Oxford to London and an interesting weekend. Saw lots of the city, a couple of shows and had a few ales. Returned to Sydenham, November 3.

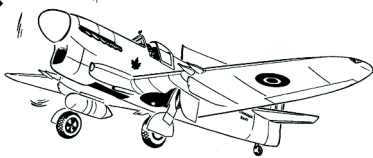
Many hours of crew training, and many hours of AS patrol. One such daylight patrol on the Grand Banks was a huge success in my books. I happened to be in the left seas on this occasion and it all started with a disappearing radar contact. The search went well and we soon had a speed course established. Joe was in the right seat and said it was a "text book" job. At the debriefing we were told by a "fish head" senior officer (and I won't mention any names) that it was a school of fish.

Funny, I don't remember him in the A/C - could he have been on the end of the MAD boom?

I would be remiss if I did not give a huge "well done" to the boys in the back room. Without the OMS we pilots in the front office would not have been able to do our jobs. The hours of crew training paid off. Unfortunately their names do not appear in my log book and so I am unable to remember who it was that flew with us. A regrettable oversight. They on the other hand know who the pilot was. I learned this from an OM many years later. His name is Alan Day, and we did fly together with Bob Forrest.

On 17 May 58 I flew my last flight in 881 Sqn with Doug Ross as I was sent to VT 40 for Inst Training.

### Firefly Restoration Team



**S**ome progress to report on the problematic propellor pitch mechanism:

The propellor company in Munich has decided that the corroded bearing, for which a replacement has been sought worldwide, is not, after all, in such bad shape and is suitable for twenty-five hours of flying time initially and further service if it is opened up for examination every fifty hours after that. Since the museum's intention is for only 10 hours of flight in total the problem has now disappeared. A major task, the servicing of the starboard flap hydraulic jack, has been completed.. The port jack is now undergoing the same treatment. Your team has a new member, Tom Boyce, who has tackled the rewiring of essential electrical circuits. Tom's scrounging talents outshine by far those of the celebrated Sgt. Bilko. The indomitable Bud Ayer soldiers (sailors?) on braving Nova Scotia's particularly nasty winter weather for his twice-weekly commute between Shubenacadie and C Hangar. We're getting there!

Bill Farrell, Project Dogsboddy.

## Jake Birks

From: Ted Gibbon <[ted.gibbon@shaw.ca](mailto:ted.gibbon@shaw.ca)> (Via Navairgen)

Sorry to hear that Jake's resignation has been accepted. God looks after Naval Aviators and Jake was a real one. Make that a double rum & coke.

### Last Call.....

—I hope there's a place way up in the sky,  
where pilots can go on the day that they die.  
A place where a guy can buy a cold beer,  
for a friend or comrade, whose memory is dear.

— A place no doctor or lawyer can tread,  
nor the CAF type would 'ere be caught dead.  
Just a quaint little place, dark, full of smoke,  
where patrons sing loud, and love a good joke.

— The kind of place a lady could go,  
and feel safe and protected by the men she would know.  
There must be this place where old pilots go,  
when their flying is finished, and their airspeed gets low.

— Where the whiskey is old, and the women are young,  
where songs about flying and dying are sung.  
Where you see all the fellows who'd flown here before,  
who call out your name, as you came through the door.

—Who would buy you a drink, if your thirst should be bad,  
and relate to others, He was a good lad.  
And then through the mist, you'd spot this old guy,  
you hadn't seen in years, though he taught you to fly.

—He'd nod his old head, and grin ear to ear,  
And say, Welcome, home son, I'm pleased that you're here.  
For this is the place where true flyers come,  
when their journey is over, and their war has been won.

—Here they feel safe and at home  
from pundits, the bureaucrats, the management clones,  
where all hours are happy, enjoying a cold one,  
maybe deal from a deck, this is heaven my son

... *You've passed your last check!*

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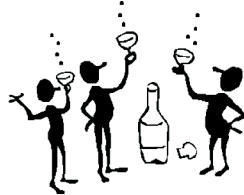
## WATERED-DOWN TOASTS

*From the Editor*

By decree from Ottawa our Toasts of the Day have been blandified to make them politically correct, but some of us turn a Nelsonian blind eye to these shabby neuterings of the toasts. What was good enough for Horatio is good enough for me. We need more *sickly seasons* for them to muck about with our toasts so them as muck about with toasts will cease to be around.

### Toasts of the Day

From: "Leo Pettipas" <lpettip@mb.sympatico.ca>



#### EARLY VERSIONS

Sunday: Absent friends and those at sea  
Monday: Our native land; Queen and country  
Tuesday: Our mothers; health and wealth  
Wednesday: Ourselves; our swords; old ships (i.e., shipmates)  
Thursday: The King; honest men and bonnie lassies  
Friday: Fox hunting and old port; ships at sea  
Saturday: Sweethearts and wives


#### MODERN VERSIONS

Sunday: Absent friends  
Monday: Our ships at sea  
Tuesday: Our men  
Wednesday: Ourselves (the remark "Since no one else is likely to think of us" often follows the toast but is not actually part of it)  
Thursday: A bloody war or a sickly season  
Friday: A willing foe and sea-room  
Saturday: Sweethearts and wives ("May they never meet" is often a reply to this toast).

#### POST MODERN VERSIONS

For all days ending in a "y", hit the delete key.

Source: "Customs and Traditions of the Canadian Navy" (Arbuckle)



**RECTOR  
COLAVECCHIA  
ROCHE**  
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### TBM Prop "Prop"

"WLD (Bill) Farrell"

The accompanying photo shows a retired Avenger naval torpedo bomber pressed into a most unwarlike service as a stage prop for the annual post-Easter pageant conducted by the budworm/fire bomber pilots and groundcrew when preparing for the annual forest spraying and fire suppression programs in New Brunswick. The actors in this tableau are largely of RCN and RCAF descent. Contrary to the popular opinion that these men were an uncouth and rowdy lot given to excesses in the pursuit of sensual pleasures they were, in fact, as the photo bears witness, men of god-fearing proclivity: The prospect of launching presently in a thirty year old aeroplane that may have been retrieved from a salvage yard does that to people.

Honi soit qui mal y pense.



## Sea Kings in the Persian Gulf Part 2

In the Fall 2002 edition of the newsletter the article, "Sea Kings in the Persian Gulf", described the Herculean efforts of the maintainers to modify six Sea Kings to fight in the Persian Gulf in the 1991 war against Iraq. As a follow on, Part 2 describes the Sea King operations in the Persian Gulf and the tremendous command and control responsibilities that were entrusted to the Canadians.

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

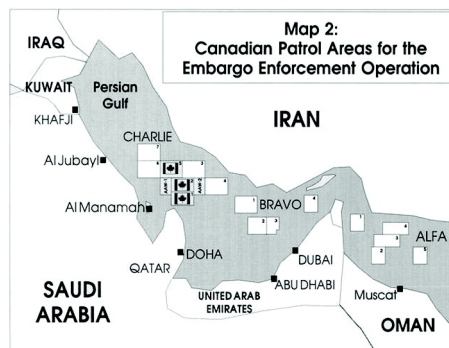
### Maritime Interdiction Operations

Shortly after the Canadian Task Group arrived in the Persian Gulf in late September 1990, United States Navy Rear Admiral Fogarty, who had been selected as the Maritime Interdiction Force Commander by the allies, called a meeting of the various participating navies to coordinate their efforts. At the meeting the naval representatives divided the Persian Gulf and Gulf of Oman into 16 patrol areas or "boxes" as indicated on Map 2. Coalition navies were assigned to patrol the various areas based on their capabilities and preferences. Canada with just three ships took responsibility for two sectors, which necessitated the Task Group using the supply ship, *Protecteur*, in a destroyer's role. The sectors that Canada patrolled depended on which ships were on station. When the two destroyers, *Athabaskan* and *Terra Nova* were on station they took sectors Charlie 5 and Charlie 2. When one destroyer and *Protecteur* were on station, the destroyer would be in either Charlie 5 or 2, but the supply ship, which would be a prime target for an Iraqi air attack, was kept out of Exocet anti-ship missile range, in Charlie 1.

The task of the multi-national force was to enforce the embargo against Iraq. Naval ships and aircraft "hailed" each vessel in its patrol area to determine the name, registration number, cargo, point of origin, destination, date of departure and date of arrival. While these questions were being answered the naval ship or helicopter would be checking its registry and ensuring that the information jibed with the information in

its records. By using the supply ship and having five Sea King helicopters available the Canadian Task Group out-performed all others. With only three ships in the Gulf, Canada conducted 25 percent of the total challenges to merchant shipping.

The Canadian ships were able to conduct such a high percentage of the challenges mainly because of their Sea Kings. These aircraft were the only allied helicopters in the Gulf equipped with Forward Looking Infra-Red (FLIR) sensors, giving the coalition forces their only night surveillance capability. In the initial planning stages at Maritime Air Group Headquarters, FLIR was thought to be a too difficult modification for the Sea Kings, but through the determination of Major Chris Little (now Colonel Little) the FLIR became a grateful reality.



When the Sea Kings took off from their mother ships on a mission, they were supplied with a list of vessels that were not to be hailed, e.g. alliance supply ships or merchant ships that had already been cleared by allies operating in the southern Gulf or the Gulf of Oman. They also had a list of ships whose movements should be verified, but not necessarily hailed; everything else the Sea Kings should hail. Using radar or night vision goggles the aircraft would detect a contact and close in on it. Depending on the haze, the Sea Kings could use their stabilized binoculars from a distance of up to 10 miles (16 km) to determine the ship's general shape and direction. By heading towards the ship's stern the helicopter could expect to close the distance undetected, using the FLIR to ensure there were no weapons or crew members with small arms. After reading the ship's name and port of registry, the Sea King could then pass the information to the nearest Canadian ship operating in the patrol area for hailing or the Sea King could hail the ship itself.

*Terra Nova* did not have a helicopter on board but had the use of aircraft from

other ships in the Task Group. *Terra Nova's* Captain would not accept the word of anybody over the radio. If a Sea King was not available to confirm the information, he would have to rush over to the contact and approach the ship from the stern at high speed, which at night made for some adrenaline surging rides.

During the interdiction period, the Sea Kings flew approximately 12 hours a day, mostly at night because their FLIR sensors could detect ships and read the names on their hulls in the darkness as well as being able to detect mines in calm seas. The cooler night air was also easier on the aircraft and their crews.

In addition to their FLIR, Canadian Sea Kings had another advantage over other allied helicopters in the Gulf in that Canadian pilots were experienced in low level flying. Because the Sea Kings were normally used for anti-submarine warfare, the pilots were trained to operate at altitudes between 40 and 150 feet (15 and 50 meters) in order to use the dipping sonar, which was lowered from the aircraft into the sea. LCol. McWha noted that people who don't fly that mission, don't fly that low, whereas the Canadian pilots were comfortable flying just above the waves, even at night with lights out.

In addition to searching for and hailing ships, the Sea Kings stood ready to insert armed boarding parties aboard uncooperative ships. This manoeuvre was learned from the British marines aboard the Royal Navy's guided-missile destroyer, *HMS Gloucester*, while transiting in company through the Red Sea. The Canadian routine for inserting a naval boarding party, known as VISIT for Vertical Insertion Search and Inspection Team, required two Sea Kings. The first Sea King used its machine gun to cover the second helicopter while it hovered over the ship to allow the armed boarding party to rappel down the rope onto the ship's deck. Then the Sea Kings would change roles so that the second half of the boarding party from the first aircraft could rappel down. The Canadians became extremely proficient in the VISIT manoeuvre, inserting ten armed men from the two helicopters in one minute 55 seconds. However, VISIT was never exercised for real as the ships were operating too close to Iraq and if the Iraqis were as well organized as the allies thought (but weren't), the Sea Kings and the insertion team would have been very vulnerable to attack.

As part of their pre-embarkation preparation LCol. McWha had organized training from the United States Marines to teach Sea King crews about air combat



manoeuvring and helicopter evasion tactics to escape Iraqi fighters. During the very dangerous period before the actual fighting began, one of the Sea King pilots got an unwelcome chance to try out some of the defensive manoeuvres. One night on a training flight in the north central Gulf the radar warning receiver buzzed indicating the Sea King was targeted by a missile approaching from the north. The pilot instinctively followed a sequence of moves to save his aircraft; he fired his flares, turned 90 degrees to the right and dropped 150 feet (50 meters). The problem was that he was flying at 150 feet! The sea came up very quickly! Luckily, LCol. McWha was in the co-pilot's seat. He was momentarily distracted by the pilot's firing of the flares and when he looked back at the instruments he saw the altitude descending down through 30 feet (10 meters) at a rate of descent of 750 feet (250 meters) per minute. He instantly grabbed the controls, leveled the aircraft and after touching the tail wheel in the water, climbed back to altitude. The lesson for the pilot was "think first, act second; emergency reactions should lead to survival not disaster".

**Combat Logistics Force**

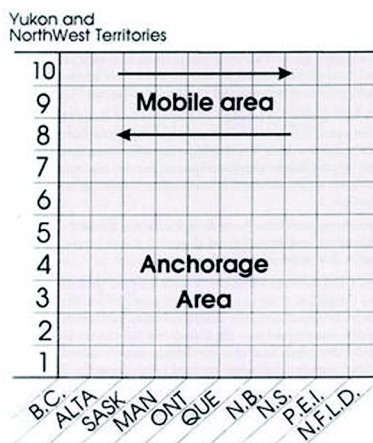
In January 1991 the Canadian Task Group was tasked to organize the Combat Logistics Force (CLF). The role of the CLF was to keep the front line naval combatants supplied with fuel (oil, jet fuel, hydraulic fluid, lubricants), ammunition (bullets, cannon shells, missiles, rockets and bombs) and spare parts (tires, clamps, nuts and bolts, circuits and wiring, tubes and computer chips). The requirement was huge. Every 48 hours each of the four aircraft carriers required 1.5 million gallons of JP5 aviation fuel and 200-300 lifts of ammunition. In addition, there were 100 other ships of varying sizes that had to be supplied.

The Task Group began the operation by selecting a 20 by 20 nautical mile area in the southern Persian Gulf, nicknamed "Pachyderm Palace", in which allied combat support ships, ammunition ships, general cargo ships, destroyer tenders and tankers could anchor after entering the Gulf or returning from taking on cargo at a supply port. The area was divided into two nautical mile squares numbered 1 to 10 from north to south, and by the names of Canada's ten provinces running east to west. Naval destroyers from the 12 countries that had ships in the CLF escorted the supply ships north from Pachyderm Palace to the carrier battle group.

As a result of the changing tactical situation, there were three distinct phases

to the coordination of the logistics effort. In the first phase the CLF operated in the southern Gulf while the carrier battle groups operated in the south central Gulf (Map 3). In the second phase, the CLF was still coordinated out of the southern Gulf, but the carriers moved north (Map 4). In the third phase, with the almost complete elimination of the air and surface threats, the CLF moved north as well (Map5).

**Combat Logistic Force Holding Area**  
 "The Pachyderm Palace" (Canadian)  
 "The Ponderosa" (U.S.)



**The CLF Air Plan**

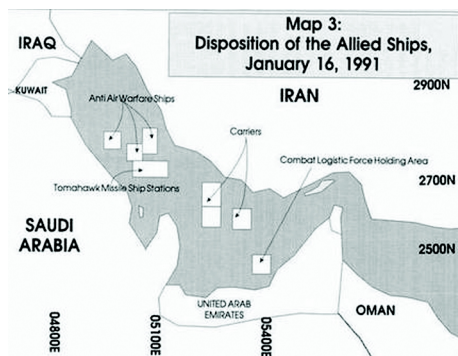
In addition to coordinating all of the supply ships and their escorts, activities the Canadian Task Group also coordinated the 45 helicopters of eight different types operated by the navies contributing to the Combat Logistics Force. This responsibility fell squarely on the shoulders of Major Pete Nordland who up till now had been drawing up the flying program for Canada's five Sea Kings. Major Nordland contacted each of the navies operating helicopters to determine when they could make their helicopters available, the normal sortie duration, their capabilities and each navy's air requirements and restrictions. From this information he prepared a large state board on which he recorded each of the types of helicopters, their weapon loads, tasking capabilities, take off time, land time, their parent ship and the sector to which it was assigned. From the state board Major Nordland prepared the daily flying program that was finalized at the briefings each evening. On an average day, he juggled the activities of 12 – 20 aircraft; but at times there

were as many as 45 and as few as two.

Like the ships they flew from, the allied helicopters had varying capabilities. Some had aircraft equipment that was especially suited to mine surveillance, others better equipped for over-the-horizon ship surveillance. In addition to the different capabilities, all of the navies had their national regulations governing the use of their helicopters. The Argentines, for example, were not authorized to fly beyond visual sight of their destroyer. For that reason, Major Nordland assigned them a patrol area of about five miles around their own ship. Each aircraft had its own cycle of how many hours it could fly before it required maintenance. The Canadian Sea Kings, for example, could fly 12 hours straight with only stops for fuel and crew changes. Another type of helicopter could fly for six hours, require two hours maintenance, and then fly for another four hours. Major Nordland had to identify those cycles in his planning. As ships came in, and a day or two later left the logistics force area, Major Nordland had to adjust his scheduling to accommodate the newly available assets. Usually the replacement helicopter did not have the same capabilities or operating criteria as the one that had just departed. So the juggling continued around the clock.

In addition to hailing ships, the helicopters were needed for surface surveillance to protect the CLF against small terrorist craft. When the CLF was in the southern Gulf, there were numerous dhows (fishing boats) in the vicinity because the logistics force was on the edge of their traditional fishing grounds. The allies never knew if the dhows were just going about their daily business or if they were about to launch an attack. During the Iran-Iraq war in the 1980's, the dhows were known to have launched shoulder-mounted missiles. Being prudent, the helicopters protecting the logistics force devised a means to ward off the dhows. One of the crew members would don a gas mask and hold up a drawing of an international stop sign in Arabic script and a skull and cross bones in the open doorway to warn the dhow it was entering a dangerous area.

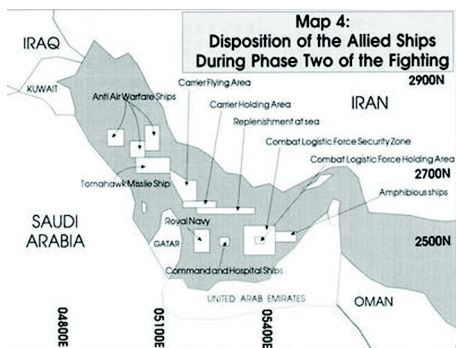
Only occasionally did the helicopters have to use a more direct method. On 1 February 1991, a Canadian Sea King spotted a dhow whose captain refused to turn his boat around despite warning signals from the helicopter. Finally, Master Corporal Karin Lehmann, the AESOP gunner, fired several bursts of tracer over the bow and the dhow beat a hasty retreat. This marked two air force firsts; a Sea King had fired the first air force rounds in the Gulf war and Master



Corporal Lehmann was the first female air force member to fire at the enemy.

Similar to the earlier phases of the war, the helicopters continued to be tasked to look for floating mines. Although the CLF was kept far away from the mined areas, there was concern that some of the 1200 mines left over from the Iran-Iraq war may have come loose from their tethers and drifted into the southern Gulf. An additional task of oil slick surveillance was added to the Sea Kings' task repertoire later in the war. The helicopters scouted a route clear of the crude oil that flooded into the Gulf from the sabotaged oil wells so that the ships could avoid having the water intakes suck up the oil into their machinery.

When the logistics force moved to the north closer to the carriers in the third phase of the war, the Canadian Task Group also assumed responsibility for patrolling the eight sectors around the carriers' southern deployment area. With the naval escorts for both the CLF and carriers now under his control, Captain (N) Miller, Commander of the Canadian Task Group, became responsible for approximately 60 ships. Ironically, as Captain (N) Miller took on the responsibility for a larger number of ships, Major Nordland found that the number of helicopters available to him drastically reduced. Since the CLF box was now much closer to the carriers in the northern part of the Gulf, there was not as great a



requirement to escort the tankers back and forth. Therefore, many escort ships, with their helicopters, were sent up north to augment the attacking surface forces.

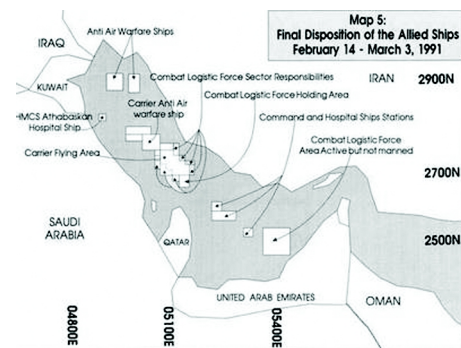
Because the CLF was operating closer to Iraq and Kuwait during phase three, the mine threat increased substantially. Major Nordland, therefore, tasked the available helicopters, which for the most part were the five Canadian Sea Kings, almost solely for mine surveillance. Despite the capabilities of the FLIR sensor, the "mark one eyeball" remained the best sensor to detect mines. Consequently, the aircraft were scheduled to fly during daylight hours. The high regard in which the allies held the Canadian Sea Kings was clearly demonstrated on 18 February when the American Aegis guided missile cruiser, *USS Princeton*, struck a mine off the coast of Kuwait. Rear Admiral March, the American naval commander in the Gulf, called Captain (N) Miller and said, "I need a ship to escort a tug up to extract *USS Princeton* out of a minefield." He specified that he wanted it to have a helicopter and a good anti-mine capability, then added, "I prefer it to have a Canadian flag flying from the stern." The Sea Kings provided the surveillance capability for *HMCS Athabaskan* to lead the tug around the oil slicks and through the Iraqi minefields to the *Princeton*. With *Princeton* under tow, the Sea Kings proved invaluable in spotting mines and picking a clear path down the Gulf to Bahrain.

The aircrew and technicians who worked extremely long hours keeping the Sea Kings flying became quite attached to their aircraft. At LCol. McWha's suggestion the ground crew gave each of the five aircraft a nickname reflecting its personality. Sea King number 417, because of its reliability and omnipresence in all of the major operations was called "Big Bird" after the famous Sesame Street character. Master Corporal "Rat" McCafferty, the resident artist, painted a picture of the character on the side of the Sea King. He designed appropriate characters on the other Sea Kings as they were named. "Hormuz Harry" had a goofy looking camel, "Chicken Hawk" had an ugly, mean-looking little bird, "Lucky Louie" had big, grinning, sharp-clawed, well-fanged, fat cat, and the "The Persian Pig" was adorned with a silly, clumsy-looking pig.

When the ceasefire was announced on February 28, *Athabaskan* and her air detachment had been at sea for 45 days without a break. The war's end brought no immediate relief. The ship was in a minefield off the coast of Kuwait escorting the hospital ship *USS Comfort* to an anchorage near Raz Al Khafji. With the smoke from the burning oil wells engulfing the ship, a lightning storm raging, black rain pouring down, and the immediate danger of being blasted by a mine, the crew felt

sure they were in hell. It took 18 hours to get out of the treacherous minefield to an area where the crew could relax. The ship remained in some danger until it could get south of Qatar because of the large number of floating mines, so for the *Athabaskan's* Sea Kings, there was no let up in the operations until the ship sailed into Dubai on 3 March.

Approximately 30 Chief of Defence Staff Commendations were awarded to individuals for their outstanding performance in the Gulf war. About half of these went to members of the Canadian Task Group, including Lieutenant-Colonel Larry McWha. The Commander of Maritime Command, Vice Admiral George, presented a number Maritime Commander's Commendations to approximately 35 officers and Non Commissioned Officer's, including Major Pete Nordland. Similarly, units were singled out with 423 Anti-Submarine Squadron being



awarded the Canadian Forces Commendation for their work in preparing and maintaining the five Sea Kings which sailed with the Task Group. The Sea Kings accumulated over 2,500 flying hours during the eight-month deployment. The air detachments achieved a mission availability and completion rate of over 97 percent, possibly the highest achieved by any of the allied units in the Gulf.

On 11 November 1993, the Governor-General announced the *HMCS Athabaskan*, *HMCS Protecteur*, *HMCS Terra Nova* and 423 Anti-Submarine Squadron had all been awarded battle honours. For 423 Squadron the battle honour "Gulf and Kuwait" joined the previously earned battle honours of: Atlantic 1942 - 1945, English Channel and North Sea 1944 - 1945, Normandy 1944 and Biscay 1944, embroidered on the Squadron's Standard.

However, the most significant change from the air force's perspective was the Sea King had proved to be more than a specialized anti-submarine helicopter. It had demonstrated, under combat conditions, an



ability to provide integral maritime air support in a plethora of roles that previously had not been envisioned. In recognition of their new multi-purpose maritime support capabilities, 423 and 443 Helicopter Anti-Submarine Squadrons (HS 423 and HS 443) were renamed 423 and 443 Maritime Helicopter Squadrons (MH 423 and MH 443) in 1994. Since their involvement in the Persian Gulf in 1990 – 91 the Sea Kings have been the lead combat aircraft in all of Canada's United Nations operations. These include: post Gulf war interdiction operations in the Red Sea, relief and policing operations in Somalia, blockade operations in the Adriatic Sea in support of United Nations forces in the Bosnia-Croatia and Kosovo-Serbia conflicts, peacekeeping in East Timor and most recently a return to the Persian

Gulf in support of anti-terrorist operations in Afghanistan.

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*"Certified Serviceable", Peter Charlton, Michael Whitby and Leo Pettipas*

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*Advice from Colonel L. McWha, CO 423 Squadron during Op Friction*



*Names Please?!?*



## The 1921 Joint Exercises at Halifax: a Promising Future in Trade Defence Destroyed

by Richard Goette, Queen's University

Following the First World War the British Government, appreciating the efforts made by the Dominion in the war and desiring to rid itself of surplus vessels, gave Canada as gifts two submarines, two destroyers and the light cruiser *Aurora*, all of which had been built in the latter stages of the war. In 1920 the Canadian government created the Canadian Air Force and the new service operated the seaplanes that United States Navy (USN) air squadrons had left in Nova Scotia for Canada following the war. With these new resources, in 1921 the Royal Canadian Navy (RCN) and the Canadian Air Force carried out ambitious series of joint air force-navy-army exercises for the defence of Halifax. They included convoy defence exercises whereby HMCS *Aurora* acted as the "convoy" while RCN destroyers and aircraft from the Canadian Air Force Detachment at Dartmouth, Nova Scotia (now CFB Shearwater), worked in conjunction to protect the cruiser from submarine attacks, simulated by the RCN submarines HMC Submarines *CH14* and *CH15*.

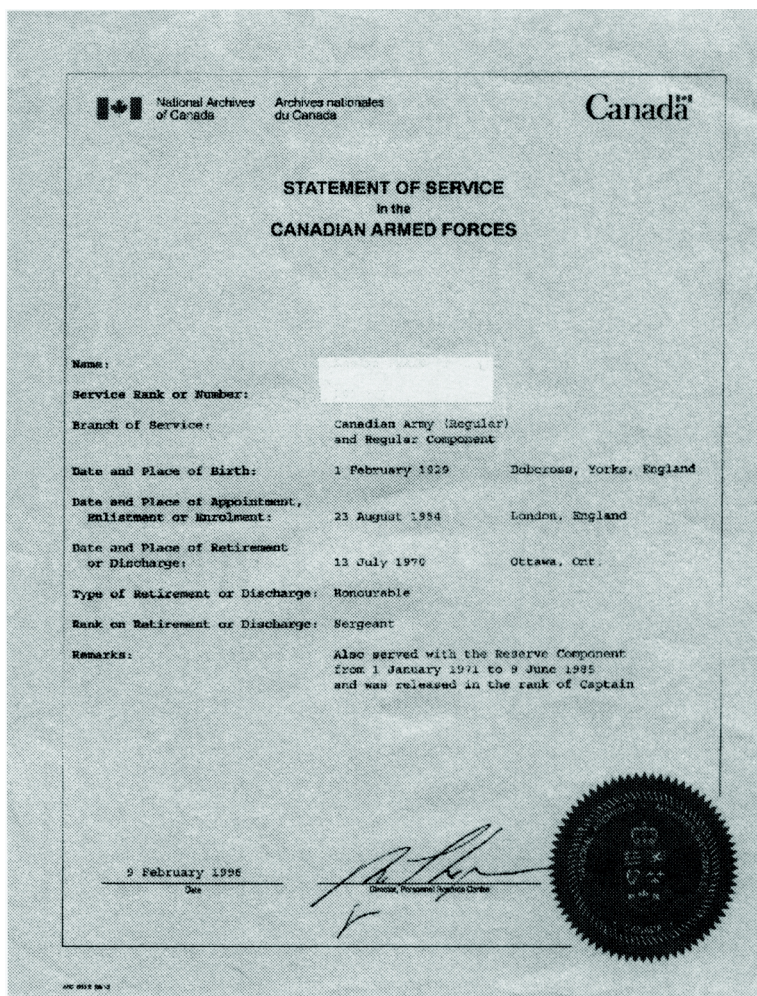
One of the greatest problems experienced was the difficulty of aircraft communicating with escorts. Because aircraft lacked radio communications, once it spotted a submarine, an aircraft had to fly straight to the convoy to report the attackers to the escorts. Problems with visual communications meant that the reports themselves were "badly worded," but the main problem was that by reporting to the convoy, the aircraft led the submarine directly to the convoy, thereby allowing the submarines to carry out an "attack." Despite this problem, RCN officers were not lost on the value of aircraft, for Captain H.G. Adams remarked that "aeroplanes in average weather conditions constitute a most valuable defence in patrolling a port." The Chief of the Naval Staff, Captain Walter Hose, agreed, and added that the exercises demonstrated "the necessity for the closest cooperation between the services." The final report on the exercises concluded that communications between ships, aircraft and shore stations was not very good and recommended that further exercises should take place in the future in order to correct the problems.

Shortly thereafter, however, Canadians voted William Lyon Mackenzie King's Liberals into power and one of the first things the new prime minister sought to do was to reduce defence spending. The government therefore

paid off the cruiser and submarines, leaving only one destroyer and two trawlers on each coast, cut the strength of the RCN regular force in half to 400 men and relegated the Canadian Air Force to largely civil flying duties. The RCN and the Canadian Air Force (after 1924 the Royal Canadian Air Force [RCAF]) therefore did not have the men or machines to undertake realistic trade defence training. Although Hose periodically urged for the procurement of submarines during the 1920s, he did so in vain.

The result of such fiscal restraints was that joint trade defence training between the RCAF and the RCN was largely ignored during the inter-war era. In the end, in fact, it was not until 1944 that the RCAF's Eastern Air Command and the RCN had sufficient resources in men and machines to carry out joint exercises. Thus, despite such a promising start in 1921 Dartmouth had to wait more than 20 years before it saw adequate joint training exercises again.

## Statement of Service Certificate



The image shows a 'Statement of Service Certificate' from the National Archives of Canada. The certificate is for a member of the Canadian Army (Regular) and Regular Component. It lists the following details:

Name:	[Redacted]
Service Rank or Number:	[Redacted]
Branch of Service:	Canadian Army (Regular) and Regular Component
Date and Place of Birth:	1 February 1929      Dobcross, Yorks, England
Date and Place of Appointment, Enlistment or Enrolment:	23 August 1954      London, England
Date and Place of Retirement or Discharge:	13 July 1970      Ottawa, Ont.
Type of Retirement or Discharge:	Honourable
Rank on Retirement or Discharge:	Sergeant
Remarks:	Also served with the Reserve Component from 1 January 1971 to 9 June 1985 and was released in the rank of Captain

The certificate is dated 9 February 1996 and is signed by the Director, Personnel Systems Centre. It features the National Archives of Canada logo and a circular seal of the Canadian Armed Forces.

A Statement of Service Certificate can be acquired from National Archives. Former service members may obtain a certificate. These are free of charge, and include details of service date, military component, rank and other items. It is an attractive document, complete with Archives seal. Allow about one month for a reply. Provide your name, date of birth and service number to:

Director,  
Personnel Records Centre  
Tunney's Pasture  
Ottawa, ON K1A 0N3



## ARMCHAIR CRITICS

by Michael Owens

When in Shearwater in the early '50s, I went on leave as a LS and on my return when I got off the Dartmouth Ferry with all of my kit some gent offered me a ride out to the Base. I immediately thought, gay, but I could handle myself and accepted. All the way to Shearwater this guy was prying into the life on the Base, the meals, accommodation, the morale etc. Finally I had enough and I suggested to him that if we had problems we could sort them out and we didn't need any civilian help. When we arrived at the main gate, Don Ring, the old salt, greeted me with some terrible salty language. My drive spoke up and said, "Don't use that language in the presence of your Captain!" This was my intro to Capt Finche-Noyes. He complimented me on my attitude. It was a matter of pride.

As a matter of pride, I felt that I was doing a good job when servicing the old aircraft that I was encumbered with and I know that the pilots that flew them were proud of their performance as well. I also found that it was a real downer and morale-buster when others belittled my aircraft and my efforts, especially those dinks on the Fury squadron. It was even worse working with the Yanks when on the Banshee Squadron. I'd better get back to the point. We all are on the outside looking in. There are real good men out there doing what we once did and every time I read in the paper or see cartoons depicting the sad state of the Sea Kings I wince. Yes, we should harass our politicians to get off their butt but we should show our confidence and pride in these guys out there doing an exceptional job at every opportunity. Gosh, I accepted Sea Kings into the Navy when on VX10 in the '60s. I did work on shiny new airplanes! The point is, "Dear mother, I'm send you a dog, it's a bitch". It musty be a horrendous task to maintain any aircraft over there, let's boost morale, not knock it.

**From Bill Cody** Well said Mick. Nobody knows more about working on Old Tubs more than you. Think of all those old Turkeys that we acquired from the USN complete with dried up fluid lines from standing out in hot sun compounds until we got them as well as with other "bugs" of which I had the misfortune of ditching one (Popping Peter for those who remember). Nevertheless, those old tubs

SAVED THE AIR BRANCH FROM EXTINCTION in the early 1950's because of the multitude of accidents ashore and afloat with the "other" aircraft that we had, not the maintenance crew but aircraft that had not been designed for carrier work. Think endurance as well as inappropriate design. The turning point that saved the Air side was the venerable Turkey when we went on a search for the Maggie and four (4) destroyers returning from the European cruise. We flew the entire squadron (826) led by Dick Bartlett and Norm Donaldson (Group & Squadron Cos) three quarters on the way down to Bermuda and when there was no sight of the returning ships at the point of no return, decided to abort the search until Denny Feagan (Dick Bartlett's Observer) noticed Five echos 40+ miles East whereupon we turned to intercept our returning comrades. We found them in the midst of a howling gale, carried out a dummy torpedo attack (my engine "coughed at 100 feet ASL and my volunteer passenger Rod Lyons nearly "crapped his pants). All of this happened at night and the entire trip lasted for 9.50 hours of night formation (nine hours and 50 minutes and nearly empty fuel tanks. LOL (Laugh Out Load)

Upon discussing the operation with the returning tourists, they remarked that the weather was so bad that they didn't know that they had been attacked as they were all down in the Wardroom getting tanked up. When Naval HQ heard about what the old Tubs could do, they gave the air Side another chance to survive.

Nostalgia? Yes, but everybody (maintenance, support staff and flight crew) gained a lot of pride in doing a lot with little. AMEN

**From Dave Tate** WELL SAID MICK! I for one realize, more than can be said, the debt of gratitude we aircrew owe all of you magnificent Techs. You guys and gals made it happen, and I know the kids of today are performing in the same professional fashion you folks once did. BRAVO ZULU and many thanks from a very appreciative pilot.

Mick it was a pleasure serving with you-even tho I was one of "those dinks on the Fury squadron".

## SUMMERSIDE REUNION

Joseph Paquette  
<jjpaquette@ns.sympatico.ca>

Summerside played a part in Naval Air a number of times over the years (not to mention my only divert from Shearwater on a very icy night when we landed at Summerside in the middle of a storm party). The longest of which was when it hosted 880 Squadron after the demise of the BONAVENTURE. For those of you not familiar with this time when those husky TRACKERS were entrusted to airdales and CF green pilots, I want to tell you that the Squadron COs were always Naval Air and carrier qualified and the pilots always did the TRACKER proud. In fact, the CARRIER BREAK was still the normal method of entering the circuit, even with young men who weren't born when the last BONNIE landing was made.

In honor of its varied and warm past as a military base, SUMMERSIDE is hosting a reunion in 2003 from Sep 11 - 14, 2003. It promises to be a great weekend of friendship and renewal. For further information contact the Slemon Park web site {www.slemonpark.com} and click on [2003 Reunion].

Heck, we might even try to get a TRACKER for some nostalgic flypasts. Hope to see you there. Joe

**From: John Kinross**  
<jkinross@zamucen.com>

Once upon a time Summerside was second home to the TAG (Training Air Group), when Shearwater was just too small for Naval Air. Meanwhile at Shearwater at 8 am, the roar of a hundred engines was deafening - as the morning flock started up. (Well, it sounded like a hundred.)

# Computer Annex

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*The Spirits of our fathers shall dart from every wave.*



*Flt. Lt. Henry Botterell in Camel*

## Henry Botterell — The Last of Our First

by J. Allan Snowie, CD

**“I have a vivid thing about a German officer in a sort of wagon with six horses, three pairs, hauling a gun.** I was in the air and he was snapping [his whip], trying to get the best out of his horses to get back from that position, it was well over the lines. I regret to say that I hit the horses and they fell down, you know, they collapsed, got all tangled up. OHHH! I wasn't very pleased about that.... Kind of a sickening feeling seeing the poor darned horses, they were lovely horses they had. They fell and piled up.”

Eight decades after his Sopwith Camel attack on an enemy gun caisson, Henry Botterell was still haunted by the memory of the wounded and dying horses. Pulling up from his strafing-run, the young Canadian pilot had glanced over his shoulder at the carnage he had inflicted. That image seared into his mind.

This was not the stuff of “Snoopy and the Red Baron” that we think of today when someone mentions a Sopwith Camel.

This was human conflict at its bloodiest; the First World War 1914-1918. For a time, a new fighter pilot over the Western Front trenches survived an average of three weeks. In spite of these tremendous odds against any longevity however, Henry John Lawrence “Nap” Botterell would live to see three centuries; from Queen Victoria's Diamond Jubilee to the centenary year of the Wright Brother's first powered flight

The son of a civil servant, Henry was born in Ottawa on the 7th of November, 1896, and was just six weeks old when his father died. He and his two brothers and two sisters were raised by their grandmother, Annie Botterell. Attending Lisgar Collegiate Institute, Henry was nicknamed “Nap” by fellow students who thought he looked like Napoleon. Following his schooling, he joined the Bank of British North America (now the Bank of Montreal). By this time, the conflict that came to be known as the Great War had commenced and young Canadian men were volunteering their service.

Henry's older brother, Edward, a Toronto Argonaut footballer, joined the 48<sup>th</sup> Highlanders along with his team mates. The battalion went overseas with the

First Contingent of the Canadian Expeditionary Force in late 1914. After two years in the trenches, and just before receiving his Captaincy, Lieutenant Edward Botterell was killed by a German sniper in June 1916.

Henry, then 19, was anxious to do his bit. His oldest sister Edith, a secretary for Admiral Kingsmill, Chief of Naval Staff of the infant Royal Canadian Navy, encouraged her brother to enter the supposedly safer Royal Naval Air Service. Accepted as a “Candidate” he shipped out to England a civilian and joined the Royal Navy on the 14th of March, 1917, with the Midshipman rank of Probationary Flight Officer, RNAS number 39236. Following the compulsory “square bashing” he started his actual flying training at RN Air Station Chingford, Essex, in May 1917. There Henry soloed after 4 hours and 12 minutes. “I learned on the Grahame-White. It was like a big box kite in shape and did 35 knots or something.” His initial instructor was Flight Lieutenant H.J. Arnold, Queen Charlotte Islands, BC, who had won Canada's first aviation DSO for his role in sinking the enemy raider Konigsberg in German East Africa..

Henry went on to win his wings in HMS Daedalus at Cranwell, then a RNAS aerodrome. There he flew Avro's, Bristol Scouts and Sopwith Strutters. With a grand total of fifteen hours and nineteen minutes he earned Royal Aeronautical Club certificate number 5093. Commissioned a Flight Sub-Lieutenant, Henry was selected for scouts, as the early fighters were known. Sent to advanced training at RNAS Freiston in late August he learned bombing and gunnery. Next came RNAS Dover and an introduction to the Sopwith Pup. It was not promising start. On his first flight he lost a tire and landed without it. This was no easy feat as Dover was a very small field with the take-off over the cliffs and an equally haphazard landing pattern. However, after a total of two hours on Pups, bringing his solo time to a near forty hours, Henry was deemed combat ready.

Appointed to 12 Naval Squadron at Petite Synthe near Dunkirk, Henry's first flight in France was on September 17 but he had to land immediately with a broken engine inlet valve. After ground running his machine the next day, he took off



again but this time the motor completely failed. "It was in a Sopwith Pup, my engine conked out and I crashed just after takeoff. I wasn't too high, about 200 feet, but I stalled and spun and hit pretty hard. I broke leg and lost some teeth and gashed my head. It was not a very noble effort but I guess everyone had a few."

Following convalescence at Peebles Hydro Hospital in Scotland, Henry was emobilized as disabled. While standing-by in London to be repatriated to Canada, a chance meeting with fellow pilots on a run ashore inspired him to rejoin the navy. But this was April 1918, and by now the RNAS and the Royal Flying Corps had been integrated into the Royal Air Force. Henry became a Lieutenant, RAF, under Major L.S. Breadner, DSC, (later Air Chief Marshal, RCAF), at RAF Station Manston, Kent. There, Henry completed a ten minute dual hop in an Avro then flew solo. That same day he also did two flights in a Pup. By the week's end, Captain D.M.B. Galbraith, DSC & Bar, of Carleton Place, Ontario, sent Henry off on his first flip in a Sopwith Camel. The Camel, which got its name from the hump created by two machine guns mounted under its cowl, was giving the Allies the edge on the Western Front. Notoriously difficult to control, the Camel coupled a short body with a powerful engine creating a vicious gyroscopic tendency. In the hands of a capable pilot like Henry it was a dynamic fighting machine.

Sent back to France, Henry joined the former Naval 8, now 208 Fighter Squadron, RAF, in May 1918. His Squadron Commander was the Englishman Chris Draper, who became famous in the early 1950's as the "Mad Major" for flying under 12 London bridges in protest to being retired and declared redundant. Assigned to "C" Flight, Henry joined Canadian aces Herb Fowler of Bowmanville, ON and "JB" White of Manitoulin Island, ON. Another Canadian in this flight was Art Wightman of Westmount PQ.

The Western Front was now at the height of a fire-fight, Kaiserschlacht, the Emperor's battle, as the Germans called General Ludendorff's offensive. This was Germany's window of opportunity to win the War after the collapse of Russia but before the fresh American troops pouring into France were prepared.

Henry flew through an intensive period of high altitude OP's, Offensive Patrols, and fought in several dogfights, returning from each with bullet holes or Archie (flack) damage to his aircraft.

These were his comments on the 16-18,000' patrols: "The aircraft was a little bit soggy after 15,000', after 12,000' actually. But you had the advantage of going over high up and coming back diving down where they weren't expecting you. You could watch through the holes, the apertures, of the clouds. The thing was, we used to have one person pop out as a decoy. "You have to have a little courage. But you got in and got out before you were mowed down yourself."

On July 10, his logbook recorded: "Saw EA [enemy aircraft] and hid in the clouds. Dived straight down at EA and fired short burst from 50 yards. Guns jammed. Pulled away about 20 ft from Hun. Over Estaires at 4,000 to 5,000 ft, so returned to lines. Enemy observer believed killed".

— Low bombing. Dropped four bombs on lorries on Douai road near Brebieres. Fired 150 rounds into trench on outskirts of Brebieres. Bullet hit pressure tank and air pipe.

"2nd mission — Flew machine on gravity from Izel to Tramcourt and flew another machine back.

"3rd mission — Low bombing. Dropped four bombs on Jigsaw Wood. Bullet hit and broke trailing edge of left bottom plane, penetrated cowl and cracked windshield. Engine missing."

In an outstanding single-handed performance and 'kill', Henry attacked and shot down a German artillery observation balloon on August 29.

An assault on a balloon was a courageous and impressive effort. The gas-bags were double-skinned for protection against bullets and were heavily defended by anti-aircraft emplacements. These guns were

*RNAS #8 / RAF 208 SQDN. AT DONSTIENNES NEAR CHARLERDE, ABOUT CHRISTMAS 1918. FAREWELL TO CHRIS DRAPER, C.O.*



In late August the Allies counterattacked and Henry was caught up with the Arras area push. The Squadron now became active in low level bombing and ground strafing missions. Henry's logbook records a litany of danger as he went 'over the top' two and sometimes, three times, daily: "August 26 — 1st mission

ranged to the exact height of the observation platform and could concentrate their fire quite accurately on an attacking aircraft. But balloons were most desirable targets. They spotted for artillery and could conduct very accurate "shoots". The long stalemate of trench warfare had turned the conflict into a gunner's war and shelling had caused

more casualties than any other weapon.

That day, Henry was carrying four 20 lb bombs to attack the railway station at Vitry, 50 miles into enemy occupied territory. Outbound, he saw the balloon near Arras. After dropping his bombs, he flew back to find the German ground crew frantically winching his target down. Defying the heavy anti-aircraft fire, Henry dove and let loose some 400 rounds, setting the balloon's gas alight.

As the "sausage" began to crumple, the German observer took to his parachute and leapt from the wicker basket. Henry banked to avoid him. "I flew around him and gave him a wave but he wasn't very sociable. He didn't look too enthusiastic in my recollection, he looked petrified. He thought he was a cooked goose, but you didn't shoot down a fellow in a parachute. We wouldn't do that. It wasn't done in those days. Well, I waved at him anyway."

When queried about the anti-aircraft defenses, Henry simply states. "Yes, there was quite a bit of fire from the ground." Asked about another flight during which a bullet ripped through his ear and smashed his goggles. Henry replied "Yes, I was shot. Just look at the bump on my head." In reality he had briefly lost consciousness, recovering just in time to avoid crashing.

Not that his bad landing days were over. On September 19, two years and a day after his first accident, Botterell crashed and overturned in a new Camel; but he was again lucky. His diary records that the next day he played rugby. However, "Major Draper was very annoyed when I went over on my nose."

Henry's diary also notes how he spent November 11. "The CO woke us up to tell us about the Armistice. We had a big dinner with pheasant and hare, shot locally." The next day, he took off in a new Sopwith Snipe and recorded: "I flew low over Mons and waved at the troops."

Until the peace treaty at Versailles was concluded, the Allies kept a military presence along the German border. Henry's squadron moved to Belgium and maintained cease-fire patrols. During his seven months on active service the young Canadian had flown 267 hours. His total time in the air was 324 hours. In that same seven months,

208 Squadron, made up of three 6-pilot Flights suffered the loss of 6 pilots killed in action, 2 killed accidentally, 7 taken prisoner of war, 3 wounded in action and 2 injured accidentally.

While flying a Snipe to visit a friend near Brussels in March 1919 Henry almost added to the casualty list. Temporarily unsure of his position, he pulled out a map. Thrusting it back into his flying boot he failed to notice that the terrain was rapidly rising. As a result he hit a fence post with his lower left wing and broke the rear spar, carrying away a piece of fence which had become embedded.

That year, Captain Henry Botterell returned to Canada and resumed the banking career he had led before the war. He never flew an aircraft again. One of his most treasured souvenirs smuggled home, in three parts, was the 9 ft propeller of his Snipe. He also brought back the piece of Belgian fence and donated it to the Canadian War Museum

## **...enduring faith, good nature, sense of humour and positive outlook**

at Ottawa.

Married in 1929 to the former Maud Goater, Henry later moved with his wife and their two children to Montreal. His son Edward recalls his athletic father skiing the Maple Leaf trail on winter weekends and bicycling around Montreal's West Island in the summer. Henry was also an avid tennis player and sailor, joining the Royal St. Lawrence Yacht Club in 1946. During the Second World War, he commanded an Air Cadet squadron in Lachine, Quebec.

He played the violin in amateur orchestras, sang as a tenor in his church choir, and enjoyed listening to the Toronto Symphony. He continued to swim at the Montreal Athletic Club until he slipped on its icy steps at the age of 98.

Eighty years after Henry's balloon action, the event became the subject of a painting called 'Balloon Buster' by well-

known aviation artist Robert Taylor. That same year, 1998, former Captain Botterell was recognized with the award of the French Chevalier de la Legion d'Honneur. It was a token of gratitude from that nation to all remaining First World War veterans who had served in (or over) French soil.

At about this point in time, I had the privilege of meeting and interviewing Henry, then aged 102. Ever the courtly gentleman, his first comment to me was an invitation to join him in his evening ritual — a glass of rum and ginger. His longevity is a credit not only to his luck in 1917-18, but to the character of the man; his enduring faith, good nature, sense of humor and positive outlook (and maybe that nightly rum and ginger).

"I had good hands," he said, assessing his abilities in a dogfight. "I didn't have the fighting acumen of some, like Billy Bishop. I was just a bank clerk. I wasn't one of the very best, but I had my share of action."

Let us remember Henry by raising a toast to him with his 'fountain of youth' elixir, Rum and Ginger . . . To the Last of Our Country's First Naval Aviators.

J. Allan Snowie, CD

Addendum:

On his 106th birthday, 7 November 2002, Henry Botterell was inducted as an Honorary Member in the Canadian Naval Air Group. John Eden, the National Chairman, made the presentation in the presence of Henry's son Edward of Toronto and daughter Frances Marquette from Texas. Henry participated fully in the ceremonies and even partook of a "wee dram" when his daughter Frances produced a Texas-sized flagon of wine for the guests. The event had been made possible through the good offices of CNAG

Members Gordon Moyer of Ottawa and Joe MacBrien of Toronto

It was Henry's last public appearance. He passed away Friday, 03 Jan 03. He had been on a slow downward spiral following a heart attack on New Year's Day.

On January 13th, a Service of Thanksgiving in memory of Henry John Lawrence Botterell was conducted in The



Warriors Hall, K Wing, of Sunnybrook & Women's College Health Science Center on Bayview Avenue, Toronto. Nearly 300 people gathered in honour of their fallen comrade and friend. The military was well represented by both past and serving members, including air cadets. No political figures deigned to attend.

The religious service included a rousing chorus of "Onward Christian Soldiers" and concluded with the Navy Hymn and its aviation verse. Following next were fond tributes by those who were closest Henry in his final years..

Ms. Ann Morris, Director of the hospital: "We admitted Henry six years ago at age 99. He was remarkable for his age; keen to know how the hospital ran. He had an antique desk that he kept well organized. 'Well, I was a banker.' He said and wore a shirt and tie every morning. His only worry on moving in was setting up his computer.

"He always greeted the ladies of the staff with a kiss on the back of the hand, a gentleman. When I brought him a card for his 100th birthday I noticed several others — all the same. But Henry was not disconcerted. 'They don't make too many of them.' He said. "He shared a room with Ace Irving, a Second World War RCAF gunner, and they were the characters of the ward with Henry playing the straight man. He enjoyed dogs and sports. Music was also very important and was to be listened to with a glass of sherry. He joined the veterans music group, the Troubadours, and played drum. On his 105th birthday he played and sang.

"When I asked him the secret of his longevity he said 'I do what I'm told.' But in truth, he wanted to do the best for everyone; he was the last of a breed, a truly gracious gentleman. He lived by humanitarian principals through wars; he maintained a positive spirit and he had a wry sense of humor."

Second World War Veteran Lloyd Queen: "He was a father figure to the younger vets; we all looked up to him, a comrade in arms who knew the terror of war... and the consequences — he had spent six months in Peebles hospital. When we saw his logbook and asked him about fear he simply said he was OK once he got airborne.

"Our Mary, a longtime volunteer in the veterans' wing once asked him what she could get for him and he said 'Nothing'. 'Well'. She said, 'What can I give you?' 'A hug'. He said.

"Last June the Lieutenant Governor of Ontario visited and Henry was introduced as 103. In a loud stage whisper he said 'One hundred and three! I'm a hundred and five. You've taken away the best two years of my life!'

Arthur Plumb, 84, who served as an infantry platoon commander with the Lincoln and Welland Regiment in the Netherlands and Germany during the Second World War: "Henry was a leader, true role model for every Canadian. We're not grieving his passing, we're not celebrating his longevity but what he did between his birth and his death. We as Canadians need to stop hiding our lights under a bushel. Henry was a man for whom we can be very proud."

Last to speak was Henry's son Edward, namesake of the brother who was killed in 1916. After jokingly chiding Ann, Lloyd and Art for unceremoniously ripping off his speech, Edward remarked on the recent change of the title of the Hospital: "This will always be Sunnybrook Veterans Hospital. An institution like this reflects its leader and a wonderful staff of social workers, therapists and volunteers. It is a true home for almost 550 vets. I wish to thank you publicly.

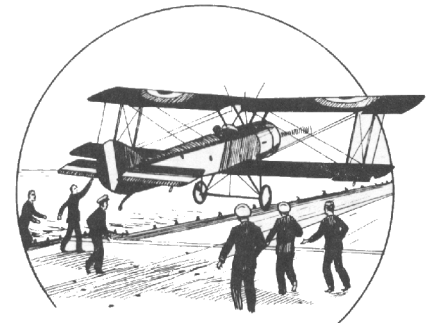
"There was mention of Dad's affinity to the ladies. In 1999 he was Guest of Honour at the 75th Anniversary of the RCAF. I traveled with him and Ace to the Ottawa dinner. At one quiet point in the ceremonies, Ace, who was blind, said. "What's he doing?" "He's still kissing hands." I said. "How does he get away with that?" asked Ace. "Well, that last lady said she swooned. What does that mean?" "I don't know." Said Ace. "But you find out and we'll do it together!"

Postscript:

Doctor Thomas P. Hackett, a Harvard graduate and a professor of psychiatry at Massachusetts General Hospital, studied First World War fighter pilots for years. His research, which included interviews, found that these men had "a wealth of optimism and a want of fear".

Repeatedly, Dr. Hackett observed common traits of a positive attitude, a sense humor and the ability to reduce or abolish worry or fear. Even in times of great stress, "They could turn off the juice". These same fighter pilots, some of whom developed coronary or cancer later in life, denied being frightened. They minimized the seriousness of illness and displayed calm, fatalistic attitudes. They viewed intensive care unit equipment as beneficial, rather than disturbing.

This optimism proved advantageous as the former aviators survived hospitalization in greater numbers than civilian peers who, worrying constantly, were unable to decrease personal distress. Another life-prolonging characteristic of the group was fitness and activity. All were athletic to some degree and kept in good shape. None reported psychiatric illness and all recovered in time from periods of depression following the loss of a spouse.




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An old farmer had owned a large farm for several years. He had a large pond in the back forty, fixed up nicely; picnic tables, horseshoe courts, basketball court, etc. The pond was properly shaped and ready for swimming when it was built. One evening, the old farmer decided to go down to the pond. He hadn't been there for a while and he decided to look it over. As he neared the pond, he heard voices shouting and laughing with glee. As he came closer, he saw a bunch of young women skinny dipping in his pond. He made the women aware of his presence and they all went to the deep end of the pond. One of the women shouted to him, "We're not coming out until you leave!" The old man replied, "I didn't come down here to watch you ladies swim or make you get out of the pond naked. I only came to feed the alligator."

Moral: Old age and treachery will triumph over youth and skill.

## WINE, CHEESE, BREW AND ART

 On, the 8th of February, 2003 we had our third annual function of this type and, although the weather man co-operated, the turnout was disappointing. Despite that we all had a fun evening and made a little money to boot. We had many excellent paintings for show sale and a wonderful selection of wood carvings. We again had wonderful variety of cheeses from Windward Foods of Dartmouth, a selection of special ales and beer, as well as a wide variety of wines. Of course we featured wines from our own Jost Vineyard in Malagash and the beer came from Sleemans Brewery. There was a nonalcoholic punch provided by Owen and Shirley Walton as well as coffee and tea. The members of Dartmouth Visual Art Society (DVAS) provided the paintings and John Horne attended to display some wonderful examples of the art of wood carving.

Many of the attendees were first time visitors to the Museum which is one of our main aims, on top of that we will add over \$500 to the Building Fund kitty. Marina Kelly again put together a gorgeous gift basket on which we sold tickets, raising \$128. A member of DVAS, Audrey Curran was the lucky winner of the basket!

One of the features of the evening was the presentation by Alan Moore, of a cheque for \$1,400 on behalf of CNAG Atlantic Chapter to Eric Nielsen, President of SAMF. Alan also presented a cheque for \$200 from CNAG to Chuck Coffen for the Museum, in appreciation of the support provided by the Museum to the CNAG Reunion on Thanksgiving weekend. John Cody also was on hand to present Dan Dempsey's book entitled "A Tradition of Excellence" to the Museum on behalf of General Dynamics. It should be noted that Jav sold 2 of his paintings and is donating 50% of the proceeds to the SAMF Building Fund, well done that man!

My heartfelt thanks go to Jost Vineyard, Sleemans Brewery, Windward Foods International, Mike & Marina Kelly, Owen & Shirley Walton, Jav Stevenson and the Dartmouth Visual Arts Society, Susan Ballard, Shelly Williamson, Jane Templeton, Barb Ryan, Christine Hines, Mary Ellen McWitter, Rob Lepine, Michelle Anthony and all the attendees for their generosity. Without all of that support we could not possibly succeed.

**Thank you all! Eric Edgar**

## Maggie Anecdote

Hi Group- FYI- I served in 'Maggie' as an AB from commissioning April 6th/48 to Feb 5th/50 Then went back as a P2 from Sept 1/55 to Mar 17/57- when I spent most of my time as 'Gangway Staff' then was rewarded with the 'Postie' job, which is where I was when we took the Troops to Port Said for duty in the Suez crisis—What I really want to write about is a funny incident that happened aboard-First I must set up the situation- You may recall that Papa Doc Duvalier was slighted badly in Ottawa on an official visit there I think he was refused entry to the Chateau Laurier (or is it Frontenac in Ottawa) Anyway we were sent on a snivel visit to Port Au Prince to wine and dine him aboard.

Now we get to my Yarn- Hertubiese was the Quarterdeck PO which is where they planned to hold this 'Cake and Ass' party off shore at anchor. The decks were scrubbed white - the Gratings covering the Bollards were waxed and polished. The cordage was all parceled. Clean Flags hung everywhere. Bulkheads were washed and painted where needed - It would take a very keen eye to pick anything up. However, the Quarterdeck Officer was not schooled to say "Well Done PO" instead he checked every inch of the area reaching and touching and wiping and 'Herch' was getting angrier by the minute finally the QD Officer, I don't want to tell you his name, but his initials are Lt Chassels, looked out at the Quarter Boom ,saw some Seagulls standing every which way and crapping profusely. He turned to Herch and said " Look at what those Birds are doing. Get rid of them" - That was the proverbial last straw. Herch turned smartly marched over to the ships side and bellowed in his best Parade voice — "SEAGULLS—SEAGULLS HO!!— Right and left turn QUIIIICK—march- He then turned and as he walked passed Chassels he said " I'll report myself to the MAA sir -True story - Billy G

**From: "Dave Williams"**  
<dwilli@gulfislands.com>

In the interest of historical accuracy, the Maggie story requires one correction. The incident at the inn (Chateau Laurier) occurred before Papa Doc's time as the President of Haiti in 1955/56 was Paul E (Jules) Magloire and he was refused a room at that hotel. He left, some phone calls were made, he returned, and suddenly there was a vacancy. The rest of

the story flows from that incident. I was the OOW at the brow as he boarded for his reception.



## Julie Trials

*From: "Don Knight" <dknight@telus.net>*

I was an LSAO at the Armament Section in Shearwater in 1958 and was tasked one afternoon to assist in the testing of a new Explosive Echo Ranging system in the tracker. My job was to set off explosive charges in the harbour in the proximity of a sonobuoy dropped by the aircraft.

Off I went to the AW jetty with two cases of Mk 36 hand grenades and an RA, (a very nervous Frenchman named Jones???), equipped with a radio, so that we could communicate with the crew. At their request, I would throw a grenade as far as I could into the water towards the buoy, and when it exploded, they would do their thing. But two problems arose; I couldn't get the grenade close enough to the buoy from the jetty, and the grenade igniter had seven second fuses which caused them to explode too close to the bottom (they come with either four or seven second fuses).

The first problem was solved by taking a small yard craft out near the buoy. I was then asked if their was a way of shortening the delay time so that the grenade would go off before it got too close to the bottom. My reply was, "Sure, I'll pop the lever on the grenade, count to three and then throw it. We still have four seconds before it explodes." Poor Jones was having a fit. "What if they are only four second fuses instead of seven?" he asked. When I replied that they were 'only single shot' and that 'the blast would probably blow us clear,' I thought he would void. After three or four more grenades were thrown like this he was white and speechless. The testing was terminated.

Never did find out if it worked. This 'modus operandum' was never used again. Can't understand why. Ingenuity must count for something. *Cheers, Don.*



## Memorable Moments - 881

From: Allen Whalley <alonflight5@shaw.ca>

Remembering "memorable moments" ! Some sad! Some exciting and humorous. Many experiences we would never have wanted to miss! This was 881 Squadron 1953-1955 while based at Summerside PEI [TBM Avengers and Hawker Seafury aircraft. ]

**CO LCDR Townsend :** Serving under the command of an officer like him was indeed an honour and privilege. Sharing a Christmas drink with him and our air crew, in our own homes.....a "magic moment", never to be forgotten!

**CPO George Blackwell :** in charge of Avenger maintenance. A super guy ...a super Chief and sorely missed by all who knew him!

**CPO Rick Adlum:** in charge of Seafury maintenance. A guy who had the only

solution to cure the habit of listening to "soap operas" on the radio. He shot the radio! Unfortunately, while based in Summerside he suffered a prop strike to the head from a Seafury, when a cordite starter cartridge accidentally fired. He was seriously injured and airlifted to Shearwater, where he eventually recovered

**CPO "JJ" Geoffries:** The best regulating Chief in the RCN!

**PO White :** "Whitey" Went down with **S/LT McCleod** and another member in Avenger 307 returning to Summerside from a Bermuda detachment, when their aircraft disappeared from formation while in cloud, off the coast of Nova Scotia. All of the squadron personnel records were also aboard. Many of us were detached to Yarmouth NS for approximately 10 days to aid in the search.

**LT Beech: Pilot**..... You got the impression that he was tough and strict, [ which he was] but underneath he was a great guy. Myself and another crewman, even got to meet

his parents in northern Ontario on the way back from the west coast, when he took us home to meet them and made arrangements for our accommodation for an overnight stop!

**LT "Boots" McClymont: Lt Craven S/LT Larry Zbitnew**.....other great pilots on a great squadron!

**PO "Bill" Bilney PO "Bill" Whittaker**

"On the beach" in Bermuda, some of our guys held a burial ceremony for a dead shark that was lying in the sand, then we all went swimming. Then along came a fishing boat with an upset captain, looking for "his" shark that he had planned to use for bait! Well.....guess what? We held an "unburial" ceremony and the skipper and his crew went away happier than when they arrived!

*to be continued.....AI*

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## TRACKER IN THE SHUBIE



*Photo credit to the Canada Aviation Museum*

The latest issue of the COPA newsletter had an article and a beautiful picture of TRACKER #1577 as it is displayed in the Canadian Warplanes Heritage Museum in Hamilton.

This article sent me off to my logbook to see what ties I had to that particular aircraft. I am former naval air pilot who spent from Sep.'63 to Aug.'70 flying that wonderful, noisy, stubby, powerful aircraft. I spent four years in VS-880 and another two years as an instructor on VU-32. During that period I acquired some 2931 hours on the TRACKER. 1577 had been in VS-880 and then VU-32 and it seems that I followed it from 880 to VU-32 when it moved as I flew it in both squadrons. Its eventual withdrawal from service seems to coincide with the cessation of operations from HMCS BONAVENTURE and the reduction in the number of TRACKERs needed to fill its new shore-side role.

All of this to lead into the story which can now be told of the crash of 1577 into the Shubenacadie River near South Maitland, Nova Scotia. This crash was duly reported in the Chronicle-Herald on 14 Aug 69:

"PLANE CRASH RUMORS UNTRUE POLICE SAY" South Maitland - RCMP said yesterday that a plane did not crash near the Shubenacadie River on Wednesday evening. They investigated a report from a

South Maitland resident who believed that a plane had crashed but when they checked the river bank, along with a group of residents, they said they found no evidence to substantiate the report. They said all military planes from Shearwater and Debert are accounted for. Their planes had been doing manoeuvres in the area. Several persons in the South Maitland area said the planes were flying very low during the early evening."

**The rest of the story:** The BONAVENTURE was to be retired and there was a chance for "all comers" to get a last deck landing before she left service. This meant that we had to first re-qualify on Field Carrier Landing Practice at Debert when a simulated deck and landing mirror system was set up. Wayne "Butch" Foster was a RCAF pilot flying the T-33 at VU-32 and he and I were trading time, me giving him instruction on the TRACKER and he giving me time on the T-33. Wayne mentioned that it would be a GREAT idea if he was to get carrier qualified before "BONNIE" disappeared ... and the plan was hatched.

We two mismatched VU-32 pilots inserted ourselves into the VS-880 landing practice schedule at Debert and off we flew. Well the flight took us up along the Shubenacadie River and the steep river valley was too nice to leave alone on that

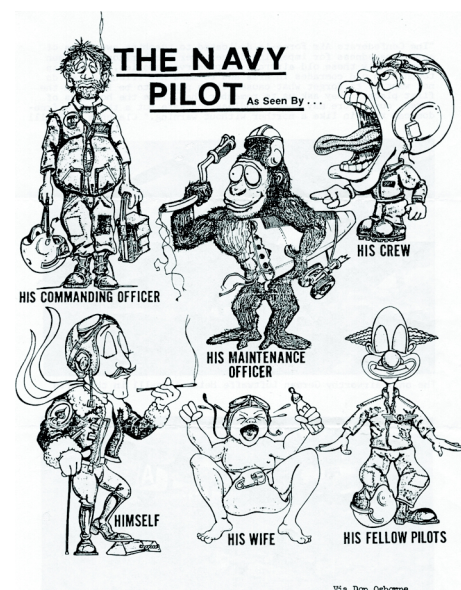
beautiful afternoon. We took turns seeing how low we could descend into the valley as we followed the meandering river. With a couple of practice runs and some anticipation of the turns, we managed to get the adrenalin flowing. We carried on to Debert, got our training in and returned home feeling quite satisfied with ourselves.

It was only the next day when one of the servicing crew dropped the aforementioned article on the sign-out desk in front of us that we realized that we "may" have been seen at our play time. We hunkered down and waited for the proverbial %\$#@ to hit the fan but no one else ever looked our way. The 12 VS-880 crews doing landing practice that afternoon were grilled intensively and pleaded not guilty and somewhere in the confusion that mismatched VU-32 crew was overlooked. We were certainly ready to admit our culpability IF we had been asked ... but no one asked. AND THAT IS THE REST OF THE STORY.

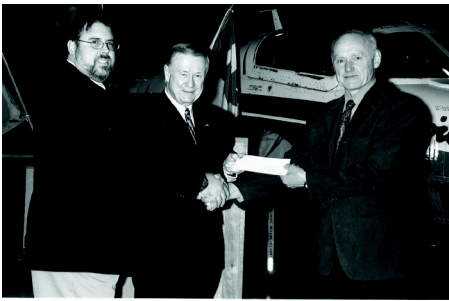
Butch Foster, if you are still out there, send a note to [jjpaquette@ns.sympatico.ca](mailto:jjpaquette@ns.sympatico.ca)  
Joe Paquette  
1Parade Lane  
Yarmouth, NS  
B5A 1T7 902-742-5596

*Editor's note:*

*This area was the unsanctioned low-flying area for the civil flight school at Halifax International. It was found that if you remained below bridge level over the river and did your lower flying inside the quarry west of the "Juliette" the local peasants didn't get excited.*







**SAMF Recipient of Air Show Donation**

On 19 Mar 03, SAMF was the grateful recipient of a generous donation from the Nova Scotia International Air Show. Shown from left to right making the presentation to SAMF President Eric Nielsen are: Mr. Dave Reid, Director of International Marketing IMP and Mr. Bernie Miller, Chairman of the NSIAS Committee.

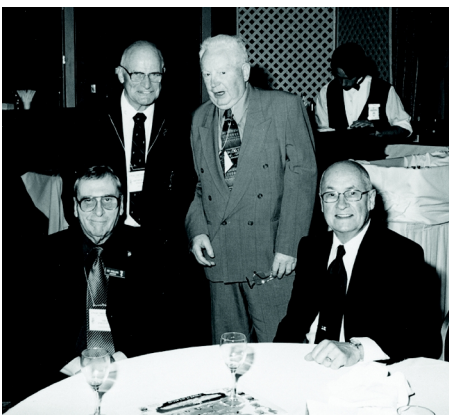
Photo by Cpl S. McNeil, 12 Wing Imaging

**Annual General Meeting**

**SAM Foundation**

**0900 hrs**  
**6 Sep 03**

**Museum Briefing Room**



**AIR MECHANICS**

Four of the first group of Air mechanics shipped to Aylmer in 1945 for Trade selection got together at the CNAG reunion in Halifax last October. L to R: Sid Snelling, Ozzie Osgood, Tom tonks and Ray Kneebone.

**Navairgen Trivia:**

**First Shot**

It is my understanding that the first shot fired in anger in the Gulf war was by a female Flight Engineer with a light machine gun mounted in the door of a SEA KING. They had been fired upon by a fishing vessel and she hoped to keep their heads down until the crew flew out of range ...

**Can anyone confirm this?**

**Ken Sheedy writes:**

I can't lay my hands on the paper work right now but I can confirm this is correct. The young lady was the first to fire the first angry shots during the Gulf war. She ran off the enemy!

What's that about the wrath of a woman . . . ?

**From Ernie Cable  
Shearwater Aviation Museum Historian**

The lady who fired the first shots was MCpl Karin Lehmann (maiden name) who was an AESOP on one of the five Sea Kings operating in the Persian Gulf. The scenario was that the Sea King was tasked to protect the 20 by 20 nautical mile Combat Logistic Force (supply ship) anchorage in the southern Persian Gulf known as Pachyderm Palace. One of the threats was from dhows (fishing boats) loaded with explosives ramming the supply ships. On the occasion in question a dhow was approaching Pachyderm Palace and the usual means of a crew member standing in the doorway and holding a sign displaying an international stop sign (Arabic script) and a skull and cross bones failed to ward off the dhow. The next step was to drop a line of smoke markers across the bow (maritime version of a line in the sand). When this failed MCpl Lehmann fired a warning burst from the door-mounted machine gun across the bow and the dhow made a hasty retreat.

This event marked two air force firsts; a Sea King had fired the first air force rounds in the Gulf war and Master Corporal Lehmann was the first female air force member to fire at the enemy.

**From: "Joseph Paquette"**  
<jjpaquette@ns.sympatico.ca>

Subject: Re: [NAVAIRGEN] Canada Buys "Smart Bombs"

Sure beats "Iron" bombs through the smoke or Sidwinder air-to-air missiles against a fishing boat.

**TURKEY TALES**

From William Cody

**R**emember Harnell & Carlson? Well; I was the "Driver" of that TBM (Popping Peter) that sent Carlson for a swim together with Chief Ted Churlish and Hamilton on November 14, 1952. I don't remember whether it was Carlson or Hamilton who resisted all the generous offers of pussers tots from the submarine crew, but after a lot of persuasion, he gave in. Harnell flew with us in 881 circa 1952. I note that he flew with Pete Arnoldi on January 25,52 and with Bill Duffie in March/ 52. I forget who his regular pilot was during those days. Speaking of Peter Arnoldi, he resides on a Caribbean island but visits Ottawa occasionally; I met him once when he visited Roy Kilburn in Manotick. Enough of that nostalgia. Happy memories never go away, (Ed note: And we like to hear them.)

**From:"Robert Rogers"**  
<rlrogers5@rogers.com>

I remember him well. Along with myself, Harry Sully, ? Moffat, ? Hunter, Dave Williams,Doug Carr,and others, at my age memory sometime fails, under the leadership of Ted Brooman, Bob Hogg and Windy Geale formed the first OM course in 1950.

Buck Rogers

**From: Leo Pettipas**

"Only a few remember such characters as 'Ace' Harnell, the observer's mate who could detect a floating bottle on radar at four miles and read the message inside!"

"Remember the time when 'Chuff' Carlson ditched? He was sitting in the rear seat of a 'Turkey' (TBM Avenger) when the aircraft hit the sea in a nose-down attitude, he dived out of the back door and then hung suspended in mid-air. He had forgotten to undo his rather strong helmet cord attachment!"

- The Crowsnest, Vol. 14, No. 14, 1962



**Al Brown writes:**

I was quite impressed with the Museum on my trip to Halifax for the CNAG Reunion. I particularly enjoyed meeting Bill Farrell. Bill happened to be my cabin mate in Maggie a long time ago. Stay alive Bill.

**From Herman H. (rocky) Rock:**

I enjoy reading the magazine as soon as it arrives.

**Bunny Houston writes:**

Dear Kay:

This years CNAG reunion afforded my wife and I an opportunity to again visit Halifax and other areas of the Province. It also provided us with our first look at the Shearwater Museum. First impressions are most favourable with all those tiles at the entrance and then the Swordfish in its archaic grandeur of past technology that brought back some haunting memories of my apprenticeship days. Unfortunately, that is where it all seems to stop, and I spent the rest of my visit pondering over what I wasn't seeing.

For instance, where is the engineering professionalism that helped create all of this? Where are the likes of Neil A. Smith, Daniels, Gruber, Paul Brunelle, Tisdale and Bagsy Baker etc together with such items as the bear trip development, MAD gear, dunking sonar and sidewinder exercises, amongst others.

Similarly, I didn't notice Roy Findlay, Buck McCullum, Don Purchase, John Freeman, Bill Shorten, or any of the other thousands of technicians that kept these machines aloft and who worked and trained in the establishment over the years.

Ottawa bureaucrats are regularly criticized for their expensive procurement of "fringed area" artifacts and museum "oddities" as additions to their collections.

## READERS COMMENTS & SELECTED NAVAIRGENS

The critics seldom appreciate the museums mandate to truly represent a full cross section of the population that represents their discipline. Failure to do so degrades such museums to the status of a memorial to the group that created them, instead of a living testimonial to the main body of work.

It is no wonder Kay, that you have problems encouraging support for "the cause". If others feel as I do (and I know they exist), then their indifference is understandable, since, in its present mode the museum does not reflect their involvement in Shearwater or their deployment in Naval Air.

Is there a solution?; most certainly there is. For example, alongside the picture of each CO create a small "family tree" with the pictures of those at all levels that helped him get where he was, and furthermore helped him to stay there. Do we have a picture of Bonaventure at Shearwater jetty?; or better still the ships model that is in storage someplace up here, put on display. Graduating classes from the various training outfits and what about the Group or Sqdn photos that we all posed for. Maybe we need a couple more technical types on the SAMF Board to encourage a trust in our direction.

May I conclude in hoping that all those well intentioned and dedicated people that surround you will still continue to do their part, and to thank them most kindly for their efforts so far.

Yours truly,  
P. (Bunny) Houston

the Curator of the Museum and he noted you have valid suggestions. However, it's not from lack of interest in the Engineering Branch, but from lack of memorabilia and photos etc. Your idea of creating a small 'family tree' is a good one and I'm sure if he had photos of individuals for the 'family tree' they would be up there.

Did you get a chance to stop in at the Archives and see the photos they have? They also have many tapes of cruises etc.

Thanks again for your most informative letter. If you know of anyone who has pictures of technicians in action or, as I said above, memorabilia, perhaps you might encourage them to share these with the Museum.

Much obliged for your donation.  
Kay

*(Note from Kay: Since this letter, I received a call from Mr. Houston suggesting that if we are using ranks with some of the names mentioned in the newsletter we should use rank with every name or none at all, since most are retired. The Editor noted that In the end, rank does not matter when we're looking up at the grass. However, if correspondence is addressed to us with Rank included, we will reply in that manner.)*

### TRAGEDY OF SUCCESS - PART II

**Stu Soward writes:**

Hello Kay,  
I thought I should bring to your attention the fact that the referred subject was a speech by Major Brian Northrup at the same Aviation Conference where I presented Part 1. He should be given the credit for Part 2 since he wrote and submitted the article for the Foundation Newsletter.  
Best Wishes,

**From: Brian <bnorthrup@shaw.ca>**  
443 (MH) Sqn


Bill: Firstly, allow me to congratulate you on the excellent Shearwater Museum newsletter. It is always a big hit with us on 443 Sqn and quickly gets passed around the crewroom. You will be interested to learn that we have a campaign on at the moment to educate our junior officers on the fine traditions and heritage of naval

Letter to Mr. Houston from Kay

Hello Mr. Houston.

Thank you for your letter of 12 Nov. I read it with much interest. I'm sure you must have many stories to tell of your time in the military. Hope you'll send them along too.

I passed your letter to



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jclarkson@sprint.ca

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aviation. Unfortunately we lost a great student, Capt Juli-Ann (Jules) Mackenzie in the Griffon crash last week. She wanted a tour away from the Sea King prior to coming back to teach at the OTU. Wasn't meant to be. Now, the second reason for this note. One of the nicest things about living in Victoria is that I have the privilege to do lunch with Stu on a regular basis. A few years ago, we noticed the air force was hosting the annual historical symposium in Shearwater. We suspected that there would be a paucity of naval aviation presentations so decided we should do something to salute the subject. As we talked, we realized we had the entire Canadian naval aviation story covered as Stu had joined in the beginning and stayed till 1970, at which point I joined the Sea King world and remained to this day. We decided he would cover the first 25 years and I would follow up with the last 25 years to 1999. At our last lunch, Stu mentioned that you may be interested in publishing my second part of the presentation. Somewhat intimidated by the writing skill of Stu Soward and the quality of your magazine, I have reviewed the subject presentation and humbly offer it for your consideration. It is a bit long and in some instances been overcome by events (unfortunately the MHP predictions still remain accurate) and terminates at the end of the century. Should it be of any use to you, please seize what you wish and edit without concern. Pride of authorship to me is a secondary consideration compared to initiating discussion on how we can re-energize Canadian naval aviation. Again, congratulations on an excellent publication and keep up the great work.

**Cal Wilson writes:**

Dear Kay:

A VC920 Follow-up

A thank you to the Museum Gift Shop and to Eric for providing me with a copy of Stu Soward's "Hands to Flying Stations" Vol 2. I had nearly given upon my quest for it. After reading Vol 1, with much enjoyment and admiration for the Author's achievement in recording that period of Canadian Nav Air History with such detailed effectiveness and yet lively, readable style.

Vol 2 is out of print, but St has told me that the last copies in existence were sent to the Museum, so if any of your readers are looking for Vol 2 they should contact the

Museum Gift Shop to get one - which brings me up to my VC920 Follow-Up.

In Vol 2 among the many marvelous photo illustrations is one (page 106) with the caption "Group of VS881 personnel, Magnificent, Circa 1955-56" This is, in fact, a photo of VC920 Air and Ground crews on the flight deck of 'Maggie' in August 1956 following the successful completion of the Squadron's second year of CARQUALS and training operations in Magnificent.

The newsletters seems to get better with every issue. A well-deserved 'Well done' to all who put it together. Stu Soward's article "The Tragedy of Success - Part II" was a masterpiece - I hope we'll see more of his work in the future. I was pleased to see my VC920 screed on the A25 (even with the typos! In the last newsletter. One verse that was fun (but a challenge) to sing was:

I rolled down the deck  
In my Wildcat mark IV  
Listening content to  
That Cyclone's sweet roar  
Chuff - Chuff Clank Chuff - Chuff Clank  
Away wing on Pom Pom  
Away Kite in Drink!

Cheers and thanks - Cal Wilson

**From Davis Edwards**

Dear Kay:

As I mentioned on the phone, I am trying to send off my annual dues a little early so I don't forget - this happens sometimes.

This season of the year reminds me of the Christmas parties in SWANSEA when your father was EO. These Christmas parties were an old Naval Tradition that I trust is still done.

The last issue of the Newsletter was splendid and I would appreciate an extra copy to send to my ex RCAF brother who was an AF Policeman at 4 Wing in the days when it was minutes from Soviet strike aircraft. He once showed me the sort of storage they used for their nuclear weapons. It was part of the old Siegfried Line - a well built bunker of which there were many in that area of Germany. How times change! Merry Christmas.

**William P. Rikely writes:**

I hope that things are going well with the Museum and I look forward to a visit there

sometime in the future. There are many memories for me in the naval aircraft and the other artifacts which are preserved so well for future generations to observe.

**The Truth is out!**

We've all seen those brave pilots as they begin to taxi out for takeoff. They always look at their fist to see if their thumb is sticking straight up. The Crew Chief on the ground agrees and mimics the pilot's action confirming that yes, the thumb is sticking straight up. He then salutes and the pilot continues his taxi out.

Recently I talked to an old Air Force Flight Safety Officer who told me the real reason for this time-tested traditional exchange between crew chief and pilot. This is actually the last link in the flight safety net. The pilot and crew chief are confirming - just prior to takeoff - that the pilot does not have both his thumbs up his ass. I never knew that!!! It was a fine CNAG bash in Halifax.

**Cheers Jim McCaffery**

**Inter-War Naval Aviation**

John Kinross <[jkinross@zamucen.com](mailto:jkinross@zamucen.com)>  
Notes:

In 1939 the Imperial Japanese Navy had the most advanced Naval Aviation, including night landing capability and a crude Fresnel system. It sounds like the RN kept their expertise alive in Japan. It permitted them to get back into the aviation business in a big way, when they regained control over the FAA and launched Ark Royal in 1937. Unfortunately, they had no control over aircraft development. Incredibly, the RN entered WWII with two super carriers - and biplanes!

It breaks your heart when you think what expertise and power the RCN lost. Flying off a carrier was one thing - but seeing it operate from the inside was an equally inspiring experience. It was a combined fish-head - aviation partnership, something that only a few fish-heads remember. We had the best combination of any of the major navies, wherein the bridge and operations room teams (fish-heads running things) dovetailed nicely with Wings and Air Ops. Mr. Jones' article in today's NAVAIRGEN may ultimately get the Navy thinking that way again.

At least we have destroyer aviation to start from.

Cheers, Jake II

### Magnificent Anecdote

by Dave Shirlaw

[www.seawaves.com](http://www.seawaves.com)

Dropped into Chapters and located Sailors, Slackers And Blind Pigs (\$34.95). Browsed through it before deciding to buy.

Number of good photographs, one of The Green Lantern, the author notes it was known as the "green latrine". In the early 1950's we knew it as the "Starboard Running Light".

Magnificent's canteen had the soda bar complete with stools that was taken out of the Starboard Running Light during a renovation. Rumour was that if you knew the Canteen Manager, the odd bottle of rum could be purchased to help ease the pain of a long cruise. Heard that when she was returned to the RN the Kippers had a fit when they found the complete soda fountain. "Bloody Colonials".

### Sailmaker

From: "J.Cribb" <jcribb@telus.net>

I was just trying to salvage a pair of slippers and a reminder popped up. During my basic training in 1948 we had a lesson in sail making, the old PO came into the class and said he was going to give us a lesson in sail making. He said he was the last Sailmaker in the Navy and to pay attention. He said "this is a big Palm and this is a big needle, for big work, he put it down, picked up what he called a small Palm and a small needle for small work, put them down and walked out of the classroom and it was the last time I saw him. The shortest bit of instruction I ever

received and after all these years they stick in my mind as one of the most interesting experiences I had in all my Basic training in Naden. There are also memories of all the doubling we did up and down Hoosers Hill, I have heard that we were the most doubled class (No. 10) that went through Naden back in those days. Amazing how things come back.

### Michael Owens wrote:

Hi Jack, Those sailmakers were a privileged lot. In the mid-fifties I was duty P.O. in Shearwater and the duty Chief didn't show up on time so I went ahead and organized things without him. When he showed up late he told me he had forgotten he was on duty until his wife prompted him. He said he had been drafted to Shearwater where there were no sails and he had no boss or no job so he was spending his days building a house down around Hubbards. His only contact with the Navy was payday and when on duty watch. Payday was OK but he hated duty watch. I think his name was Young. He was a Helluva nice guy. Heard from Frank, have a good trip to Portugal. All the best.

### From: Carl Wright

<cnag166@csolve.net>

Hi Mick; It was Young I recall him from the Maggie in the early fifties.

It was in the SE Section aboard at that time, Carl

Ref: "Canadian Naval Air Group Star"

Fall Issue 2002, Page 25

Dear Bill: I was surprised to see the Certificate for the "CNAG STAR" in the Fall Issue and subsequently have received a number of inquiries regarding it. Back in 1992 my wife and I were talking about my Squadron Mates and how it seemed that more and more of them were in "the Delta".

We decided that in the not too distant future, we would all be gone and not many would even know of the Canadian Naval Air Service. One of the most enduring things were the stars, and it would be a fitting tribute to present one to CNAG.

"THE STAR", 31

UPSILON: was named the CANADIAN NAVAL AIR GROUP STAR in perpetuity. It may be viewed with the naked eye and will forever remain a bright light. This, in time to come, will hopefully be the meeting place for all Naval Air persons at their Annual Reunions. Trusting you might pass this along to the Newsletter readers.

Yours Aye, Peter Bruner (Peaches)


### Seafire PR 503

From: "Leo Pettipas"

<lpettip@mb.sympatico.ca>

I would like to respond to Don Crowe's story that the Seafire that ended up at the Canadian Warplane Heritage had been stolen from CANAS beforehand and hidden by some kids (SAMF Newsletter, Fall 2002, p. 30). Given Shearwater's experiences with the Eastern Passage Pirates, this notion isn't as bizarre as I might first appear. Nonetheless, I can testify unequivocally that it's a tad off the mark, because the alleged perps were high school buddies of mine. I was a Grade XI student at Sidney Stephen High School in Bedford during the 1960-61 academic year. We had an Aviation Club, and one of our programs comprised touring military air stations. In the fall term we got ourselves invited to Shearwater. While entering the base, one of the guys spotted a machine with wings folded upward sitting in a field adjacent to the Air Supply Depot. Being airplane nerds, we immediately recognized it for what it was — a Seafire, cousin to the immortal Spitfire and therefore an object of veneration to the likes of us. She was listing to starboard and clearly a derelict. My friends undertook to acquire it with an eye to restoring it to its former glory, something a bunch of high school kids do every day.

In point of fact, said Seafire, serial number PR 503, had been struck off strength 'way back on 4 April 1950. As such, she no longer existed as far as Ottawa was concerned. In due course the engine was removed and the rest was deposited in the field near ASD for eventual use as a hulk for training crash crews. The LCdr responsible for the crash crew had completed a fighter refresher course on Seafires at the end of the war; he was very fond of the type and was dismayed at the prospect of seeing the last of its kind at AW go up in flames. The sympathetic CPO in charge of the crash crew held off the destruction of the old kite, but realistically her final demise was only a matter of time.



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So when word came around that some cadets in Bedford wanted the airplane for restoration, appropriate overtures were made up the chain of command to accommodate them. To avoid traffic and unwanted publicity, the Navy loaded her on a flatbed in the wee hours of one morning, bound for a private back yard in Bedford. So you see, the students didn't steal her; she was quietly handed over to them by the local authorities. In Bedford, the fuselage was placed atop a wooden scaffold, and the wings laid up nearby. The students' plans to rebuild it came to naught, of course, and so there she sat until she was acquired by the Dartmouth Chapter of the Experimental Aircraft Association a few years later. Restoration plans by this group were also frustrated, and eventually it was purchased by the Canadian Warplane Heritage in the early '70s. This time she was indeed restored, but the CWH needed funds and so she was sold to American interests. At last report she was the property of a Minnesota resident and, appropriately enough, carried the US registration N503PR.

PR 503 is a rather historic airplane in the Canadian Naval Aviation scheme of things. Even in her derelict state, it was possible to make out her markings — VG AAA, signifying that she had been on strength with 883 Squadron. She was one of the 18 CAG Seafires that participated in the inaugural armament training deployment to Rivers in 1948, at which time she was flown by Pop Fotheringham, 883 Squadron CO. The following year she was one of the cabs that made up the Special Exhibition Flight ("Watson's Circus") for the CNE airshow.

**From: belo25@webtv.net (William Cody)**  
in reply to an email from Gabe Simard.

Hi Gabe.

Yes, I was in Moncton from the end of 1959 to mid 64 as a helicopter pilot reporting to Ernie Savard, Supt. Air Regs. In those days, the Marine types had no "Air" Division and had to request helicopter services from the Air Services Branch of DOT who had to ferry 'choppers from Ottawa to wherever the services were required, either the East Coast or West as well as other locations i.e. Great Lakes etc. I met Lack Lord only briefly and to complicate matters, after I left on transfer to Ottawa HQ, Jack Cody arrived in Moncton Airworthiness Div. The ferry trips

noted above used to take at least 2 days each way to Halifax/Dartmouth or other East Coast Marine Agencies and cost a lot of money,

The DOT wanted to base some helicopters in Moncton but none of the Ottawa based pilots wanted to leave "Home" and certainly, didn't want any part of Moncton - - - until I joined the DOT from Spartan Air Services in Ottawa in 1959. When I heard about the proposal, I volunteered to go and was on my way very shortly thereafter. Initially we took 2 Bell J choppers and set up a Detachment from which we could reach any Marine Agency in the Eastern Maritimes within 2 hours flying time, except te Newfie area.

In addition, we were available for Search & Rescue and other duties, and in order to be "comfortable" fuel-wise, we set up several gas caches around the Maritimes i.e. at each Marine Agency and at the Copper Lake Radio Range Station (Complete with hand pump & Chanois filter). Other sources of fuel were readily available at DND & other airports as well as some DOT Ships.

I liked Moncton for various reasons, i.e. occasional visits to Shearwater and the fact that during the War, I was in the RCAF Manning Depot (as an Acting Leading Airman, RNVR) awaiting flying training at Goderich, Ont. and later to Aylmer, Ont. My Wife detested Moncton for some very good reasons, i.e. too many drinking holes (which I frequented), rotten shopping and too far away from major cities. My duty trips used to average 3 months in the Summer for Northern icebreaking and resupply missions, and six weeks each in the Spring & Fall for Gulf of St. Lawrence ice breaking work and Marine agency duties for lighthouse wharf and buoy run inspections, etc. These inspections replaced the previous system where a Ship had to go along the coast at 10 knots, stop at every lighthouse / wharf area, drop a boat to carry the Inspector and return to the ship. In the meantime the lighthouse keeper would radio ahead to the next "Light" to say "They are on the way and will be there tomorrow a.m. This would allow the keepers to hurry back from the Tavern before the ship arrived.

Everything changed when the choppers did a week's work from Dartmouth to Sydney in one day. Twenty minutes of flying time didn't give the keepers enough time to get back to their Lights. We were not popular with them. LOL

There's much more, but it will have to wait until another time. I'm also c.c. this to Harry Dubinsky in Salmon Arm, B.C. for info as after his stint in the RCN as an Observer and Helicopter pilot, he became the DOT Marine Agent in NWT. Have a good day, Gabe.

**CANADIAN NAVAL AIR GROUP STAR**

**From: Peter Bruner**

Dear Bill: I was surprised to see the Certificate for the "CNAG STAR" in the Fall Issue and subsequently have received a number of inquiries regarding it.

Back in 1992 my wife and I were talking about my Squadron Mates and how it seemed that more and more of them were in "the Delta". We decided that in the not too distant future, we would all be gone and not many would even know of the Canadian Naval Air Service. One of the most enduring things were the stars, and it would be a fitting tribute to present one to CNAG.

"THE STAR", 31 UPSILON: was named the CANADIAN NAVAL AIR GROUP STAR in perpetuity. It may be viewed with the naked eye and will forever remain a bright light. This, in time to come, will hopefully be the meeting place for all Naval Air persons at their Annual Reunions.

Trusting you might pass this along to the Newsletter readers.

 HOUSE OF COMMONS	<p><i>Geoff Regan</i>                  Member of Parliament                  for Halifax West</p>	
 CANADA	Suite 222, 1496 Bedford Hwy. Bedford, Nova Scotia B4E 1E5 Telephone (902) 426-2217 Fax (902) 426-8339 geoff@geoffregan.com	Room 382, Confederation Building Ottawa, Ontario K1A 0A6 Telephone (613) 996-3085 Fax (613) 996-6988 regan.g@parl.gc.ca

Yours Aye, Peter

**Noel Black writes:**

I'm back in the local area and would love to hear from old friends. Mailing address PO Box 36130, RPO Spring Garden, Halifax, NS B3J 3S9 or email me at: [grahamblack@gosympatico.org](mailto:grahamblack@gosympatico.org) or [grahamblack1064@care2.com](mailto:grahamblack1064@care2.com)

**Bill Farrell writes:**

I am having a little difficulty "circumspecting" the purpose and evolution of Shearwater Aviation Museum Foundation (SAMF)'s Newsletter - bear with me. This nsltr began, years ago, as a sort of notice board and "keep-in-touch" chat room for retired naval aviation people (and a few light-blue veterans) and a very few still-serving members of naval-related air units; and also a few "plain civilians". Physically it was a periodical of four pages or so, inexpensive to produce-and mailing costs were scrounged from the crown.

The flow of text and photo contributions became such that more pages were needed to ensure that significant articles were not rejected for want of space. Volunteers with artistic flair joined the editorial team and to do their talents justice a colour cover was introduced. This added to cost, as did the cessation of crown-paid mailing subsidizing. Growth from four pages to now more than thirty - this to accommodate lengthy scholarly articles - also increased printing costs. There has been some cost-offsetting revenue from advertising but more advertising revenue is needed. While the expanded newsletter has earned respect within and outside SAMF membership, the increased cost means that it does not enjoy unreserved Board of Directors support consensus: An increase in SAMF membership and in advertising revenue is needed to meet concerns about the sustainability of the nsltr in its present form.

Membership is predominantly ex-navy and therein lies a mystery. Naviation (sic), as such, ended with the scrapping of HMCS Bonaventure over a quarter of a century ago but the camaraderie engendered then lives on in old men scattered across this country and around this planet. The want to tell tales and to hear tales of what appear to have been the best years of their lives. Some of these had only three or four years in naval aviation and then went on to rewarding civilian careers lasting forty years: But service in naval aviation remains their fondest memory. I cannot think of any storied regiment or squadron with so enduring an esprit de corps. Phenomenal!

Were it not for a sense of duty to serve these old comrades I would have been out of the editor's chair long ago.

There has been a few suggestions that the nsltr had grown to magazine category and even approached military journal flavour: A change of name to reflect this was suggested and some fresh names were offered. Those suggestions came from subscribers to the NAVAIRGEN email service and so must be set aside until the whole membership has a chance to speak about a change.

The growth of the nsltr was not expansion by conscious design - it just happened. To wax "technical" for a moment - The Board of Directors is the de facto Publisher. The volunteer Editor selects content according to his appreciation of the hunger of the readers (who are the real Owners). The philosophy of the Board, the tastes of the Owners and the bent of the Editor are not necessarily always congruent. Do we continue to expand and morph into a combined military journal/old boys chat room, continue much as we are, or revert to inexpensive four-page editions?

This editor's bent or philosophy is this (reminding all that the cowed guy with the scythe decimates our membership roll continuously and SAMF's survival depends upon attracting new members): The nsltr serves SAMF which, in turn, supports the museum proper (SAM). SAM's mandate or role is the preservation and interpretation of Canadian Maritime Military Aviation Heritage.

Having said all this, I feel strongly that the newsletter should address past (for heritage and morale) present (for morale and national sovereignty) and future (emergent weaponry): A new name should evoke past, present and future and draw the connection between sovereignty and sea power, albeit sea power commensurately shared with allies. Since defence now conglomerates into two masses - homeland (or territorial) security and maritime/overseas operations - the eventual consolidation of land, sea and air forces, including sea lift and airlift, scene-of-action air support and logistic support into one "maritime" force for the overseas category of operations (peacekeeping or war) is patently the effective and efficient way to get "the most bang for the defence buck" our newsletter will invite articles debating this subject. If we do it right we will recruit new members and influence national defence policy (copies of SAMF Newsletter are provided to Minister and to Senate and Commons Defence Committees).

Somewhere down the road of time other defence organs may elect to associate or to partner with us. The eclecticity or

catholicity of interest needed in such an arrangement with other periodicals would, however, make an exclusive naval old boys chat room section seem somewhat anomalous - but these are the majority owners we must continue to serve and there must be a way.

Lastly, I see a newsletter of several discrete departments, each with its own niche editor - all the unformalized sections we now have plus new ones on such subjects as weapons past, weapons present and weapons future, air engineering, other nation's orders of battle for ships, aircraft and fighting vehicles dedicated to maritime and overseas operations - these amongst other topics - a truly eclectic ensemble of material germane to the maritime warrior profession and to the defence of this country's sovereignty. What I think I'm groping toward is a publication that speaks for all who have an interest in military heritage and are concerned about the shape of a restored defence force .

*(Note: Some of Bill's musings, as noted above in the last two paras, are not within the mandate of SAMF. A new name? Yes, that is within our mandate. Having said that, we invite your comments re the future of the SAMF Newsletter. And Bill, a four page issue? I don't think so. Old Comrades - old men...? You make them sound like they are senile. They are only better, not old. Kay)*



**BARBARY APE**

In response to enquiries about the significance of the image that regularly heads the "Editor's Grunts" column we should explain that this is not one of a related species dwelling on Gibraltar but a composite photograph aimed at paying respect to all the pilots with whom this editor flew in the course of his brief service in naval aviation. Pilots, if my name is in your log book, look carefully at the image and you may discover your best feature incorporated therein. With Respect, **Bill Farrell**



## RCN Suspicions Confirmed- Military Service

A Soldier, a Sailor, and an Airman got into an argument about which branch of the service was "The Best." The arguing became so heated the three service men failed to see an oncoming truck as they crossed the street. They were hit by the truck and killed instantly.

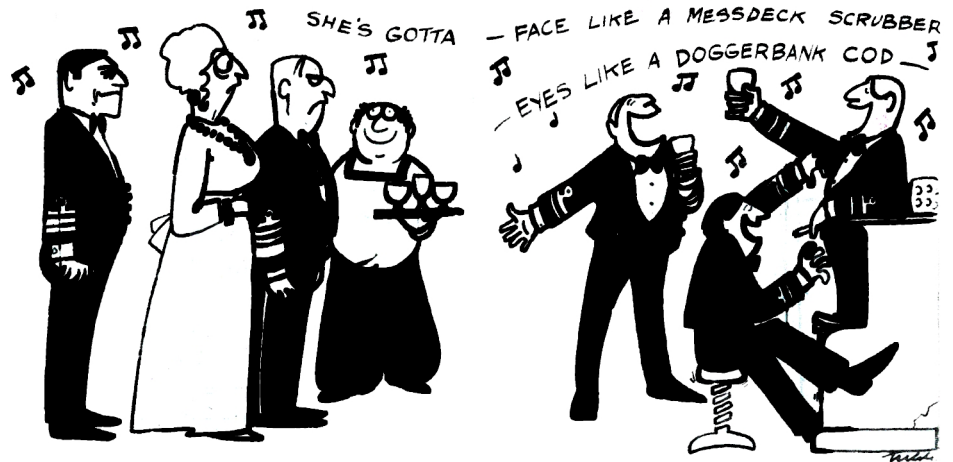
Soon, the three found themselves at the Pearly gates of Heaven. There, they met Saint Peter and decided that only he could be the ultimate source of truth and honesty. So, the three servicemen asked him, "Saint Peter, which branch of the Canadian Forces is the best?" Saint Peter replied, "I can't answer that. However, I will ask God what He thinks the next time I see Him. Meanwhile, thank you for your service on Earth and welcome to Heaven."

Some time later the three servicemen see Saint Peter and remind him of the question they had asked when first entering Heaven. They asked Saint Peter if he was able to find the answer. Suddenly, a sparkling white dove lands on Saint Peter's shoulder. In the dove's beak is a note glistening with gold dust. Saint Peter opens the note, trumpets blare, gold dust drifts into the air, harps play crescendos and Saint Peter begins to read the note aloud to the three servicemen:

MEMORANDUM FROM THE DESK OF THE  
ALMIGHTY ONE

- TO: All Former Soldiers, Sailors, and Airmen  
SUBJECT: Which Military Service Is the Best
1. All branches of the Canadian Forces are honourable and noble.
  2. Each serves Canada well and with distinction.
  3. Serving in the Canadian Forces represents a great honour warranting special respect, tribute, and dedication from your fellow man.
  4. Always be proud of that.

Warm regards,  
GOD, RCN (Retired)



## THE WEARIN' OF THE GREEN

*Until 1955, naval officers wore, between their gold rank stripes, a simple coloured stripe denoting the Branch of the navy to which they belonged. These colours included, for example, purple for Engineers, scarlet for Medical Officers, white for Supply, dark blue for Ordnance. In the song, the prominence of green is used to express the constant complaint of the sea-going sailor - the shore establishment. Particularly headquarters in Ottawa, is overloaded with desk jockeys who never see a ship, awash with administrative types building empires of assistants and secretaries to support frivolous activities while the ships go shorthanded. Also, shore appointments provide opportunities for training and promotion. Sea duty provides nothing but wind, wave and submarines.*

### The Wearin' of the Green

I met with Uncle Percy, and he shook me by the hand.

I said, "How is our Navy, sir, and is it still on land?"

"'Tis the most distressing Navy, faith, that every yet was seen,  
'Cause half of them are pay-bobs and the rest are wearin' green."

Oh, I went into the Elgin, not a civvy to be found,  
But bags and bags of navy were sittin' there around.


There were red and white and blue stripes, not an exec to be seen,  
And more than all the others were the wearers of the green.

Each evening in old "Bytown" when the beer is flowing free,  
You'll hear more salt sea chanties sung than you ever heard at sea.  
They sing of all the ships they've sunk and ports to which they've been,  
But truth to tell, they lie like hell, 'cause they're wearers of the green.

Some hand out railway tickets and some run navy shows,  
You'll even find two-strippers there for washing dirty clothes;  
Oh, send me back to Slackerfax where our ships can still be seen,  
I'll gladly leave Headquarters to the wearers of the Green.

## THE RIGHT STUFF!

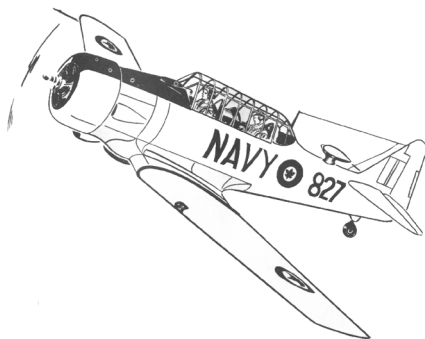
Aviation pioneer dies in Halifax at age 92  
Hall of famer considered an icon in history of flying in N.S.

 rville Pulsifer Jr. remembers a long night spent waiting for news of his aviator father. Search and rescue officials said he was missing somewhere over Newfoundland. The family had reason to worry, they thought. Northern navigation was often done by radio reports and stopwatch - the compass deemed too unreliable and flying conditions could become dangerous with little or no notice. After several anxious hours, news arrived. Orville Pulsifer Sr. had flown into horrible weather and off course. Eventually he came into Gander, so low on fuel there wasn't enough to circle the landing strip. "My recollection was he said they had about eight gallons left in the tank. For an aircraft of 900 horsepower and two engines, that's not a lot of gas to work with," his son said. "Anyway, he was fine and he couldn't understand why all the fuss."

Aviation pioneer Orville Pulsifer Sr. died Wednesday at his Halifax home. He was 92.

Described as modest by friends, he always said one of his proudest accomplishments was a clean flying record. Through decades in civil aviation, neither he nor any of his pilots were involved in an injury accident. From his induction to the Atlantic Canada Aviation Museum's hall of fame to the plaque at Halifax International Airport that recognizes him for suggesting its location, Mr. Pulsifer is an icon. His contribution to aviation - through six decades of flying - is un-equalled in the province. "No one else had the success that Orville had in civil aviation," said A. Ross Brown, a friend and former employee, who is writing a book, *Orville B. Pulsifer: The Man, The Vision, The Legacy*, on behalf of the Aircrew Association of Nova Scotia. "Without question, Orville Pulsifer was a visionary," Mr. Brown said Thursday. "When he was 17, he had the foresight to see aviation was an up-and-coming industry."

In an interview in 2000, at the age of 90, Mr. Pulsifer said he had only one regret: He was turned down as a Second World War fighter pilot. As a teen, he learned to fly in Boston and returned to Halifax to become a member of the Air Force reserve. He reported for war duty in 1939 and was put in charge of teaching pilots. He became Commander of Standardized Flight Training in Canada and Commanding Officer of several Air Force stations. Despite his rank, repeated attempts to join in combat were in vain. At 29, officials deemed him too old to fly. Wrong. His career was just beginning. After the war, he started flying schools in Waterville, Trenton and Halifax, and the province's first fire patrol system. He sold aircraft, did air photography, crop dusting, mail delivery and even flew rescue missions. Flying was a beloved career but not his only talent. He was an avid writer and poet, an inventor and an entrepreneur whose interests



ranged from physics to plant cross-pollination and gold mining. He co-owned Ocean View Bus Service in Halifax. He built a fish plant near Canso and had a fleet for seal hunting and northern charter work. He developed Crystal Crescent in Sambro, providing a scale-model train that carried passengers around the beach in the late '60s. At age 60, despite a formal education that went only to Grade 8, he earned marine engineer's papers. Realizing many ships had horrible drinking water led him to another business, as founding president of Sparkling Spring Water Ltd. "He obtained fortunes. He lost fortunes, but he was never one to stop at that," Mr. Brown said. "He was incredible as far as moving on to something else. There was no stopping him."

Mr. Pulsifer is survived by his second wife, Edna, a son and daughter-in-law, Orville Jr. and Ruth of Stewiacke, two sisters, two grandchildren and six great-grandchildren.

By Kelly Shiers / Features Writer  
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## CHIEF STOKER

The Pope dies of old age and suddenly he finds himself at the gates of Heaven - it's 0300 hours. He knocks on the gate and a very sleepy-eyed angel opens the gate and asks, "Can I help you?"

He replies, "I'm the recently deceased Pope and have done 63 years of godly works and thought I should check in here."

The angel checks his clipboard and says, "I haven't got a message for you to be here. You seem to be early. Just bring in your stuff and we'll sort this out in the morning. In the meantime, we'll put you up in transient accommodation." They go to an old World War II "H" hut-style barracks. The Pope is shown an open bay on the 3rd floor. All the bottom bunks are taken and all empty lockers have no doors. The Pope frowns, stows his gear under a bunk, climbs into an upper bunk, and drops off to sleep.

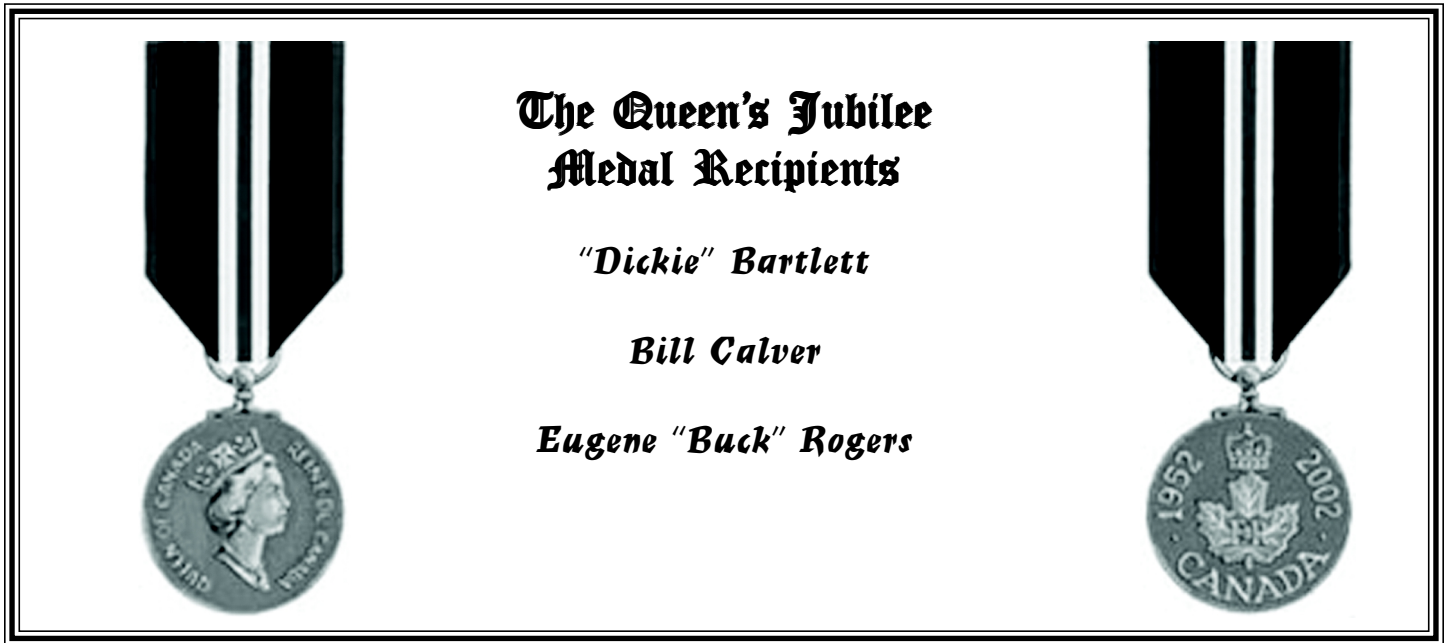
The next morning he awakens to sounds of blaring trumpets, cheering and clapping. He goes to the window and sees a flashy Jaguar convertible parading down the clouds from a mansion. The cloud walks are lined with saints and angels cheering and tossing confetti. In the back seat sits a Chief Stoker, his Stokers Badge glistening on his chest, a cigar in his mouth, a can of beer in one hand, and his other arm around a voluptuous blonde Angel with magnificent halos.

This really disturbs the Pope and he runs downstairs to an archangel and says, "Hey, what gives? You put me, the Pope, with 63 years of godly deeds, in an open bay barracks, while this Chief Stoker who must've committed every sin known and unknown to man is staying in a mansion on the hill and getting a hero's welcome. How can this be?"

The archangel calmly looks up and says, "We get a Pope up here every 40 or 50 years, but we've never had a Chief Stoker before."







## THE LAST WORD.....

Dear Readers:

Welcome to all the new members who joined us recently. Great hearing from you. Thanks to all members that were a bit late - thanks for joining us again.

The Atrium that will join up with the Museum and new hangar should be started sometime in May. The Museum will truly look world class when all the construction is completed. Several years ago a Professional Study was undertaken to decide if the Foundation could find the funds to build a new addition. At that time we were told that IF we were to ever get a new building it would have to be with funds obtained from our membership - but it was thought that perhaps this would never happen. Never say never to members of Naval Air, especially those who want their heritage preserved. With your help (and a loan from the CF) we not only got a new building but we are on our way to getting an Atrium. We still need help in paying off this loan and the acquisition of new artifacts. Speaking of artifacts, if you have any at home, why not share them with everyone and send them on to the Museum.



We are still waiting to get the remaining Gate Guardians down in the new building. Everyone is working extremely hard to complete the Firefly. Chuck Coffen, the Curator, said in the last newsletter that the Avenger was the Museum's next project. If anyone can supply 'hands on' help, I'm sure they'd like to hear from you.

Our 'In the Delta' list seems to grow every quarter. This past few months, we lost several friends. Two that I will really miss are Peter Lavigne and Ted Fallen - always a quick smile and a pleasure to have known.

Please take care of yourself and drop us a line or two when you can. For you non members - I'm still waiting to hear from you. Reach us at:

[samf@ns.sympatico.ca](mailto:samf@ns.sympatico.ca)  
461-0062  
Toll Free: 1-888-497-7779  
Fax: 461-1610

Kay  
PS Happy Belated Birthday, Aries.

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

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## BEST VALUE? LOWEST COST? WHAT'S THE DIFFERENCE? QUITE A LOT ACTUALLY.

Best value for money? Lowest cost? They sound like the same thing...but they're not!

They're two different ways of choosing Canada's new ship-borne helicopters. Only one approach will give Canadians a helicopter with the flexibility, performance and operational capabilities the Canadian Forces require.

Canada planned to replace its Sea Kings on a best value for money basis. Now it has switched to a lowest price basis. If that's not reversed, Canadians will regret it.

Best value for money builds on the success of past procurement efforts.

Bidders are rated based on all the capabilities and specifications of their aircraft including the bidder's proposed price. Exceeding minimum specifications and building in extra margins for capacity, safety and performance can earn more points. The best combination of specifications, performance and total price wins. This is also the way Canada successfully chose the Cormorant as its new Search and Rescue helicopter.

By contrast, lowest cost is a recipe for getting the cheapest possible helicopter that barely meets minimum specifications and flying capabilities. That's guaranteed.



Using the lowest cost approach, the only thing that matters in picking a winner is cheapest price. There's no incentive to provide Canadians and their military with anything more than the minimum. So that's what we'll get - the minimum.

Yet the demands on Canadian Forces are getting more difficult and complicated every year. Ask those just back from duty in the Indian Ocean. Flying in temperatures of more than 45 degrees saps aircraft performance. It's no place for helicopters that just meet minimum specifications.

Canada needs a new ship-borne helicopter and the **ONLY** way to choose it is on a best value for money basis.

A lowest price bidding process will produce a winner at the cheapest possible price that barely meets the contract's minimum specifications.

Operational capabilities, flexibility, performance and safety can all be sacrificed.

That's the difference and it means a lot.

The Minister of National Defence said it best three years ago:

"It's easy to forget that even during peacetime there are people in the military who put their lives on the line every day to do their jobs. That's what these men and women do. . . . They deserve the best equipment we can afford."



**BEST VALUE MAKES SENSE. WHY SETTLE FOR LESS?**