

*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*

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**And other articles...**

**Submissions:** Text submissions can be either paper, email or electronically produced - Word Perfect (preferred ) or Word. We will format the text for you.

Graphics are best submitted electronically, they should be 300 dpi and a .tif file. A jpg file at 300 dpi is acceptable if no compression is used. We will attempt to use any pictures, whatever the format.

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**NOTE WELL:** When sending mail of any kind, newsletter articles, letters, membership renewals, donations etc., please ensure the envelope is addressed correctly to the Secretary:

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**Deadlines for receiving submissions are:**

Spring	10 March
Summer	25 June
Winter	15 October

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## Editors Grunts



It has been my aim, these many years, as the abused and beaten slave of our Foundation's secretary, to be politically correct in all I select for newsletter content; and in what I write in this editor's column (ca~~l~~umn?). Despite continual and complete failure to achieve that aim, I still persist.

In a recent composition meant to evoke a sense of duty and a sense of comradeship in those who receive our newsletter (but do not pay the paltry sum of \$30 for Foundation membership) I used the word **Zombie**. Dumb choice of words! I used it in its ancient African and Caribbean Voodoo sense of "a human body without a soul or spirit" As every married man knows, a single word, or even a punctuation mark, can and will be taken out of context in a paranoid way and used as a club against him.

One reader seemed to connect **Zombie** with its denigratory (and quite unfair) use against Canadians who saw the Second World War as a dispute amongst European states – not as a dispute germane to Canadian interests and sovereignty. Their call on this (an honest, individual and personal call in the light of what was then known about the MO of the Third Reich). To those who took umbrage I make no apology for the use of the **Zombie** word – *honi soit qui mal y pense*.

While still cleaving rigidly to my aim of maintaining strict political-correctness I do invite all readers to offer radical or controversial articles -- without some excrement-

disturbing chivying this will remain a more or less bland and boring newsletter. I dream of it evolving into a respected military journal complementing our old warrior war stories and shared memories.

Elsewhere in this issue I will try to find space for an article by one reader, Llib Lleraf, who speaks out his (putative) mind and is not constrained, as is this editor, by zombie-like adherence to the status quo.  
*Bill Farrell*

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## From the Curator's Desk by *Christine Hines*

Summer at SAM thus far has been a success; we started slowly due to poor weather, but visitation has picked up and we couldn't be more pleased! Our Youth Outreach day camps have been extremely successful this year; in particular, we've received an increased number of participants in the 6-and-under age group. We have four summer students at SAM this year: Carla Foxe, Jessica Goreham, Alex Grant, and Crystal Harvey, who have been allowing us to clear the backlog and plan exhibits, complete collection and archive cataloguing, as well as programming activities. I'd like to express a hearty "Job Well Done" to all of our students.

Also deserving of special thanks is Sgt John Davidson: many of you know John as a long-time volunteer in the areas of education and programming and best known as our Simulator Guru. John has been posted to 16 Wing Borden, to join the Standards department at the Canadian Forces School of Aerospace Technology and Engineering (CFSATE). We wish John, Beth, Andrew and Nicholas all the best in Ontario!

As I write this column, we are in the midst of planning exciting projects for the months to come;

specifically, the moving of our stored collection out of "A" Hangar, and a multitude of exhibit projects such as the "Beartrap", sonobuoys, sports exhibit and the refit of the mezzanine modern squadron displays.

Do you have experience with the "Beartrap" Helicopter Hauldown Rapid Securing Device (HHRSD)? SAM is looking for Serving and Retired Members of the Air Force and Navy, all ranks and trades, who have experience with the HHRSD. We wish to profile this Canadian innovation and the CF Members who use(d) it. Supported in part by the Directorate of History and Heritage at NDHQ, this exhibit is the first in a series focusing on technical equipment in ship-borne aviation. We need interested Members to consult on exhibit design and assist with fabrication of the exhibit. Presently, the time commitment required is limited to meetings held mid-afternoons, the frequency of which to be determined by the direction of the project. Later in the fall and winter, installation will require some extra hands at various times.

These exhibit projects will create a number of jobs available for volunteers, especially in the areas of conservation, preparing artifacts for display and a host of other exhibit-related "handy" projects; if you have some time to give us, or for a list of volunteer job opportunities, please call Volunteer Coordinator Julie Gallant anytime at 720-1083. Busy times indeed!

A final thought goes out to all of our Veterans ... thank you!

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***INS VIKRANT is being laid up as a floating museum in Bombay, and the 'urban legend' that she's the BONAVENTURE is revived.***

**2005 SAMF DINNER AUCTION**

The annual SAMF Dinner and Auction was chaired this year by Kay Collacutt and it is mainly due to her efforts, ably assisted by her daughter, Patti Collacutt, that it was a success, clearing in the order of \$5,000.00 for the Foundation. Well done Kay and Patti!

Approximately 80 people enjoyed an excellent turkey dinner in the Binnacle Room thanks to the 12 Wing Catering Staff and the WO & Sgts. Mess. The silent bidding was so enthusiastic that the co-hosts Robert Lepine and Eric Edgar were able to knock all items down to the successful bidders without further auctioneering by Bill Mont. The assistance of Mary Ellen McWhirter, Christine Dunphy and Michelle Anthony facilitated the receipt of payment for the auction from the bidders so that the evening came to a successful conclusion in record time. An excellent sound system was provided courtesy of Tour Tech East, Vice President of Sales, Bruce Nelson.

12 Wing Commander, Colonel Alan Blair and his lady, were in attendance as were two of his Squadron Commanders - their support is much appreciated.

A sidelight to the evening was a presentation by Mr. Peter Stoffer, our MP, to Eugene "Buck" Rogers, President of SAMF, of a handsome book entitled "The Battle of Ortona". Buck in turn, presented it to the Curator of SAM, Christine Hines for the library. This presentation was particularly appropriate in this, the 'Year of The Veteran'.  
*Eric Edgar*

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**Fund-raising Committee**

When we think about the Shearwater Aviation Museum Foundation we know that there is an engine there somewhere that makes it go. All the good things that have happened and the money raised do not happen by magic. We certainly appreciate the Newsletter and the role it performs in keeping our membership informed and our Naval Air fraternity closely bonded together. The Foundation performs another critical role and that is

raising money to support the museum. Activities such as building the new hangar and Atrium as well as the acquisition, restoration and preservation of artifacts.

Within SAMF the Fund Raising Committee is the engine. True, all members of the Board of Directors and other volunteers are involved in fund raising activities; but it is the Fund Raising Committee that really gets into the detailed fund raising activities and provides the organization and drive to make things happen. Activities such as: Seeking donations from corporations and individuals, sale of Wall Tiles, Book sales, Golf tournament, Raffles, Dinner and Auction, Art Sale, CD sale, etc. All of these activities require a lot of effort and talent to be successful. The Fund Raising Committee these days, is Chaired by the hard working **Serge Valade** who is always thinking outside the box and challenging members to be creative in their fund raising efforts. We can expect to see new and exciting ventures from this talented group.

We all get notices and calls about fund raising functions. Nearly always these are the result of a lot of behind the scenes hard work by Serge Valade and his Fund Raising Committee. This team of talented volunteers, prodded by Serge to think outside the box, are involved in most of the SAMF fund raising activities. Soliciting corporate and individual donations, selling books and CDs, Wall Tiles and Raffles is a continuous activity in a changing marketplace. The committee is also the drive to functions that have the dual purpose of fund raising and fellowship such as the dinner and auction, art sale, and golf tournament. These activities involve the co-ordinated efforts and generous volunteerism of many individuals. It is the Fund-raising Committee that keep the ship on course and they deserve a big BZ.

**SAMF Bd of Directors**

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## To Air Engineer by flying Horse (Continued from previous issue)

Mike Patterson



### H M S Victory

Commissioned an Acting, Temporary, Probationary Sub Lieutenant (A) RNVR

I reported to Victory Barracks, Portsmouth, for Officer Training and quickly became steeped in the apogee of British Naval History.

For instance, as I sat down at the far end of the long table of the great dining hall, among others Subs and Midshipmen, I saw the tables impressive centre piece: A large-scale sterling silver replica of Nelson's Column in Trafalgar Square, complete with lions.— and beyond on the far wall — a tall illuminated portrait of Lord Horatio Nelson resplendent in his four orders of knighthood, which he wore on the quarterdeck of the victory during the Battle of Trafalgar.

On the other walls of the dining hall giant murals depicted Nelson's previous victories. The Battle of St. Vincent, resulting in his promotion to Rear Admiral. The striking victory of the Nile when Nelson caught Napoleon's fleet between two lines of British ships, cutting off the French Egyptian force from its base. The next mural: Nelson's raid on the Danish fleet at Copenhagen which prevented fifty ships on the line from strengthening the French fleet.

When Nelson became C in C Mediterranean he blockaded Toulon for two years, Finally Nelson tracked the superior in number of ships Franco-Spanish fleet under Admiral Villeneuve in the Atlantic. When the combined fleet tried to sail for Naples, Nelson attacked by cutting through the long line of enemy ships, sailing in line ahead. The French and Spanish lost 20 vessels. No British ships were lost but Nelson was killed in the hour of triumph.

Trafalgar put Britain in an unchallenged position of maritime supremacy, making Napoleon realize he had no hope of mounting an invasion.

### Glory and Grit

A far cry from the glory of the Nelson touch was the grit of the parade ground. But Chief Petty Officer Chad was also an essential part of Royal Navy tradition. Chad was our stern and suave, middle-aged drill master. Cap dead square, ramrod straight, the Chief saw both to our

square bashing and to our deportment. Just before one of us took charge of the squad of officers marching among the anti-fire bomb static water tanks, CPO Chad reached out and tucked a breast pocket handkerchief out of sight. Another day I knew by his grim glance at my cap that it needed to be straightened. And on the word, sir, Chad's inflections were subtle: from a positive, "Yes, Sir" to a warning "Sir?" implying one was out of line.

Classroom instruction began with an introduction to:

Kings Regulations and Admiralty Instructions - copies we studied on our own - along with selected Admiralty Fleet Orders. Lectures were given on all parts of ship: Seamanship, Navigation, Gunnery, Communications, Electronic Counter Measures etc. All in all, the ample curriculum showed me there was more to being an officer than practicing my AEO speciality. All of us would be Divisional Officers, responsible for the trade training, performance, education, advancement, dress and behavior ashore of all the men in our division of the ship. Some airmen, clever as they are, I came to realize lack that personnel management experience.

In addition, one lesson from that course was an invaluable guide to me for the rest of my naval career. It was the perennial naval principle of completed staff work.

Well worth remembering, young readers.

For example, on course, we had to put our solution to case studies in final form. Such as a new or revised AFO or a letter to higher authority; which only required the signature of one's superior officer to authorize it. In complex cases the letter or order may need to be accompanied by an explanatory memo.

During my time at Portsmouth, I visited Nelson's ship Victory, in the nearby drydock. She had slight hull damage due to a Stuka bomb, which revealed her very stout oak timbers, the gun deck and officer living space was very tight; and I could see why the lack of headroom over the captain's table justified the naval tradition of toasting the King while seated.

On graduation, the Acting was dropped and I became a Temp. Prob. Sub Lt and was sent to RAF Aeronautical College, Cosford just north of Wolverhampton for a very intensive course of six months. Followed by time at Fairey's factory at Stockport near Manchester to learn everything about the rolls Royce Griffon Barracuda.



Then back to where I began with the FAA in 1941, Lee on Silent, to become Officer in Charge of the Barracuda special Maintenance Party, with the mission of assisting

squadrons converting to the Barra from Swordfish and Albacore.

After time with two squadrons converting I was back at Hatston using the men of my party to convert the Barra torpedo carrying function to one of carrying a 1000 lb bomb under the belly; which was used in an attack on the Tirpitz, the story of that became the part of my Salty Dips contribution republished in NAMS Fall 2002.

Happy was I to be rid of that enigma of an airplane, the Barra, and to sail to a warmer climate. Sadly however, when I arrived at the Naval Aircraft Repair and Storage Facility, Coimbatore, Southern India I was made Barracuda Progress Officer; in charge of fuselage modification program.

That job was short-lived as was the Barra itself, which saw no action in the Pacific; and was called a "Terrible aircraft" by the RCN aviator Ted Edwards in Salty Dips.

Then, right out of the blue, I was blessed by a sudden change and my most satisfying job, next to my 1947 appointment as AEO of 18 Carrier Air Group with two Seafire and two Firefly sqds.

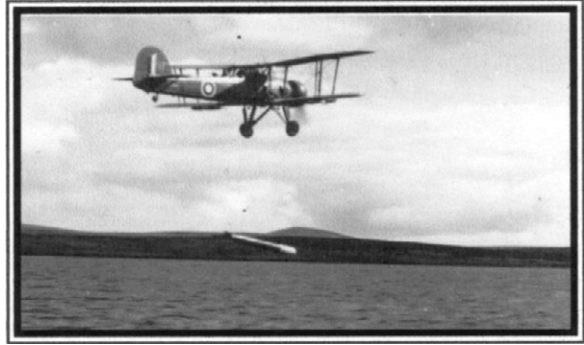
So it was fitting that the change began with a flight in a Swordfish, my first FAA aircraft in 1941 and my last in 1945: the many Grumman Avengers, Hellcats and Corsairs I had managed the assembly of at HMS Garuda, Willingdon Island, Cochin S. India.

Under a clear sky, the swordfish flew westward over the dessicated Deccan Plateau and through the Coimbatore Gap which joins the Malabar, Cochin located, Coast. To the Indian Peninsular, Looking north and down from the observer's cockpit I could see the unfinished runway of Salur, twenty-five miles west of Coim, where I lived with six other officers, tarantulas and scorpions. ***To this day, in Norway when having a drink with a German visitor one raises the glass while making a bottom-side-up gesture and says: "Tirpitz"***

The twenty-five mile daily truck drive to work at the repair yard seared sights, sounds and smells on my mind forever. The dirt road winding over the sparsely cultivated land was filled side to side with lower-cast Indian peasants, bullock carts and the occasional sacred cow, I had to stop for until it moved.

The worst sight was of the mud-clad hovels of the Untouchables, at a remote bend unavoidable by truck, and shunned by other; thick with the smoke and suffocating smell of burning cattle dung.

***Granny said: "Be sure to fly low and slow, Son"***



***Here is a Swordfish making its typical low and slow torpedo attack.***

As I flew over those parched plains, devoid of greenery and rice paddies, I could not but think of the terrible famine in Hyderabad. I'd seen from the Bombay to Madras train. Pathetically emaciated people lay along the railway track, hands outstretched, begging for scraps of food, of which we had none. By then, due to the war, the British Raj had removed most of the merchant ships from the Indian Ocean and Bay of Bengal in order to make up for the high loss of tonnage, due to U-boat success in the Atlantic, in the early months of the war.

Most of India's coastal wartime transport was under sail, as I described in my Salty Dips "Of Brigs and Barracudas". Meanwhile from the Swordfish, as India's southwest Malabar coast came into view, I saw how rich it was in contrast to the interior. A wide, thick band of palms lined the coast, glimmering in the sun, were the flooded rice paddies, inland waterways and teak and rosewood forests.

As we landed on the naval air strip on Willingdon Island, I saw a large crowd of coolie women on ropes hauling a great palm trunk and cement roller over crushed stone, on the unfinished main runway. At the far side of the airfield I could see two hangars under construction.

There I became AEO in charge of No 1 Hangar, and until it was finished with lean-to workshops and office; I used a wood Expediter packing case as an office. I had twenty-five FAA technicians, supported by ten Indian fitters I hired in the local shipyard; together with a large gang of coolies to carry and lift into place wings, tails, props etc. as we assembled: Seafires, Wildcats, Avengers, corsairs and Hellcats; along with 2 or 3 expediter passenger transports.

The first step with a new plane began when our coolies stripped the fuselage of its black, sprayed on waterproofing and removed bags of silicon drying agent. (How SAMF A/C outside could be kept). We worked down to dusk, when batches of planes were at hand. No Indian Raj tropical routine for us in wartime.

Often we had many of the same type: I recall a run of forty Grumman Hellcats, and another time, about twenty Corsairs; either flown to Coimbatore for storage or slung aboard a carrier at the adjacent slipway. My assistant, Chief Petty Officer Air artificer, Willis, put up a production progress board in the hanger with: Gang number, A/C (type) IN (date begun) OUT (date finished) INSP - TEST FLIGHT TEST (date-result). This system led to gangs competing to do a plane in fewer days. However, Willis and I, both doing the same inspections and test, could fault those fast jobs, and put the plane back on the production line.

The Chief and I double-checked each plane, trying to catch each other out at 200 rupees a miss. Over something overlooked, or say a control cable below correct tension or clevis pin not fully locked.

One day looking over a yellowed admiralty complement allowance I found at the end of the list: "punkah walla' so I hired a lad to sit on a box under my window watching for the Co's green station wagon while tending a fire for our tea and at the same time pulling on a rope that ran through he window attached to a large punkah frame that swung back and forth over our desks to keep us cool. Kept sweating with hot tea, while being fanned by Pascaran, Willis and I became pukka sahibs in no time.

The punkah walla cum lookout became an unexpected blessing.

For the instant Pascaran saw the Co's car turn on to the taxi way leading our way he sprinted into the hangar blowing the bosun's pipe around his neck furiously. At that pipe men doused their fags and hid the butts. For only finished A/C on the tarmac had been fueled. So despite the regs we avoided lost time in smoke breaks.

And Pascaran maybe rose a cast or two, wearing his well-polished silver badge of office.

That warning was a blessing in case the CO brought a VIP; as he did the day he introduced me to the Governor General-Viceroy Viscount Wavell – the defeater of the Italians in N Africa but who failed against Rommel and was posted to India.

But I don't think my CO ever twigged to why we were so alert, for he knew we had no telephone.

Along with tea, we always had much fruit on our desks: Red Bombay bananas, bright green, ripe oranges, mango, paw paw, pineapple, etc left there by a tall peregrinating Pathan, who never charged us. On my bunk at the mess every day he'd leave a just-ripe delicious sour-sweet pineapple for me to eat in my bathtub made of two half oil drums welded together and filled with hot water from the salamander by my boy Raja. At the end of each month I'd pay my unspecified price fruit bill, with three to five hundred rupees. When I saw the tall Pathan with his usual large basket of fruit on his head.

Often I'd get letters by the same on-a-street-box writer

pleading for someone to be hired, usually the sole support of a large family. Such letters were classic in pidgin English: I was: Distingay Oficor Ankor numba one.

Employing Indians was tricky, Not to cause inflation we paid them in lamp kerosene, cooking oil or rice. After a time the coolie gang claimed it took more of them to lift a wing, a bid for us to hire their brothers. At which time Chief Willis would tell the jemedar to take them in the truck back to the village in the hills where we got them, then drive to another area for another batch

How right it was that I landed at Cochin in a Swordfish, the first FAA plane I worked on. In 1941, when I'd applied to join the royal navy, the AEO at the RN Air Section, Dartmouth used a Swordfish in the hangar by his office to verify my airframe and engine knowledge, and then made me an Air Fitter (E).

At HMS Garuda, Cochin, my 1945 Christmas present was promotion to Lieutenant, RCNVR. An AFO had made it known to those of us who were serving with the Royal Navy, that the RCN was forming a naval air branch, to which I responded by applying for transfer.

Rudyard Kipling in *Something of Myself*, called Kim a thing imposed from without. Elsewhere he writes: "My Daemon was with me in the *Jungle Books*, *Kim*, and both *Puck* books, and I took good care—lest he should withdraw." The Daemon of my naval air narrative is Daedalus, godfather of all air technicians, along with the exigencies of war.

By April 1945 the situation in the Pacific theater had changed. Within the month I joined the escort carrier HMS Activity, carrying a re-supply cargo of Corsair fighters from my hangar at Cochin. In September 45 I was the first AEO appointed to Naval HQ on the staff of the Director of the Naval air division, Captain Bidwell.

**Conclusion** Of all my jobs as an AEO, Cochin was by far the most difficult and satisfying, as a war effort., despite the extreme heat and drenching monsoon rains.

In contrast, as AEO of 18<sup>th</sup> Carrier air Group, from April 1947, with 2 Seafire and 2 Firefly squadrons, I had an easy, routine job, assisted by Lieutenant Mike Ankatell-Jones and five CPO Air Artificers.



My last naval air posting, before conversion to marine engineering, was in September 1951 as the first AEO on the Canadian Joint Staff, Washington, DC; with promotion to Lieut. Commander.



## The Grumman (Eastern) TBM-3W2 "Guppy" Avenger in the Royal Canadian Navy

*Leo Pettipas*

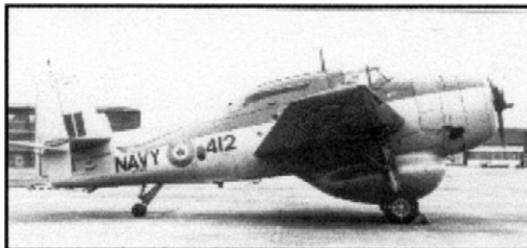
Between 1950 and 1956, the single most ubiquitous aircraft type on the Royal Canadian Navy's inventory was the Grumman (Eastern) TBM Avenger. In all, 125 of these machines were acquired from the US government, and eight of them were of the "Guppy" airborne early warning (AEW) configuration. The Guppies were taken on strength in two batches: three on 22 September 1952, and five on 10 October of that same year. As such, they were among the last of the Avengers to be placed on the RCN inventory. They were ferried from Norfolk, Virginia to Royal Canadian Naval Air Station Shearwater, Nova Scotia by pilots of the fleet requirements unit FRU 743. They were then placed in storage for several months before entering squadron service.

Generally speaking, there were two marks of the Guppy Avenger -- the TBM-3W and TBM-3W2. The former was developed late in the Second World War to protect Allied shipping from surface and low-flying aerial attacks. The idea was to place airborne lookouts or pickets around a convoy or task force to detect, on a line-of-sight function, incoming air aggressors or surface raiders well in advance of their arrival. By combining powerful search radar with height, the disadvantages of comparatively short-range ship-borne radar were overcome.

With the formation of NATO in 1949, the government confirmed the RCN's role as that of specialised seagoing trade and shipping protection, and once again airborne early warning became a significant consideration. But air and ocean-surface threats were not the only ones that loomed on the tactical horizon; the recent war had demonstrated unequivocally the need to counter the submarine. In the summer of 1950, the USN began taking delivery of a new variant of the AEW Avenger -- one whose radar was optimised to detect submarine schnorkels. This was the TBM-3W2, and the RCN's heavy anti-submarine warfare (ASW) commitment made this variant the logical choice for its purposes.

During the war, a clear distinction was drawn between AEW, conceived primarily to counter enemy aircraft and surface ships, and ASW, which focused on the enemy submarine. With the post-war advent of the TBM-3W2, with its combined submarine- as well as aircraft- and surface vessel-detection capabilities, this distinction became blurred. In this paper, AEW encompasses all threats -- aerial, ship and submarine -- the timely detection of which was the purview of the TBM-3W2.

The Guppies were truly unique among the RCN Avengers in a number of ways. The great majority of the 125 TBMs acquired by the Canadian government were delivered to Canada still in their US Navy paint schemes and markings, which were replaced with standard Canadian camouflage and insignia during conversion at Fairey Aviation of Canada Ltd. This does not appear to have been the case with the Guppies, which arrived as fully-rigged hence did not undergo conversion at Faireys. pilots who ferried the Guppies to Canada were "new" aircraft in that they had been completely rebuilt in the US prior to their Shearwater. This overhaul may well have refinishing in the United States, because the definitely Canadian, were not applied regulation. The fuselage roundels were of the dimensions typical of those applied to the wings. In addition, the markings (the word "Navy" and the radio call number) adjacent to the fuselage roundels were undersized, while those on the mainplanes were not only undersized but on the wrong wings. It is difficult to believe that these departures from the Navy's specifications would have transpired at Fairey Aviation Canada Ltd. Nor is there any indication in the individual aircraft records that any of the Guppies went to Faireys early in their Canadian careers for refinishing (or anything else). Hence, it is reasonable to conclude that these spurious markings were applied elsewhere.



Also, one of the noted that they stripped and delivery to involved markings, while according to oversized, being

The outer appearance of the Guppies was unusual in another sense. In those days, all operational aircraft were assigned radio call numbers that corresponded to the number of aircrew carried. Since the early AS 3 Avenger was manned by a crew of three, each machine was, in theory, scheduled to receive a 300-block number. The system broke down when there were

more aircraft than there were 300-block numbers to go around. Since there were more Avengers than there were 300-block numbers, some of the aircraft had to be assigned numbers from another block until 300-series numbers were freed up due to write-offs of aircraft that initially carried them. At the outset, the eight Guppies were allotted the numbers 411 to 418 inclusive even though the number of crewmen normally carried was less than four. In due course, the 400-block numbers were replaced with 300-series numerals.

Of all the 3W2's assets, the most conspicuous was the powerful AN/APS-20 radar, the transmitter and 8' x 3' quasi-elliptical antenna of which were housed in a large fibreglass radome fitted to the underside of the forward fuselage. During development, the size of the radome was found to create flight control problems, and even though it was positioned as close as possible to the centre of gravity, its large bulbous surface area disrupted airflow across the empennage located aft. Consequently, additional vertical fin surface was required; and rather than increase the size of the existing fin, the latter was augmented by two smaller ones on either horizontal stabilizer.

Maintenance of the radar and related special avionics introduced unique demands requiring larger and specialised facilities both at Shearwater and aboard the Navy's sole carrier, HMCS Magnificent (CVL 21). In addition, the costs of providing formal training for a handful of personnel would be excessive. It was therefore decided to contract a civilian representative to train avionics personnel, and to initiate maintenance procedures within existing facilities.

At the time the Guppy Avengers were taken on strength, the RCN's operational air squadrons were organised into two separate air groups, each comprising a fighter (Sea Fury) and an ASW (Avenger) squadron. One, the 30th Carrier Air Group (30 CAG), was the premiere first-line force whose base of operations was the Magnificent. The component squadrons, 871 (later VF 871) and 881 (later VS 881), were front and centre in the NATO wargames staged in the North Atlantic throughout the 1950s. By April of 1953, VS 881 observers (navigators) who otherwise flew in the AS 3 strike aircraft were undergoing familiarization on the Guppy.

The other front-line formation, the 31st Support Air Group (31 SAG), was essentially an OTU that provided aircrews with the final phases of operational training before being drafted to the CAG. The SAG squadrons, which included the Avenger-equipped VS 880, were shore-based, although they periodically put to sea aboard the carrier for training purposes. Both VS squadrons operated Guppies, and although 880 was the first front-line unit to routinely fly the type, 881 made the most use of them in the long run. All eight TBM-3W2s served with VS 881 at one time or another, a distinction that could not be claimed by any of the other squadrons.

In addition to these operational elements, there were two shore-based second-line squadrons with which the Guppy Avengers served. To VX 10, an experimental squadron, fell the tasks of testing and evaluating equipments being planned or considered for use in naval aviation, and of test-flying (CAT flights) and accepting (a) aircraft after repair and overhaul by civilian contractors and (b) new aircraft from manufacturers. VX 10 came into existence in November of 1952, the month immediately following receipt of the Navy's second and final batch of Guppy Avengers. A TBM-3W2 was on strength with VX 10 from November of 1953 to May 1957 for equipment test and development duties. Among the equipments that underwent testing in the Guppy at the hands of VX 10 were the AN/ARD-7 radio compass, AN/ADF-14 direction finder, AN/ART-28 radio relay transmitter (comparison trials with ART-26), AN/ARC-5 communications radio (subsequently installed in the CS2F-1 and -2 Trackers), and the noise-cancelling microphone. Most of the Guppies went to Fairey Aviation at one time or another for overhaul and/or repair, and VX 10 pilots performed the mandatory CAT flights in them. Similarly, aircraft that had recently undergone maintenance were subject to maintenance check test flights (MCTFs), and again VX 10 test pilots did the honours. The squadron Guppy was even pressed into service from time to time as a transport to ferry personnel.

Utility Squadron (VU) 32, the "Chorehorse Squadron", made discontinuous use of a TBM-3W2 between October 1953 and April 1955. Among this unit's tasks was the training of Avenger aircrew -- observers and observer's mates -- on course with the Shearwater-based Observer School.

The acquisition of the Guppy long-range surveillance aircraft would play a major role in fighter-control operations from the carrier. The pulsed search AN/APS-20 radar it carried could provide radar intelligence on all surface units within a hundred miles of the carrier, and was capable of detecting a medium-sized aircraft at a distance of just over 50 nautical miles. Images were transferred to the carrier's operations room by a data-link AN/ART-26 UHF radio, represented externally on the aircraft by a vertical antenna fixed atop the rudder, and known by the code-name "bell-hop". In an aeroplane whose function it is to detect and take action on incoming aircraft, the ability to determine if the interlopers are friendly or not was paramount. To that end, the AEWs were fitted with IFF (Identification Friend or Foe) equipment.





clearly identified that the pilot was able to plot the position of the Magnificent to within 14 miles of that calculated by his observer.

Truth to tell, the early and mid-'50s fell within the early years of AEW history, and the AN/APS-20 radar of the day did have its limitations. For one thing, it possessed long-range capability only, and was ineffectual close-in. Furthermore, wind, tides and general weather conditions textured the ocean surface that adversely affected its over-water detection performance. More recent radars feature an airborne moving target indicator function that allows the detection and tracking of air targets immersed in sea clutter. This capability was not available in the Guppy Avenger, and so a high level of expertise and skill was required of its radar operator.

One pilot recalled his attempt to carrier-land his Guppy in dense fog using the high-definition radar. Letting down on instruments but still not breaking clear, he asked one of the crew to report to him when the sea was visible. He continued his descent using his radar altimeter. The surface came into view at an altitude of about 60 feet, but there was no forward visibility from the cockpit. He flew on, closing the carrier with his radar until the ship was lost in the sea-return radar clutter. He was forced to climb away at the last minute, clearly audible but invisible to the men on the ship's deck. There were some things even a Guppy couldn't do.

The big NATO wargames took place in the fall of the year, but the RCN's Guppies arrived too late to participate in the 1952 series. The following year, however, was another story: 16 September 1953 witnessed the commencement of "Exercise Mariner", billed as history's greatest maritime manoeuvres to date. Involved over a 19-day period were 300 ships, 1,000 aircraft and half a million men from nine NATO countries ranging over the North Atlantic, the North Sea and the English Channel. The objective was to determine the efficiency of the participating navies, and to avail them experience in combined operations under realistic wartime conditions.

Among the Canadian assets in Mariner was VS 881, whose embarked complement included four AEW Avengers. Pitted against them and the accompanying friendly forces were land-based bombers, surface raiders and submarines -- all prime grist for the Guppies' mill. In this their baptism of fire, the Canadian crews operated around the clock, an aircraft being airborne throughout virtually the entire period. Each crew slept for six hours, briefed, flew for 3½ hours, landed and debriefed. It was by all accounts a commendable achievement, and the stage was set for operational deployment of the Guppies as standard operating procedure until their withdrawal from carrier service. They were front-and-centre in the subsequent NATO New Broom II (1954) convoy support and New Broom IV (1955) convoy protection exercises, and in Exercise tactical drill. By this time, VS 881's organised into a four-plane "Guppy VS 880 and VS 881 with worked-up much as possible and be assigned to operational requirements dictated. the Flight with its multiple roles (long-fleet, fighter-control and interceptions single operational unit trained for ops staffing, training and role of the squadrons. Also, the need to have personnel for the Guppy's electronic assigned to this special Flight since the higher level of maintenance and training required was not normally available in the ASW squadrons.



Sea Enterprise (1955), a maritime 3W2s had been formally "Flight", designed to provide both crews that would fly together as the carrier as exercises and The flexibility and assignments of range surface coverage for the for fleet defence) required a over and above the normal aircrew borne in the ASW more specialised maintenance systems required that they be

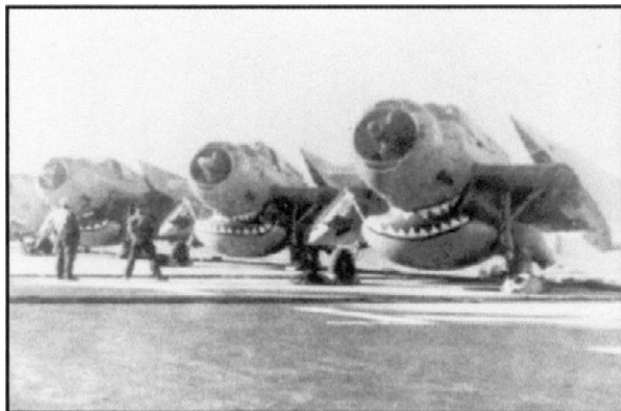
The year 1955 also witnessed the conduct of New Broom V, in which Magnificent and her squadrons, including the Guppy Flight, provided close support for a convoy bound from Norfolk to Gibraltar. The final NATO exercise in which Magnificent and the Guppy Flight participated, this time as members of a carrier support group, was New Broom VI (1956).

In addition to the multi-national exercises in the North Atlantic, the Canadian Navy also conducted winter and spring training of their own in the Caribbean where the fine weather assured optimum flying conditions. In March of 1956, two Canadian task groups -- one from Pacific Command, the other from Atlantic -- were hard at work. And once again the Guppy proved its worth, when during "Exercise Big Hello" one of them detected and reported the "enemy" force at a distance of 140 miles -- ample time for the delivery of a successful strike by defending VS 881 Avengers. Extended return cruises by Halifax-based Magnificent with the Guppies on board were carried out to Canada's West Coast in 1954 and to the western Mediterranean in 1955, and these voyages provided abundant opportunity for operational work-ups, training and practice.

The fall of 1956 proved to be the last time the 3W2s went to sea. A three-week training period commenced on 25 September, when VS 880 joined ship from Shearwater. Accompanying the squadron were the four aircraft of VS 881's Guppy Flight, now carrying 300-block radio call numbers. But the call numbers were not the only new markings to appear on the Guppies during this deployment. As this was also the last operational cruise of Magnificent before

her retirement, extraordinary observances were in order. These included painting the forward radomes of the Guppies with a sharkmouth motif reminiscent of that applied to the wartime P-40 Tomahawks of the RAF's 112 Squadron in North Africa and the famous Flying Tigers of Claire Chennault's American Volunteer Group.

Painting sharkmouths on Guppies demonstrates a rather clever sense of humour and provides a study in irony all at the same time. Typically, such markings are reserved for sleek fighter and strike aircraft to illustrate their lethal character. The Guppy Avenger was the very antithesis of ferocity: its total lack of offensive weaponry of any kind and its massive ventral radome -- creating a pregnant pollywog effect -- does not make for a particularly menacing image to begin with. One might say that a sharkmouth Guppy is something of a self-contradiction.



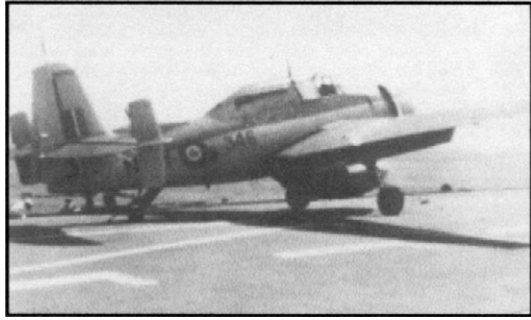
These goings-on marked the winding down of the Guppy's operational career, but as was alluded to earlier, the type served non-operational purposes as well. For example, in late December 1955 an HU 21 helicopter was called upon to perform a mercy mission out of its home station of Shearwater. The assignment involved an arduous flight to Sable Island 160 miles away to pick up a government employee who required medical evacuation. This distance was at the maximum range of the helicopter, so an additional 50 gallons of fuel had to be brought along and refuelling carried out on arrival. Because the helicopter required radio and navigation aid as a safety link, one of the 3W2s was provided, maintaining contact on the return trip.

Although the Magnificent was scheduled to be replaced forthwith by a new carrier, the TBM-3W2 was not destined to operate from her deck. In 1956, the Navy undertook a review of its air arm that had important implications for the future of AEW in the RCN. According to the doctrine of the day, the air threat against Allied shipping at sea was expected to arise either from direct attack on surface vessels, or from aerial reconnaissance or shadowing of ships as part of an enemy submarine campaign. Soviet naval aircraft then in service were capable of covering large areas of the North Atlantic, and it was believed that the threat of both air reconnaissance and air attack, particularly in the eastern Atlantic (EASTLANT) area, was a prospect to be reckoned with. Of particular concern was the missile that could be launched from a high-flying aircraft in stand-off mode, meaning that the aircraft itself did not have to be in close proximity to its target.

Carrier-borne radar being what it was in the mid-'50s, an attacking high-altitude aircraft could be intercepted before it launched its missile if it did so from less than 20 miles away. Even at 20 miles, interception of a TU-4 bomber (Soviet version of the B-29) would have been possible only if there was a combat air patrol already aloft. Under these circumstances, there would have then been two (2) minutes in which to effect the interception. If the aggressor was a higher-performance aircraft like the jet-powered IL-28, interception by a mid-'50s-era jet fighter would have been all but impossible.

Thus, in order to increase the fighter's ability to provide a reasonable defence, a much greater range of air warning was necessary. Unfortunately, the TBM-3W2 was designed to extend surface ships' low-level air attack detection capability only; it had no performance against high-flying aircraft although a machine capable of detecting high-altitude aircraft, the Grumman WF-2, was under development by the US Navy. However, the WF-2 had no realistic place in the RCN's plans. In order to extend the range of warning of attack to that needed to ensure interception of high-flying enemy jet aircraft, i.e., from 150 to 200 miles, at least two AEWs -- twin-engine WF-2s -- would have to be airborne. The need to keep two such aircraft in the air around the clock, even for limited periods, meant that eight of them would have to be embarked. Obviously, this would have been at the expense of anti-submarine aircraft, a dilemma made all the more acute with a vessel the (small) size of the RCN's new carrier, the CVL HMCS Bonaventure.

This was an undesirable situation indeed, because the RCN's mandate was, first and foremost, anti-submarine warfare. But if a satisfactory air defence capability demanded a fighter/AEW combination, then it was just not possible to embark enough A/S aircraft aboard Bonaventure to achieve any kind of worthwhile anti-submarine capability. On the other hand, if enough A/S aircraft were to be embarked, then the air defence strength would have to be reduced to the point where it became inadequate. The reality was, the under-sized Bonaventure simply could not be all things to all people. Obviously, something had to go, and the logical candidate was the AEW capability.



Nor were the Guppy's submarine hunting capabilities its saving grace. The A/S Avenger's replacement, the CS2F Tracker scheduled to enter service in early 1957, was an all-in-one hunter-killer machine that did not require the assistance of a Guppy. Nor could the retention of facilities for a few Avengers be justified when many more Trackers were coming on strength. Hence, the advent of the highly capable Tracker was the final nail in the Guppy's coffin. In the event, the Navy dispensed with the AEW function altogether, although the 3W2's demise was not an entirely abrupt one: when VS 881 began re-equipping with the Tracker in January 1957, the Guppy Flight was transferred to VS 880. This tenure proved to be short-lived, however, as VS 880's first Tracker arrived in October of that same year and shortly

thereafter the Guppy Flight was disbanded for good.

Although the Guppies experienced a number of accidents, none were written off due to prangs. As a group, they experienced their share of routine bumps and bruises: the occasional barrier crash and wingtip into the island aboard *Magnificent*; a port wheel into the sponson; tailwheel strut failure; a bent propeller and forward radome damage during taxiing. One belly-landed on a snow-covered lake after bouncing off an adjacent road and through some telephone lines – which must surely have brought profound grief to the radome and its contents. Perhaps the most serious incident saw the main generator voltage regulator in one of them catch fire in flight, resulting in complete electrical failure, smoke in the cockpit and rear compartment, and jettisoning of the fuselage door (presumably for a breath of fresh air). More vexing than serious was what happened to a couple of Guppies in February 1956 when they were parked on the carrier's deck. The ship was lying alongside in her customary station at HMC Dockyard below the Angus L. McDonald bridge, and snow-clearing activity on the span directly above the ship was in progress. The plow pushed snow over the bridge and onto the Guppies below, damaging control surfaces of the aircraft.

The beginning of the end for the RCN's Guppies well and truly came when two of them were reduced to spares and produce (cannibalised) after being struck off strength for that purpose in mid-1957. All the rest were quietly retired in March of 1959. On 9 May 1960 they were consigned to outside storage in the butts along the north side of Runway 11 at Shearwater pending final disposal by Crown Assets. The story goes that, in the end, their undercarriages were torched off and the aircraft were crushed by a bulldozer running over them from wingtip to wingtip. Anecdotal testimony, still current in 2002, had it that the remains were either disposed of as scrap or buried as landfill on the Shearwater base.

#### Acknowledgements

Sincere thanks to John Cody, Bob Geale, Ted Kieser, Walt Morris, Bob Murray and Stu Soward for their kind assistance in the preparation of this article. For errors of omission and commission the responsibility is solely mine.

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## A GUPPY STORY

*Peter "Red" Atkins*

In the mid-50s I was on VX 10 Squadron. In those days, Roy DeNevers was the CO, Gene Gosh was the AEO, Brian Clifford, the Squadron Chief and a lady who is still a good friend, Patty Bruce, the Squadron Secretary. I believe we had two Guppies on the squadron. They were so hush-hush that only certain riggers and fitters were allowed to work on them. No matter how busy they were, the other riggers and fitters couldn't help them or go anywhere near the Guppies.

One Sunday, I was walking on Portland Street, heading for the ferry on the way to Slackers and I stopped at a drug store a couple of streets up from Nieforth Radio for a cup of coffee (10 cents in those days). After the coffee I went to the magazine rack to look at the latest Popular Mechanics and Popular Science magazines. I particularly liked "Gus's Workshop" hints on how to look after your car, etc, not that I had one. As I was flipping through the pages, I came across an article on – you guessed it – the Guppy and all the latest equipment it had on board. It was a lot of double dutch to me as I was an Oily, not a member of the Green Empire. I bought a copy – 25 cents in those days, I think.

On Monday morning, I approached Brian Clifford and, in as diplomatically a way as possible for a "lowly killick", asked him why the Guppies were so hush-hush. After his explanation, I told him that all of Dartmouth and Halifax knew all about the Guppies; indeed, so did all of North America, and showed him the article in the latest edition of Popular Mechanics.

Two days later we were told that anyone was now able to work on the Guppies.

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**PARTY TIME! Names please?**



## ACROSS THE FLIGHT DECK

Sea King Chapter members enjoyed a quiet Brunch on Sunday 12 June at a local Trenton restaurant in lieu of the usual Inter-Chapter BBQ that had been held for the past 12 years. 25 members attended and afterwards enjoyed a pleasant gathering at a small park beside the Trent River. How many faces do YOU recognize?



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## CANADA'S AVIATION HALL OF FAME

The 32<sup>nd</sup> Annual Induction Gala honoured four new Inductees and the winner of the coveted 'Belt of Orion' into Canada's Aviation Hall of Fame (CAHF) in Edmonton, Alberta, 04 June 2005. Canada's Aviation Hall of Fame paid tribute to the late Commodore A.B.F. Fraser-Harris RCN (Retired) DSC & Bar, CD. who earned the title 'Father of Canadian Naval Aviation'; Colonel (Ret'd) Chris A. Hadfield who continues to bring world-wide recognition to Canada and its Space Agency; the late Group Captain (Ret'd) Kenneth Maclure who developed a practical polar grid navigation system; C. Eric McConachie who initiated the Regional Jet Program; and the Canadian Forces 'Aerospace Engineering and Test Establishment (AETE) that was the recipient of the 'Belt of Orion Award for Excellence'.

The 248 guests who came to honour this years inductees and AETE experienced a most memorable evening acknowledging the achievements of individuals and organizations whose lives and work have made a difference in Canadian aviation and aerospace.



The Honourable Norman Kwong, Lt-Gov. of Alberta; Mrs. Jean MacLeod Fraser-Harris; John Lawson, Chairman, Canada's Aviation Hall of Fame

The CAHF presented a narrated video as a lead-in to each award presentation. The videos were in every case extremely well done and told the story of the individual dreams and achievements. For Commodore Fraser-Harris, the video paid tribute to 'His inspired leadership and vision in guiding the post-war modernization and growth of Canada's Naval Air Service, together with his skills as an aviator and as an astute operational planner, have proven to be of outstanding benefit to aviation in Canada. Mrs. Jean Fraser-Harris, in an eloquent thank you presentation

emphasized how much 'Fraser' would have been deeply honoured being nominated by CNAG and elevated to the membership of the CAHF. Mrs. Fraser-Harris also extended sincere personal thanks to John Eden, Rolfe Monteith and CNAG for making it possible for her to attend this outstanding event and to represent her late husband Fraser.



*From right to left: Col. Wemy; Mr. Eric C. McConachie; Mrs Margaret Maclure; Her Hon. May Kwong; Hon. Norman Kwong; Mrs Jean MacLeod Fraser-Harris; and Col (Ret'd) Chris Hadfield.*

The 'Belt of Orion Award for Excellence' awarded to AETE in recognition of over 80 years of Canadian Flight Test and Evaluation organizations which are presently all consolidated in Cold Lake, Alberta as the Aerospace Engineering Test Establishment. AETE with origins in the years following WWI when an Act of Parliament in 1919 created the Air Board is the culmination of years of Canadian flight test and evaluation operations including the formation in 1951 of the RCAF Central Experimental and Proving Establishment (CEPE) and VX10, the Royal Canadian Navy's Air Test and Development Experimental Squadron at HMCS Shearwater, Nova Scotia on 05 November 1952. The video depicting the history of AETE presented to the CAHF dinner guests not only highlighted, but praised the VX10 contribution to military aviation during the Cold War era. Accepting the 'Belt of Orion Award', Colonel Bill Wemy, Commanding Officer of AETE, praised the significant role played by VX10 in the development of Canadian Naval Aviation, especially in the field of Anti-Submarine Warfare.

The assembled guests were welcomed to the Province of Alberta, in its Centennial year, by the

Honourable 'Normie' Kwong, (Better known as the 'China Clipper' of Edmonton Eskimo football fame) who saluted the families for their support and the encouragement they extended to the inductees in achieving their career accomplishments in Canadian aviation.

Albeit small, Canadian Naval Aviation was represented by a group of enthusiastic supporters including Leon and Joan Roy; Bud and Millie MacLean; Bob Graham; Allan Snowie and Don Pearsons. John Eden's selection of Leon and Joan as the official CNAG representatives for this most important event was an outstanding choice as they, with the able assistance of Bob Graham, exceeded all expectations as CNAG ambassadors. This being the first CAHF induction gala attended by Bud and Millie, they found many friends from the past in attendance which made for a most memorable evening. Allan Snowie, author of the popular book 'Bonaventure', decked out in his former Naval mess kit, advised that he was 'nine' landings away from retiring from Air Canada. Don Pearsons of HS50 days and Director of Air Force Heritage and History continues to be an active participant and supporter of the Shearwater Aviation Museum.

*Bud MacLean*

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### **DUTCH LEGION CHURCH PARADE**

Some members of C.N.A.G. Tracker Chapter , again this year, attended the Dutch Legion church parade, commemorating the 60th anniversary of V. E. day, in St. Elizabeth Village here in Hamilton, Ontario.

Ed Janusas and George West laid a "Chapter" wreath in the church.

The following were in attendance(photo attached)

Ed Janusas,Bob Campbell,Stew Mingo, Gord. Troughton, Len Cook, Fred Rol,George West,John Mazmanian, and Rod Walton.Not shown in the photo are Elizabeth Janusas, Una Walton, and Dorothy Cook.

Following the ceremony ,all the above retired to the Janusas residence for lunch and refreshments.





## Sea Hornets and Furies Over Dartmouth

*Ernest Cable - SAM Historian*

In the annals of Canadian naval aviation history 7 April 1948 marks the commissioning of *HMCS Magnificent* in Belfast Ireland with Commodore DeWolf in command. The Executive Officer was Cdr. D.W. "Debbie" Piers and Cdr. "Cocky" Reed was Commander Flying. After completing flying trials *Magnificent* returned to Belfast where she embarked the RCN's first batch of 27 Hawker Sea Fury F.B. Mk 11's, four Fairey Firefly T 1 pilot trainers and 12 Firefly F.R. IV's. The Sea Furies were a replacement for 803 Squadron's obsolescent Seafires; the Firefly T 1's (DK 445, DT 975, MB 433, MB 443) were required to provide a dual pilot training capability and the Firefly FR IV's were loaned by the Fleet Air Arm (FAA) to give RCN pilots the required higher performance aircraft experience prior to transitioning to the more powerful Firefly AS 5.



The embarkation on *Magnificent* of the 27 Sea Furies destined for 803 Squadron marked the end of a debate over whether to replace the Seafire with ex-U.S. Navy

Grumman Hellcats or British Sea Furies. In June 1946 the Naval Board considered a recommendation to acquire 50 F6F Hellcats at a cost of \$3500 each. This recommendation was made as a result of the delay in the production of the British Hawker Sea Furies to replace the Seafires. The Board noted that although the Hellcat would provide an inexpensive alternative to the Sea Fury, it was no longer a first-line aircraft and its acquisition would be a reversal to the present "buy British" policy. One of the most ardent and persuasive proponents of the Hellcat purchase was Lt. H.J. "Dicky" Bird on the Naval Aviation Staff. He had flown Hellcats during the war and knew of their excellent carrier performance. With his large number of U.S. Navy friends and associates he was able to mount a very effective campaign to convince the Naval Staff to buy the Hellcat. In July, the Director of Naval Aviation was directed to approach the U.S. Navy to obtain details about the purchase of Hellcats. At the same time the British Admiralty was also to be informed that the RCN was considering purchase of aircraft

from the U.S. Navy. On 20 September, the Admiralty advised that the RCN would receive priority allocation of Sea Furies with the first being assigned to 803 Squadron in March 1947. The sudden

change in delivery dates was no doubt prompted by disclosure to the Admiralty that the RCN was considering a U.S. Navy fighter replacement. The end result being that the RCN took delivery of its Sea Fury FB 11's before the first FAA squadron (802 Squadron) in May 1948.

The timing of *Magnificent's* inaugural sailing to Canada proved fortuitous for the Admiralty, as the FAA was also able to take advantage of *Magnificent's* departure to embark five aircraft from 806 Squadron. The squadron had recently been re-formed under the command of LCdr. Dick Law DSC, RN, specifically for a North American air display tour that was to culminate with the official opening of New York's Idlewild airport.

806 Squadron was uniquely equipped with two de Havilland Sea Hornets F, Mk 20's (VR 851, code 453), two Sea Fury F.B. 11's (VR 932, VR 944), and the first production version of the Sea Vampire. A third Sea Hornet (TT 209) was scheduled for the North American tour but was withdrawn at the last minute. *Magnificent* sailed on her maiden voyage to Canada on 24 May, arriving off Halifax on 1 June, but with the poor weather only two Canadian Sea Furies made it to the RCN's Naval Air Section at Dartmouth (at this time the Naval Air Section was a lodger unit at RCAF Station Dartmouth). The remainder of the planned flights ashore was cancelled resulting the remaining aircraft having to be tediously lightered ashore to the small boat marine jetty.

The Sea Hornet and Sea Fury were the FAA's latest piston-engine fighters while the Vampire was the first-ever jet aircraft to land and take-off from an aircraft carrier on 3 December 1945. Hence these aircraft, representing the latest



in British aviation technology, were selected to impress North American audiences. The Sea Hornet was a derivative the RAF's Hornet, but early in its design (1944) it was realized that the Hornet could easily be adapted for use on board aircraft carriers against the Japanese. To improve carrier take-off and landing characteristics Rolls Royce Merlin 130 and 131 engines were installed, the latter mounted in the port nacelle rotated the propeller in the opposite direction to reduce the effects of torque. High drag flaps were installed to allow the necessary power on approach and Lockheed produced a new hydraulically powered folding wing. Other naval modifications included a forged steel flush-fitting V-frame arrestor hook; tail down catapult pick-up points and mountings for the naval radar and radio equipment. Airdraulic undercarriage legs replaced the existing rubber compression units, which would have been unable to absorb the very high rates of decent experienced in deck landings. The weight penalty of all of these modifications totalled only 550 pounds (250 kg).

The Vampire F 20, derived from the Vampire FB 5 fighter-bomber, was the first production Sea Vampire. The Sea Vampire retained the Goblin 2 jet engine and the four 20mm canons, but differed from the FB 5 with a strengthened wing and enlarged flaps and dive brakes to give it better low

speed control for carrier approaches and deck landings. The Sea Vampire was equipped with a V-frame arrestor hook installed over the tailpipe, so that when lowering it passed through the jet exhaust. The Vampire proved the

concept of operating jet engine and tricycle-undercarriage from aircraft carriers, however, the Sea Vampire never became the standard naval fighter because of concerns that deck handling techniques did not lend themselves to disruptions caused by the jet blast and the critically short range of the early jet interceptors made them unsuitable for all but "fleet on-top cover". Honours for the first British naval jet fighter to reach operational status fell to the Supermarine Attacker.

The arrival of the remarkably small Sea Vampire led to an amusing anecdote that provided some credence to the FAA's concerns about hot jet exhausts. Like all personnel at Dartmouth, one of the Firefly pilots was fascinated by the almost toy-like little Vampire. This particular pilot had some rather odd ideas, such as believing that the heel of ones boot or shoe transmitted a shock to the brain, so he always wore crepe-soled shoes. No transmitted shock for him! The Sea Vampire had just landed and taxied to the ramp and shut down. The curious pilot walked over to look up the tail pipe, squatting down a few feet back. The ramp had become hot enough that when he tried to walk away, his soles had stuck to the tarmac!

The Dartmouth Naval Air Section wasted no time

in ensuring their guests from 806 Squadron were settled in and were ready to support them for the duration of their North American visit. Likewise, the air display team was ready to hone their skills and become familiar with the local area. On 4 June, a 806 Squadron Sea Hornet, piloted by Lt. Nigel Fisher, RN, a member of the famous Royal Navy Fisher family of both World Wars, had taxied out for take-off. Rod Bays was there and recalls, "The weather being poor that day with ceiling of about 800 feet. Cloud was forecast to be in layers from about 800 feet up to about 7000 feet, clear above." Ken Gibbs, standing by the runway, noticed what appeared to be a considerable flow of fuel leaking from the aircraft; he immediately ran to the aircraft waving his arms, but Fisher misinterpreting the signal, merely waved back in greeting and commenced his take-off. Rod Bays further recalls, "Fisher took off in a Sea Hornet and (apparently) tried to loop up through the murk, the idea being to come out on top where he could practise his aeros. The Sea Hornet had enough power to do that! Unfortunately, cloud tops were higher, much higher, and all he managed was to complete his loop by coming straight on down to crash off Maughers Beach." The aircraft being made of wood totally disintegrated. One speculative explanation is that Fisher, while climbing steeply into the overcast, failed to break out of the top of the cloud, became disoriented and lost





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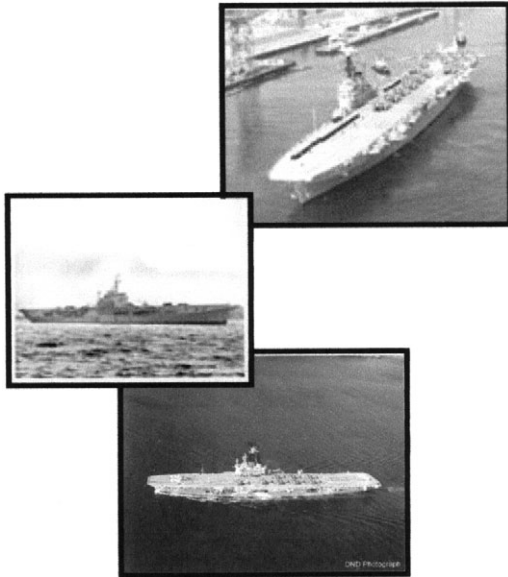
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**All members are listed in our Donor Recognition Book in the Museum. When your contributions total \$1000 or more, your name will be mounted on our Donor Recognition Board also in the Museum. To check your total contributions, please call our Secretary.**

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**Photos of Bonnie and Maggie are in colour and Warrior in black and white. The photos are mounted and ready to hang.**

**Set of 3 photos \$50 + \$5.95 S & H. Individual photos \$20each + \$5.95 S&H  
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**Books are available from the Shearwater  
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**Early Aircraft Paint Schemes in the RCN,  
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**Aircraft of the RCN \$20.00**

**Cdn Naval Aviation 1945 - 1968 \$ 25.00**

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**Please remember - if you are a member of  
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**Guidelines For Designing Your "Wall Of Honour" Tile**

The tile in the "Wall Of Honour" are high quality marble tile, 12 inches square. All letters will be in the upper case configuration [capitols] and the tile will be mounted in a diamond orientation as opposed to a square orientation, with the line of your message running diagonally across the tile. You have four options to choose from:

1. Option "A": One half tile 12" by 12" by 17" and triangular in shape, with up to 5 rows of 3/4" letters for a maximum of 60 letters and spaces. The longest row can accommodate up to 20 letters and spaces. The remaining 4 rows will decrease as the border/edge of the tile dictates. It should be noted that the upper half of a tile will start with a short row and the lower half with a long row.
2. Option "B": The full tile with up to 6 rows of 1" letters for a maximum of 55 letters and spaces. The two centre rows can accommodate up to 16 letters and spaces. The remaining rows will decrease as the edge of the tile dictates.
3. Option "C" The full tile with up to 10 rows of 3/4" letters to a maximum of 120 letters and spaces. The two centre rows can accommodate 20 letters and spaces each. The remaining rows above and below centre will decrease as the edge of the tile dictates.

The colour of the tile will be "Belmont Rose". The only exception to this will be a black dedication tile. If submissions require any alteration, the subscriber will be contacted by phone or E-Mail [ if you forward your own E-Mail address ] by the co-ordinator for further discussion. The co-ordinator is AJ Moore and can be contacted at 902-434-1726 or by E-Mail at [benmoor@ns.sympatico.ca](mailto:benmoor@ns.sympatico.ca) Wall Tile orders to be made through SAMF Secretary

From:	Engraving Request:
Name: _____	_____
Address: _____	_____
City: _____	_____
Prov: _____ Postal Code: _____	_____

Option Choice: Option 'A'                  Option 'B'                  Option 'C'

Method of Payment: Cheque (make payable to SAM Foundation) Money Order Cash

Visa/Mastercard: Card #: \_\_\_\_\_ Exp Date: \_\_\_\_\_

For further information, please call the SAMF Secretary: Toll Free: 1-888-497-7779 or (902) 461-0062  
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*Please check engraving details for accuracy before sending. We cannot be responsible for misspelled words on your order form.*

\$ 300

Option 'A'

Option 'B' & 'C'

\$ 600



**PLANNED GIVING**

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

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

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

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

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

---

"Codicil Number One to the Last Will and Testament of \_\_\_\_\_

Which Last Will and Testament is dated this \_\_\_\_ Day of \_\_\_\_\_ 20\_\_\_. I hereby add to that said Will as follows:

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

Signed and dated this \_\_\_\_ Day of \_\_\_\_\_ 20\_\_

In the City of \_\_\_\_\_ Province of \_\_\_\_\_ Postal Code \_\_\_\_\_

Witness: \_\_\_\_\_ Witness: \_\_\_\_\_  
Signature of Testator

Address: \_\_\_\_\_ Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

complete control of his aircraft. It is unknown if the apparent fuel leak contributed to the accident. Fisher's death was a tragic loss for the close-knit group of outstanding pilots and an inauspicious start for the elite 806 Squadron's North American tour.

During the remainder of June and early July 1948, 806 Squadron continued to refine their display of individual and formation aerobatics for the Idlewild air show. On 21 July, the Dartmouth Naval Air Section held the first naval air display in Canada, which was attended by thousands of people. This was a particularly impressive show with 806 Squadron making their final dress rehearsal prior to their New York demonstration. The Sea Fury and Sea Hornet, the world's two fastest piston engined aircraft, presented Nova Scotians with a quality air show that had never been seen before in Canada. The Sea Hornet gave one of the most impressive displays, with the pilot doing a complete loop over the airfield, alternatively feathering the two engines and culminating in a loop with both engines feathered.

An almost equally impressive, but unplanned event occurred during one of the 806 Squadron solo Sea Fury events. Rod Bays reports that, "When [Lt. R.H. Reynolds's, DSC] Sea Fury was doing an upward roll, straight up about 8000 feet, very spectacular. As he reached the apogee, there was a horrendous yowl - his APC (automatic pitch control) had bust - the Centaurus over-revved several thousand turns. With very commendable presence of mind he shut down the engine (it might well have torn itself out of the airframe) and made a dead-stick landing on airfield immediately below him. I doubt that the crowd (a considerable one of perhaps 30,000 - the first of the Shearwater Air Shows)

understood what had happened, and the near disaster!" The aircraft was replaced by a loaned RCN Sea Fury before the squadron left for Floyd Bennett Field on 25 July.

The weeklong Idlewild Golden Jubilee Air Celebration began on 1 August. After the final rehearsal Lt Reynolds landed and reported that the engine of his Sea Fury was running roughly. They quickly pointed out that the tips of the propeller had been bent when he had touched the ground during one of his high-speed very low-level runs, a specialty of his. The tips of the propeller were trimmed back by about three inches overnight to have the aircraft ready for the next day. The amazing displays of individual and formation aerobatics by 806 Squadron completely stole the show at Idlewild, where they received enthusiastic applause from the crowds. After Idlewild, the squadron returned to Dartmouth from where they gave a further nine displays including the Canadian National Exhibition (CNE) in Toronto. In early August, RCN Lieutenants J.C. Sloan and "Smokey" Bice were attached to 806 Squadron to join in their naval flying display at the CNE Airshow. The air display was an outstanding success with brilliant performances by the 806 Squadron Sea Furies and Sea Hornet. Lt. Sloan received honourable mention with the following hand written annotation in his logbook.

*"Lieutenant J.C. Sloan, RCN, has been attached to 806 Squadron RN for the Canadian National Exhibition at Toronto. One week only was available to work up the Aerobatic Team with Lt. Clark and Lt Bice. In this short time a remarkable standard of airmanship was achieved with the result that the Canadian Fury performance was exceptional. Both as a leader and follower this pilot is*

*outstanding."*

*D. R. Law, Lt. Cdr. RN  
CO 806 Squadron*

806 Squadron disbanded in September 1948, after what could only be considered a highly successful tour, returning to the United Kingdom on 25 September 1948.

Bibliography:  
Stuart E. Soward, Hands To Flying Stations, Volume One

Rod Bays, Personal Recollections

Aeroplane Monthly Magazine, January 1986, courtesy of Leo Pettipas

Bob Murray, Canada Aviation Museum, logbook extracts,

J.C. Sloan,

Allan Bice

**Footnote:** Whilst engaged in the precision aerobatic flying work above described, naval pilot Smokey Bice had occasion to visit an ophthalmologist. On completion of the eye examination the doctor, unaware of Smokey's demanding flying, looked straight at Smokey and said ruefully "I hope you don't drive a car".- Ed.

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***If you find mistakes in this newsletter, please remember that they are there for a purpose.***

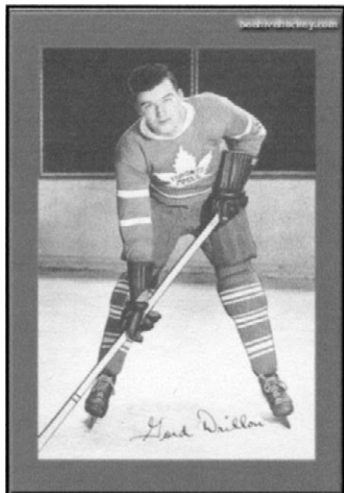
***We publish something for everyone and some people are always looking for mistakes!***

**RCAF DARTMOUTH HOCKEY - WW2**

Many readers who follow sports will recall those great hockey teams that played during the 1950's and 1960's in the Maritime Armed Forces Hockey League. The Flyers from Shearwater, of which one Championship team's photograph was in our Spring 2005 edition, had many exciting games with rival Navy, RCAF and Army teams throughout the Maritimes, always to the delight of the fans who appreciated good hockey.

Those games between Shearwater, and arch rivals Greenwood and Stadacona are most memorable.

Well, during WW2, RCAF Dartmouth had teams that also provided an exceptional brand of competitive hockey that included many professionals from the National Hockey League and the American Hockey League. These players were serving members who played for their respective bases, thus providing a very high caliber of hockey for the fans to watch.



RCAF Dartmouth had many prominent pros on its teams during these years; **Gordie Drillon, Roy Conacher Bobby Bauer, Bill Juzda, Bobby Copp, Eddie Bush, and Shermie White** to name a few. Throughout the war, over thirty NHL professionals played in the Nova Scotia Defence Hockey League on teams from Cornwallis, Aldershot, Halifax Navy, Halifax RCAF, Halifax Army, along

with RCAF Dartmouth. I have spoken to many people who witnessed these games, and they all speak of the high quality of play and the excitement provided by these name players. From all reports, the games were most entertaining for the military and civilian fans of Nova Scotia, certainly a morale booster during the very trying times of WW2.

*By Rolly West*

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**BILL GOURLAY SATURDAY'S HERO**

Bill was a very competent Naval Officer and Pilot, who served in many of our RCN squadrons and in the carriers Magnificent and Bonaventure. He was also a member of the Shearwater Flyers Football Club, both as a player and team manager. I'm sure not many readers are aware of his skills on the football field, and

the fact that he holds the record of throwing six touchdown passes in a Maritime championship game. This record still stands today.

It was in the 1952 Purdy Cup Championship game at "Little Brooklyn", in Dartmouth, against those traditional rivals, the Stadacona Sailors, that Bill carried out his outstanding feat. He and yours truly shared the quarterbacking role in that particular game, but it was all Gourlay who led our team to a most convincing 65-6 win over the Sailors from Stad.

Of all the football players who ever donned the Flyers Blue and White over their twenty years of existence, Bill Gourlay was the best passer of them all. His heroics on that cold wintery November Saturday in 1952 certainly proved that he was the best.

*Bill recently passed on to that 'gridiron in the sky' - he will be missed.*

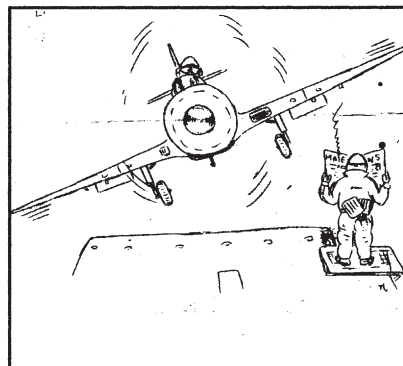
*Rolly West*

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**Guess Who?**



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## MAGGIE DAYS II

*Jerry Watson writes:*

*Hi Kay - I was rummaging through my "stuff" the other day and found the enclosed article from Roundel. I don't remember reading it in our newsletter and would not think that many old Naval Aviators would receive Roundel regularly. Those of us onboard at the time remember the individual fondly.*

## MAGGIE DAYS II

*From the Roundel*

**LCdr (Ret'd) Tom Pollard**

In my first sea story (in the last roundel) I mentioned the fact that one member of the Squadron was responsible for the loss of 3 aircraft in two days. Perhaps telling of that story may be of interest to those who have gone through life without knowing the joys of carrier Ops in the RCN.

'twas in the Fall of '56 and as previously related, VS880 was enjoying a typical luxury cruise on the Grey Funnel Lines flagship. Included among this gallant and intrepid group of aviators were several who were about to meet the flight deck for the first time. One of these gentlemen was to win notoriety within the first week at sea, a young naval aviator we shall call - Luckless Larry.

Now young LL got catapulted into the grey on the morning of the second day of CARQUALS (Carrier Qualifications) and performed his first approach



and landing with aplomb and skill. Launched for his

second attempt all seem to be going well until he and the deck met, at which point a hard landing blew his starboard main wheel causing a violent turn to the right, which in turn resulted in severe damage to the right wing of the aircraft.

***OOPS! Oh well, that's carrier Ops for you.***

Undaunted, that afternoon our intrepid young man strapped another airplane to his backside and launched, to try again. The result of this second foray was another impeccable approach until he got close to the flight deck at which point events took a turn for the worse. This time being badly off the centre line to the right resulted in the aircraft departing the flight deck over the starboard side leaving about 8 feet of its wing attached to the ship.

Unfortunately it was the wrong wing to repair the previous aircraft's damage!

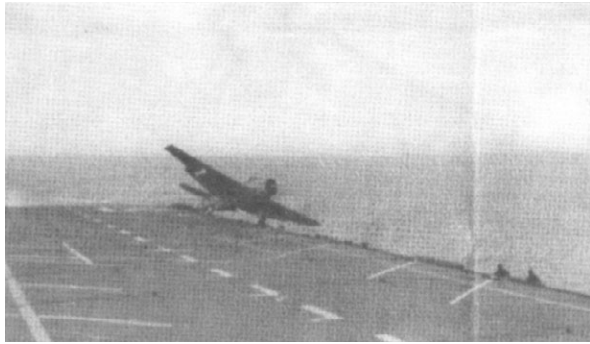
Avengers being the trustworthy old flying machines they were, obliged LL by staying afloat until Pedro (the Rescue helicopter) picked him up and returned him to the ship. Wet to the knees but otherwise undamaged.

After a quick examination by the Flight Surgeon and a few belts of medicinal brandy, our somewhat damp aviator retired below to contemplate the errors of his ways and look toward better days ahead, meanwhile commenting that the experience was not totally without value as he had determined that should such an event ever occur again (perish the thought) that he figured that he could be safely recovered without even getting his feet wet.

***Third time lucky. Right?***

Wrong! On his next attempt to become a qualified deck landing naval aviator his efforts resulted in his going over the port side and sending another airplane to a watery resting place. However lessons learned from his previous experience did in fact result in his stepping out of Pedro with - wait for it - DRY FEET.

Passing Go and the Flight Surgeon to proceed directly to Flying Control and Cdr Air, Luckless Larry was advised, and I quote " LL we cannot afford to keep you flying, we are running out of aircraft. Please do not go near an airplane until further notice".



**Footnote:** LL did in fact go on to become deck qualified later in the Tracker, and flew many sorties from HMCS Bonaventure.

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**IN THE DELTA**

Armstrong, Marlene  
 Barter, Charles  
 Bays, Rod  
 Birchall, Leonard  
 Bisset, R.A.  
 Bonner, Al  
 Boyd, Tommy  
 Brandon, John Louis  
 Bridgman, A.G.  
 Britton, Sydney  
 Brownell, Ab  
 Burns, Jim

Chandler, Don (Red)  
 Coles, George  
 Collyer, Robert  
 Cook, Bob  
 Cowan, Harry  
 Cupples, Alex  
 Droske, Milt  
 Dymont, John  
 Edwards, Doug  
 Edwards, G. C. (Ted)  
 Farrell, Trudy  
 Frewer, Fred  
 Glenn, Bob  
 Gourlay, Bill  
 Graae, Art  
 Heaton, Cyril  
 Ireland, Robert (AT)  
 Johns, Kenneth  
 Johnson, Thomas J.  
 Johnston, Sam  
 Laverdure, Jacques  
 Lemon, Glenn  
 Levett, Norma  
 Levett, Mike  
 Lewis, Leonard  
 Lewry, Mrs  
 Logan, Joan  
 Lucas, Marg  
 MacRae, D (Max)  
 McLaughlin, Mona  
 McLeod, Larry allen  
 Morris, Edward (Spike)  
 Murdock, Robert  
 Nichols, Alex  
 Offley, Mary  
 Ottley, George  
 Owens, Mickey  
 Payzant, Geoffrey  
 Perry, Dick  
 Reeves, John  
 Rubin, Grace  
 Sandy, Ruth  
 Sangster, Moe  
 Sherritt, Mike  
 Seager, Brian  
 Smith, Derek  
 VanAlstine, Dianna  
 Veinot, William  
 Vincent, JJ  
 Ward, Larry

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## Angel Liberates El Arish

By ABAR Jack Beard (retired)



The highlight of *Angel's* tour with the UN forces in Egypt occurred on January 15, 1957.

With the aircraft piloted by Lt Cdr W Frayn and Sub Lt. D. Neilly, we flew to El Bellah to pick up the UNEF Commander, Gen. E. L. M. Burns and transport him to El Arish. Also on board the aircraft was Capt Fraser-Harris the Commanding Officer of HMCS Magnificent.

After picking up Gen. Burns, we landed inside the town and were immediately mobbed by thousands of Arabs. Capt. Fraser-Harris and myself left the aircraft to try to hold back the people. They were in a frenzy, waving palm leaves and paper flowers. We were both grabbed and thrown to the ground with much handshaking, kisses and back slaps.

The people began to climb in and onto the aircraft, so the pilot took off to a hover a few feet off the ground. After a few seconds we were able to get back inside the aircraft only to be dragged out again for more kisses and handshakes. This happened a few times until only two extra passengers were still on board. These were ejected from the helicopter while in the hover and managed to escape down the road a way to another landing spot which was less crowded. The second landing was a little hairy also, as the crowd swelled in on us. People could have been seriously hurt as they were moving around under the rotor blades carrying one another on their shoulders.

Gen. Burns was safely delivered to his staff with their jeep.

Lt.Cdr. Frayn pointed out that this was the first time a Canadian helicopter had liberated a town. He added, jokingly, 'may we never have the pleasure again'.

I would guess *Angel* felt the same.



*Lt. Cdr. Frayn assists Gen Burns into the co-pilot's seat.*

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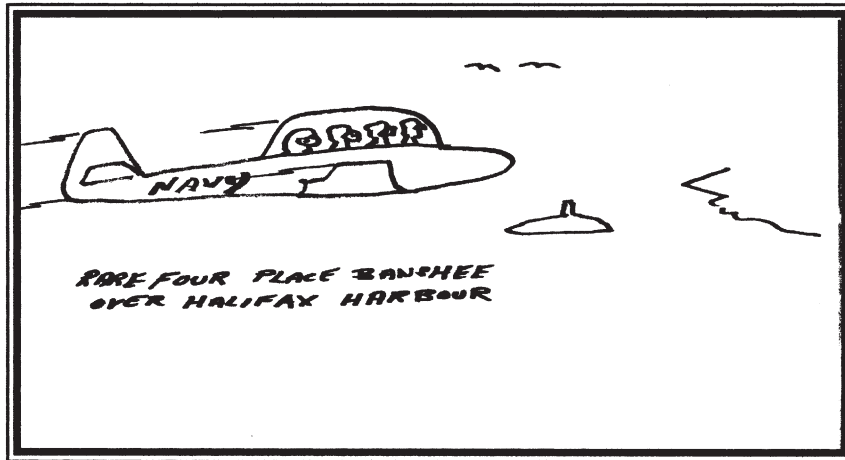
L-R; ABAR Jack E. Beard, ABAR Dick Barry, ABAR Doug Beamish, LSAR Joe Porier, P1AT Bill Sopko, Lt. Don Neely & LCDR Bill Frayne.

### HU-21 maintenance crew during the Egyptian Campaign.

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## Mystery solved!

*The near-classic photo of a Banshee over Halifax Harbour was flown and many claims made. This drawing, sketched from memory by a wingman (?), reveals, for the first time, that at least four claims were probably valid. Kay*



### **From 'The Banshee' Book:**

There were a number of Banshee photos taken over the bridge, all flown by different pilots and frequently in the CO's aircraft 100. All of these pilots and several others claimed to be the pilot who flew the famous photo trip. There were so many, in fact, that if all had been over the bridge at the same time the sun would have been blocked out.

A print by McDonnell was generously distributed, and, receiving wide acclaim, became famous in Naval Aviation circles.

### **The famous Banshee photo: Tale One**

I have the history and date of the famous Banshee photo over Halifax. It was taken by LCDR John Turner, a Naval PR type, from the back seat of a T-33 that I was flying. The pilot in the Banshee was the CO, Bob

Falls. This has all been contested by a number of people, but I think that the photographer is the one who should know. The picture was, in fact, taken by request of the McDonnell rep, Bud Wright,

who wanted to make the litho, which in fact they did. All in all, it was the prettiest picture of the Banshee aircraft ever taken.

**Gord Edwards**

### **The famous Banshee photo: Tale Two**

You may be familiar with the famous photo of the Banshee over the Halifax bridge. As it is an historic photo, some thought it important to know just who was flying the aircraft. The principal contenders have been narrowed to Jake Birks and Gord Edwards. I do recall Jake being photographed in the Banshee but, of course, this is not conclusive that he was in 'that' photo. But, I have another bit of 'evidence' that comes down on Jake's side though. Jake did have a helmet with blue lighting bolts painted thereon. Gordy may also have had such a helmet but I do not recall it. I recall Jake's helmet

vividly as I had a long good look into it in the air one time.

Jake was a natural driver. Many times I had wrung myself out getting on his tail and trying to stay there or trying to shake him from my tail. When I complained, his advice to - come back on the stick a little - didn't help. I was no stranger to blacking out and high-speed stalling. One day I was hot and he was not. I got on his tail and I was determined to stay there. He tried the usual diving, climbing, aeros, dive brakes, wheels, flaps, etc. I stayed there. I had long thought that life didn't mean as much to Jake as it did to me and he confirmed this.

He dove to pick up mach .97, then gently pulled up vertical. I stayed with him. We darted up several thousand feet which seemed to take some time but then things started to happen a bit more quickly. He tried dive brakes and gear to try to get me to overtake him. It didn't work, I stayed with him. Then we stopped flying. My nose was just about touching his tail and I was gaining! In shame, I now admit I tried to break it off but it was too late. Engines had flamed out, the stick stirred like witches making brew in Macbeth. Stabbing the rudders made no difference and, the altimeter was unwinding. We were both sliding down backwards.

My aircraft had inched ahead and turned inverted to his. About three feet back and about ten feet away I looked up (from my frame of reference) into Jake's cockpit and contemplated the blue lighting bolt helmet.

I contemplated it for about 1 1/2 turns in a sort of spin and for several thousand feet. Both aircraft fell off together in an airborne ballet. As airspeed picked up, my frantic stirring and stabbing may have had some effect and we sort of fell apart. I didn't see him again in the air that day.

I started my engines, flew back, landed and went to the Wardroom. I had a drink and thought about it. Then I decided not to think about it. Jake never knew what happened and I don't think I ever told him. His helmet sure looked like the one in the Banshee photo.

**Fred Goodfellow**

#### **The famous Banshee photo: Tale Three**

We did quite a bit of photo stuff at the time. I flew on trip on 23 January, and two trips on 25 January, 1956. All annotated 'Formation Photo' in my logbook, and another on 31 January when the press were all there. I flew 126392 (100) on all these trips. John Turner was the RCN photographer in the T-33 when we were doing the single aircraft shots of the Banshee. Jake Birks was flying the T-birds with John. It was during these flights that the well-known picture of the Banshee with the bridge in the background was taken. This shot was orchestrated by John who must take all the credit for it.

**Bob Falls**

#### **The famous Banshee photo: Tale Four**

For the photo mission, we had four Banjos up. We first did a couple of low passes over Peggy's Cove. Then the

leader, LCDR Bob Falls and the T-33 cut from others for the bridge shot. The camera platform for 'my' photo was a T-33 flown by Lt. Gordon L. Edwards.

I was also the 'Naval Information' type for Shearwater and we wanted a photo with the new aircraft and the new bridge. Communications were the pits as radio systems were not yet compatible between the T-33 and F2H-3. We had to talk through the tower because of VHF versus UHF problems. We had a hell of a time finding one another and Gord said at one time, "this is as close to the speed of sound that this baby will ever go." He was doing so much manoeuvring that I announced "someone is going to have to clean up back here if you don't settle this thing down."

The wing of the T-33 presented a problem for the photographer, looking out and downwards because the tip would almost invariably appear in the shot. I didn't want this, so the pilot had to drop it and then recover to avoid hitting the other aircraft. I would tell them as we neared the site best for the photo (in my opinion). Co-operation between us was the essence of any shot that work out.

We only had permission for one low pass and I was only able to pull off two shots. The best one was loaned to Bud Wright, the tech-rep for McDonnell at the time. He took it to St. Louis and the company produced a quantity of the lithographs. Wright gave them out as Company memento. The second shot was not as good but wound up in DND photo files in Ottawa. It was never reproduced as a litho but some

prints were made.

Years later I feel I broke the heart of John Henry Birks when telling him this. Jake thought he was flying it at the time but unless they swapped places following the briefing Falls gave before take off, there is no doubt in my mind as to whom it was flying '100'. There is another well known photo looking at the underside of a Banshee with the bridge underneath it was taken some time later. It was black and white and a great shot, not taken by me, that looks out the harbour. Jake probably flew this photo trip.

Gord and Lt. Dave Tate were both really great camera pilots as they could visualize what I wanted, even though separated by the seat distances in the T-Bird. Dave was pilot when we took another shot for two other birds some time earlier upon the opening of the MacDonald bridge. That photo was a cover shot for the Halifax Mail-Star and also appears in the book 'A History of Naval Aviation' by Keally and Russell

**John Turner (PHOTOG)**

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**Guess Who Photo:**

Kerry Briard & Mike Miljus  
1952 Shearwater Flyers at the  
Dartmouth Memorial Rink.

## READERS COMMENTS

**Sheila Davis** writes:

Hi Kay: As usual, I really enjoyed the Spring publication. Great coverage of the Avenger etc. Wish I could help in a meaningful way.

On Wednesday I attended the annual gathering of Naval Air types organized by Stu Soward at Uplands Golf Club and I took a bunch of 'show and tell' items. There was an abbreviated diary covering about six months of 'who did what' on my watch in the Tower along with transcripts of an Inquiry held when TCA complained about a near miss with four Avengers returning from 'carquals'. Most interesting - but maybe just to me. We reminisced about many of the names that came up.

I am glad I took my 'shadow box' as it turns out that I have a 'Gannet' with the German insignia - not an Avenger. The small one is a SeaFire. I thought there seemed to be a discrepancy in the profile but couldn't account for it as I was always sure it was an Avenger. I guess Fairy Aviation must have sold Gannets to the German Navy in 1958 so they gave these out. I was told the Cdn. Navy looked at them to replace the Avenger but then decided on the Tracker. I still enjoy having them though.

Have a good summer. Sheila

**Llib Llerraf** writes:

DIFFERENT SHIPS – DIFFERENT LONG SPLICES

This title won't mean much to those who were so unfortunate as to have joined the wrong Service – it simply means that individual ship's companies vary in their customs and modus operandi (MO).

I have lately had cause to ask myself "why museums at all? how did they come into being and how are they operated and managed? You might well ask yourself " why could Llerraf be so intimately involved with a museum for so many years without putting that question to himself?" . There is a one-word answer to that second question --STUPIDITY!

The answer to my self-addressed question (why museums at all ....?) was as follows:

Museums are institutions created by a conglomeration of citizens who KNOW that the foundation of their society is the memory of its

achievements since its nativity -- that, without strong roots thrust down into the nourishment of past achievements it is 'a house built on sand'. The same is as true of military institutions – Army, Navy, Air Force – as it is of the Nation State institution they serve.

So, at a museum's birth, a group of citizens, those with the burden of a sense of duty, gather, talk and produce a plan for the preservation of neglected roots. This group creates the institution called Foundation. There follows then the acquisition of community support and the gathering of artifacts and muniments (look up that Joseph Howe word) and then the creation or discovery of a shelter to house the collection. The museum is the collection – not the building. Museums need an operating manager and staff who may be paid employees or may be unpaid volunteers (volunteers are fools burdened with a sense of duty). The Foundation Board selects the Manager, gives him broad direction (without micro-managing) and exercises diligent surveillance of his MO in the prosecution of the aims of the Museum Foundation. It, the Foundation, monitors the manager's selection of paid staff and, distantly but dutifully, their performance. It also routinely reviews the manager's own performance.

That is the way of most museums. DND Museums don't work quite that way. SAM is a DND museum, the management of which is performed by a private company under contract directly through 12 Wing Commander to higher DND authority. The contractor is meant to receive direction and control from an ex-officio Board of Trustees composed of military officers on rotation through appointments to 12 Wing (the transient nature of these Trustees does not foster in them a deep and lasting concern for the affairs of the museum – absentee landlords in effect). A contract for the operation of the museum is let annually or semi annually – and funded by DND. SAMF raises funds and borrows money for the erection of buildings and for the acquisition of artifacts. These tangibles become DND property: SAMF owns nothing.

The closing question is "Is there a better long splice model for the operation of SAM?" Can or should the Foundation control the operation of the museum directly?

My reading has unearthed the following about a western museum:

"The Editor is solely responsible for content, and any opinions expressed herein are solely those of the author(s) and do not necessarily reflect the opinions or position of the DND, the Naval Museum of Alberta Society, its members, and/or The Naval Museum of Alberta. The Naval Museum of Alberta is a fully accredited Canadian Forces Museum is operated by the Naval Museum of Alberta Society, a duly registered non-profit organization."

*Disturbingly yours: Llib Lleraf*

**Bob Bissell** writes:

Hi Kay The Spring Newsletter was waiting for me on my return to Trinidad after another 2000nm jog around the Eastern Caribbean.

What really caught my eye was the picture on page 7 of Avenger 337. That aircraft seems to appear more than any other in my Observers log book. So many happy memories of that aircraft and its reliable engine. It did carbon up one day when we were last in a squadron free deck fly off and I had an exceptionally good view of Maggie's Hawse Pipe. Besides having a steady driver in the person of Willie Long, your newsletter also had in it a couple other names, Murray Decker and Midnight Hill who used to share the experience.

Ted Cruddas newsletter arrived also at the same time and he had been in contact with one of our favourite Turkey pilots Russ Spiller. (Ted's nsltr can be found on the SAMF web site.)

So you can count on me for a donation towards the refurbishment of one our more capable aircraft of that era.

Meander II got off to a late start in 2005 sailing on her first cruise from Trinidad to St Vincent and the Grenadines. We had UK guests for that trip and on return to Trinidad it was time for CARNIVAL.

The next cruise took us to St Croix, Culebra, St Thomas, British Virgin Islands. From Culebra, which we used to practice bomb years ago, we made a short visit to Puerto Rico. Roosevelt Road is essentially shut down now as the Vieques range is closed.

It was great fun to revisit some of our favourite anchorages in St John and the BVI islands.

Despite the fact that the BVI remains the favourite

charter destination for Americans, there is still lots of room, good sailing and great destinations. On to St Maarten/St Martin the combined French Dutch island. This is a popular destination for Europeans and the only island in the Caribbean with a clothes optional beach. For us yachties it's a good place to obtain duty free goodies.

Next stop was Antigua for cricket. Unfortunately the Westies are in a slump and lost both to South Africa and Pakistan. Antigua is a popular resort island for the Brits and in a way they still run it in spite of the island having its independence for some years now. There is a good ex-pat community many of whom participate in the Royal Naval Tot Club of Antigua and Barbuda. At the end of the day it provides an opportunity perpetuate the naval tradition of Up Spirits and toast HM the Queen. It does seem to have some recognition from the RN and while I was there was visited by the First Sea Lord.. He of course was visiting the WI station frigate HMS Liverpool. I had a visit on board one of the latest AORs, RFA Wave Knight. This wave class is very flexible and can carry out RAS either by high wire jack stay or the old style crane and boom. Propulsion is also very flexible by using a diesel electric system aka cruise ships and ferries so that depending on the ships power requirements propulsion or otherwise up to 6 MAN diesels are automatically brought on line.

We had side trips to Barbuda, Montserrat and Guadalupe. Barbuda is that picture postcard impression of the Caribbean, palm trees, gin & tonics and endless white sand beaches. Montserrat, the emerald isle, is now 10 years on since its sleeping volcano became active and destroyed the main city of Plymouth. As it is still a British Overseas Territory complete with a Governor, it gets a lot of support from the UK and so it is gradually getting organized. While we were there a new airport was opened capable of handling a Dash 8. A high speed CAT services the island with 1 hour trips to Antigua. Population is still only 5500 so immigration is encouraged especially ex-pats. (I love hearing from you Bob - always entertaining. Kay)

**Tom Pollard** writes:

Thanks for the dues reminder. I did my advanced

training in Avengers (TBM's) with the USN in '55 and subsequently logged a few hundred hours in AS3's. A great old airplane which I thoroughly enjoyed flying.

Hello to everyone and my best regards. **Michael Wasteneys**

Kay - I love it when you talk tough!! You're absolutely right - I've been enjoying the fruits of your labours and of others, as freebees. Here's a cheque, enclosed. Keep up the super work! **Les East** (Thank you Les. You took my membership note (tirade?) in the way it should have been taken. You're a good sport. K)

Thank you for your persistence in dunning me. I have Happy Memories of Shearwater having served at the Dental Clinic on the Base circa 1966. Made many good friends and enjoyed playing on the rugby Team with Jake Kennedy as our Coach. Also many adventures skiing at Wentworth Valley. Some great memories of the Wardroom, although slightly blurred. Thanks again for the memories. **Jan Strom** (Captain, RCDC)

You finally talked me into joining SAMF. **Dave Walker**

I served in 48<sup>th</sup> Pilots of RN FAA during World War II and transferred to RCN at time of Suez. I greatly enjoyed being a member of Shearwater Mess in late 1950's. **Ken Johns** (Mr. Johns passed away just after we received his note. K)

**Bruce Vibert** writes:

Dear Bill Farrell: Have just returned from Pompey where reunited with 842 Squadron. See my sole contribution to the website - "Successful Attacks on Submarines Involving Swordfish Aircraft - 1939-1945". Put there courtesy of the R.N.H.F. under: <http://www.flynavyheritage.org.uk/history.htm>

Awaiting me, from Rolfe Monteith; now resident of Esher, Surrey, your Fall 2004 Newsletter. Very good reading, but respectfully submit:

Page 10 - "Life Gets Tedious, Don't It"

(a) Esmonde's Squadron was No. 825, not 845. The former a remarkable squadron and, later, for a while, RCN.

(B) The torpedo hit on "Bismarck" was by 'Percy' Gick's aircraft.

Page 27 - "Swordfish Revisited:

(a) "However, none of the torpedoes from the nine aircraft made a telling blow".

C. in C. Home Fleet considered the avoiding action by "Bismarck" was telling. So did the Germans. Shoring up, again, of damage by "Prince of Wales", etc.

(b) "The first U-Boat sunk by an aircraft in the Second World War"

A very frequently made error by historians. U-64 was the first by the F. A. A. "-

11 Mar 1940 U-31 By Blenheim of 82 Sq - Wilhelmshaven - salvaged

13 Apr U-64 By S/fish on floats from "Warspite" - Herangs/Otot

2 Nov U-31 By "Antelope" - Inbound. = 2<sup>nd</sup> sinking of.

(c) Re Mac Ships - "12 attacks against U-Boats though none was sunk"

However, one submarine - "La Perle" (Free French) - see my web. List.

(d) The final paragraph is spot-on as, I believe, is most of the article. Hope not nit-picking to add that the Martlet became known to us as the Wildcat. Soon after "Audacity" was lost.

From **Don Rubin**

I am in Roseway Hospital in Shelburne after having a heart attack. I am feeling good - but weak - but I can have visitors. I am hoping to be moved to Villa St Joseph in Yarmouth where I'll be looked after. I cannot go home again as I am unable to maintain it or make proper meals. I have made the decision to go to a home and hope to get into Surf



Lodge in the near future.

Kay; Thought it about time that I wrote and said thank you to you and Bill Farrell for all the many hours of hard work and dedication that you both put into the SAM Foundation. It is a thankless job in many respects but there is the satisfaction of knowing that so many former naval air personnel and in particular CNAG members who whole heartedly support your efforts. Let not your detractors dissuade you from your purpose.

We were so sorry to hear that Bill Farrell had to step down from the President's Chair but then he has faced so many personal challenges in the recent past that it is time for him to take a well deserved rest. He has done a spectacular job as President and he will be missed. Thankfully, he is remaining as Editor of the SAMF Newsletter continuing the great relationship with you that makes it one of the top military museum magazines in Canada.

I would also like to suggest that we all, former naval airmen and women, consider giving each member of our extended family a one year membership in SAMF this Christmas. At \$30.00 each it is a great gift and reminds the family where their roots are planted. Keep up the great work and "never stop hounding the troops"

Respectfully, **John Eden CNAG Chairman**  
(Thank you, John.)

**Bruce Davey** writes:

Ouch! You're right. Thanks for the kick in the memory department. Feels just like the day I proudly drove the NC5 (first motorized jet engine starter) as it's first driver and as I neared the centre of the Base, the vehicle started to smoke. To an amused number of on-lookers, I released the "Emergency Brake". Banshee Sqn was the best posting of my RCN career followed by Maggie time.

From **Pat Whitby**:

Kay - Herewith a donation for the Avenger project, a most worthy cause.

I didn't fly the Turkey very much, two delivery trips from Norfolk in the beginning (one Guppie). A couple of years later, it was decided to hold an 'Amateur Day' so that we shore-bound guys could re-qualify on the deck and Maggie was made

available for a day off Halifax. I was in the TAG/VT40 at the time. We did some FCLP's and went out and did our thing. In no time at all, I got my six and was on the way back to Shearwater. I can't remember who the LSO was (I have a photographic memory but I'm out of film) but I do remember Vince Greco on the flight deck and since my previous DL's had been on Seafires and Sea Furies, being struck by the remarkable all-round view from the cockpit.

Incidentally, the picture on the inside cover of the spring 2005 newsletter took me back some. If you look closely at the driver in G with head jammed up to the roof you might recognize him - I did.

Many thanks for the continued good work on the Journal; like good wine it gets better with age. (Thanks to our Editor, St William. K)

Hello Everyone! I transferred from the 'Engine Room Branch' to Naval Air in 1946 and retired as CPO i/c in 1971, so I have many fond memories (and some sad ones).

On Sat 8 May, my legion - FE Butler Br. 44 is celebrating VE Day and in our parade are three of our Admirals, Debbie Piers, Robert Timbrell and Harry Porter. Many veterans, from Liverpool to Hubbards, will be joining us. We're looking forward to swapping stories and sharing our good fortune to have survived and able to still pay tribute to our fallen comrades.

Thank you all for your wonderful hard work in the Museum. **Jim Crawford**

**Ron Legeer** writes:

Enclosed please find my membership donation plus a little extra for the 'Avenger' restoration. I have pleasant memories of being involved for some 8 - 10 months at the Air Electrical officer in the 'Avenger Project Team' seconded to Fairey Aviation.

Like all others who had previous experience with the Seafire and Firefly "electrics", I found the Avenger an excellent example of North American Engineering.

From **Carl Wright**:

Hi Sailors; Well it has been a long time since anyone has asked about # 1 DU. I will try to bring a little bit of it into view from my perspective. Tried to bring this unit to light many years ago when I first got out of service at a NAG meeting because at that time I was very interested in seeing if there

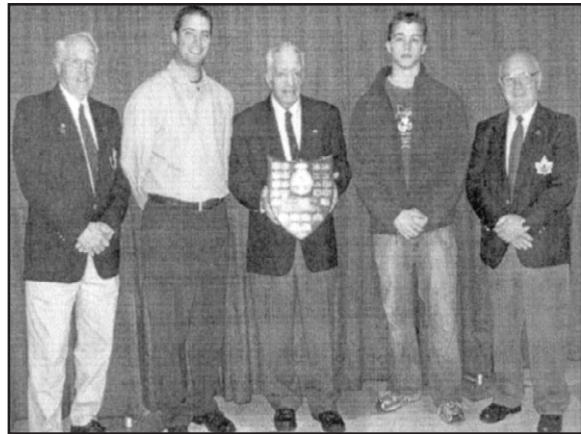
was a registered ship type crest available. One of the directors was not interested at all?? Some of the members of # 1 DTU that I remember with great caring are, Sands, Stu Beakley, Pedro Welsh, Al Ashcroft, Fred Devlin, Art Corrigan, Rip Adams, Stevenson, Carl Wright, Wylie. I am sure that there are other names that I will remember. I still have a crest from the unit. When I was on the unit I was an SE at that time and my job was packing chutes in a brown or kraft paper bag that matched the form or shape of the fuselage, Fishhead duties and any other that were required. Not boring. We flew our a/c from Osborne Head Gunnery Range. While ashore I got badly hurt out there trying to put catapult into wind. There was no pavement or asphalt just good old N.S. mud. Tractor flipped back over myself and I was crushed by it. Flown to RCNH by Helo from Shearwater. Had last rites, lived, and was told by Doc Willoughby that I probably would not be able to have any children. WRONG. We had four. While on the Drone unit we commissioned the HMCS Porte Ste Jean which I am sure that you all know was a Gate Vessel used for sub gates at entrance to harbour. Our job was to fly drones, recover spent torpedoes. Towing wooden targets for the fleet. One of our other jobs that I remember was to go to Louisbourg NS and recover a Cannon from the bottom of the deck with divers and a CBC camera crew. Before getting there I can picture the Captain up on the Port bridge Quarter using a Rudy Valley megaphone hailing a Cape Breton fisherman who was hand-lining " Ahoy, is this the entrance to Louisbourg Harbour." We never did get the cannon up. It ended up by being brought up by an American Buoy Layer who was in the vicinity. Well that is all for now. There is a lot more tales (dips).

From **Jake McLaughlin**

My compliments to the photographer, Excellent cover!

**Deserving Student Award**

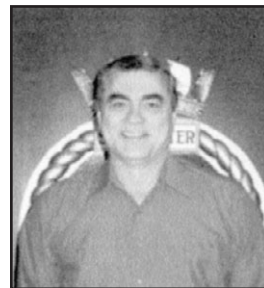
CNAG Atlantic Chapter President, Steve Macdonald presented cheques on behalf of the Atlantic chapter to Paul Eagle, Class 5-1 and Greg Hillier, class 5-2, of the Aviation Technician Course, NS Community College, Akerley Campus, 14 Jun 05.



L-R Bill Gillespie, Chairman, Paul Eagle, Steve MacDonald, President, Greg Hillier, Rolly West, Member.

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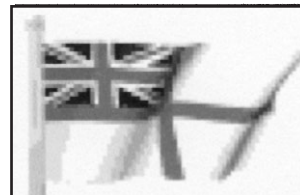
**MEET ROGER CHIASSON**



As of 1 April 2005, Roger Chiasson has joined our staff as our new Assistant Curator. Roger was born in Cheticamp, N.S. He joined the RCAF in 1966 and has served at Shearwater, Summerside, PEI, CFB Borden, CFB Greenwood, Geilenkirchen, Germany, NDHQ Ottawa, Gander, NFLD and CFB Halifax.

Roger retired in 2004 after more than 37 years of continuous service. Roger is married to Bernice and they have two daughters, Nicole and Jeannine. As Assistant Curator, Roger will put his AERE experience to good use supporting the restoration projects, maintenance of the aircraft collection, development of the technical artifact collection, just to name a few projects.

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## A Tale Of Wartime Chivalry

On December 29 1943, Lt. Charles Brown USAF was piloting his B-17 in a raid on an aircraft factory near Bremen when the aircraft took a direct hit. Three of the four engines were knocked out, the left stabilizer was rendered useless, holes were blasted through the wing and the nose was shot off. Four of his nine man crew were wounded – one of them mortally. Miraculously, Lt. Brown was able to recover from a spin and was flying at 300' headed toward the North Sea. When he saw an ME fighter approaching from behind, he knew his number was up. Then something incredible happened. Instead of shooting him down, the German pilot waved and pointed the way to safety.

Almost half a century later, Charles Brown of Miami tracked down the Luftwaffe pilot! Late last year Franz Stigler, now a resident of Surrey B.C. was finally accorded recognition for his action. The German Ace had already shot down two B-17's that morning and was refuelling his ME-109 when he spotted the damaged B-17. He took off in pursuit. As he closed in he could see that the tail gunner had been shot and was bleeding profusely. "I couldn't shoot" recalls Mr. Stigler, now 78. "Maybe it would have been different if I hadn't seen the man." He recalls flying along the left wing of the B-17. Suddenly he was eye-ball - to - eye-ball with Lt. Brown. The

German motioned the American toward the Baltic and the safety of Swedish soil. For Lt. Brown this was too bizarre to grasp. "In all our training there had never been anything to indicate what to do when a German fighter pilot wants to fly formation with you." he says. Not sure what to do, Lt. Brown veered left toward the Channel and England. As the B-17 vanished, Stigler returned to his base. Understandably, he didn't report the encounter as he would have likely faced execution for aiding the enemy.

In 1953, now a civilian, Mr. Stigler emigrated to Canada, subsequently in 1970 marrying and settling down in Surrey British Columbia. Meanwhile, Lt. Brown continued his career in the USAF. Oddly he had forgotten the bizarre incident. One night he recalled and began to wonder what had become of the Luftwaffe pilot. In 1989 he published a letter in a German Aviation newsletter seeking an answer. Stigler was a subscriber to that newsletter. He wrote Mr. Brown who phoned back with a list of questions. Then Mr. Stigler says, "he said to me, yes Franz you were the one".

The two men arranged to meet at a Seattle hotel. When Mr. Brown spotted Mr. Stigler at the front desk

of the hotel he immediately recognized the man who had spared his life long before. Mr. Brown subsequently persuaded the Federation de Combatants of Europe to award Mr. Stigler it's highly coveted Star of Peace. Last year (1993) at Langley in a ceremony the Federation bestowed the honour. The two men now meet regularly.



*Luftwaffe pilot Franz Stigler getting out of his Bf 109 in Sicily after returning from Africa.*

*Reference: Ellen Saengar Alberta Report 1994*

*Reference Photo: SAMF from German Web Site*

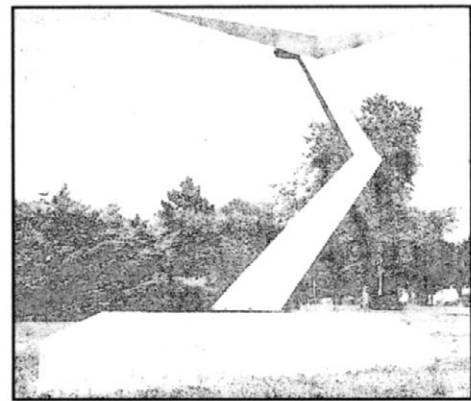
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### How we play the game....

The modern Olympic Games are a marvelous spectacle of Athletic skill and sportsmanship. Would that more competition in this modern world was approached with the same attitude.

***"For when the one great scorer comes  
To write against your name  
He asks not if you won or lost  
But how you played the game."***

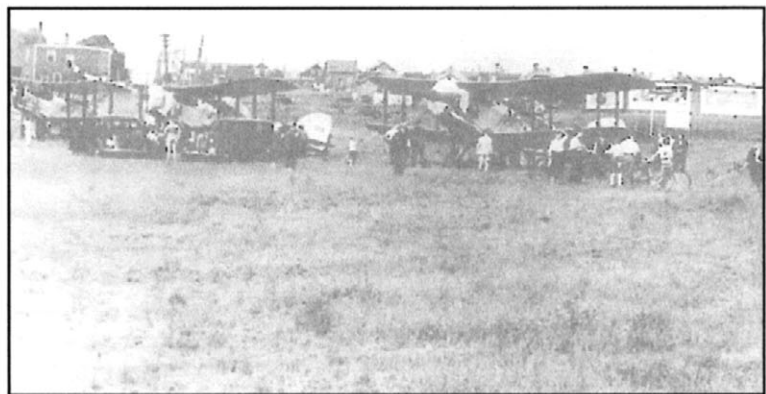
# AN INTERNATIONAL AIRPORT?



Above: Saunders Park on Chebucto Road today.

## HALIFAX AIRPORT - 1931 CHEBUCTO ROAD, HALIFAX

The late Gord Cummings once described a hairy flight out of there just about the start of WW2. There was an engine failure on take off (EFTO) in the frontline (Western Front maybe ?) single-engine bi-plane, Mach .01 RCAF bomber in which he was a passenger in an open cockpit. Gord was an "erk" at the time and the pilot insisted that he come along for the airtest of the engine that Gord had just finished certifying as airworthy. A sort of "put your rump where your pen was" demand. It turned out OK but, if it was off the SW runway, he would have a lot of houses to break (brake ?) his landing had it occurred before reaching circuit height. Life in that precinct must have been pretty interesting for the locals.



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### Calling all War Grooms ( Male "War Brides")

If anyone knows of a former WW11 Allied serviceman who married a Canadian girl during or shortly after the War, and who subsequently immigrated to Canada because of the relationship, please contact us at: [jkozar@mts.net](mailto:jkozar@mts.net) Or:

J.Kozar  
233 Rochester Ave  
Winnipeg, MB R3T 4G6  
204-269-6349

A book documenting the stories of these men is in the planning stages. If the veteran is deceased, the name of his surviving spouse or children would be helpful.

**Me, after a year of nagging about the Avenger and our last membership drive**



Hi: A few weeks ago, there was a Bonnie/Maggie reunion in Halifax and lucky us, we had some attendees who visited the Museum - Tom Walton, Ken Batchelor, Ray Shanks, 'Bash' McLaughlin to name a few. It was a reunion in itself.

Before I go any further, I have an apology to make (sort of).

When I sent out the 'Here we go again' membership notice, it was with tongue in cheek, so to speak. Four people took umbrage to the notice. We received 97 new members - all within a two week period. 102 members renewed their memberships. So, let me see.... 4 out of 199.... I can live with that. Thank you so much to the 199 - we sure need you. Our membership runs from 1 Jan - 31 Dec not from the date you sent in your donation. So that means, come December of this year, I'll be looking for your 2006 membership. I'll remind you in our end of year newsletter. Now darlings, there are still a lot of you out there who have not renewed or joined. It only takes the payment of the current year membership to bring you up to date. I'll bet you are thinking "I'll wait till end December and then join." Hey, I'll be watching to see you do.

I received a letter which stated something like "well, now that the Avenger is inside, I guess you can rest a bit without going out after more money." Wrong! Believe me, it's never ending at a Museum. Money is always required for new artifacts or just for keeping the ones they have up to scratch. It is probably true to say that the SAM will need another building or extension within the next 3-4 years ( probably earlier). I just recently heard that they have so many artifacts on hand, clothes, parts of aircraft etc that they have been storing them in one of the hangars up on the Base/Wing. What next. Now because the Wing has to utilize those spaces, the Museum have to store these articles in bins of some sort for the time being until they find room for them. So 'take a rest away from soliciting for funds?' I don't think so.

As you can see by our 'In the Delta' list, many friends have passed on. I'll bet you know what I'm going to say next. We're not getting any younger. So when we're gone, how do they maintain the Museum and your heritage/history. That's up to you. We must get our families involved. I know yours are proud of you and what you have done in your lifetime. Why not ask them to join our Foundation in support of the Museum. It can be a birthday or perhaps a Christmas present to you. Discuss it with them. Only \$30 a year and your history and heritage will be kept intact along with your Naval Air buddies. It will keep you alive in their memories as well. *(Christmas is approx 4 months away (by the time you*

*receive this nsltr) and that gives you 4 months to convince your family to get involved. Nag Nag Nag)*

Have you had a chance to look at our web site: [www.samfoundation.ca](http://www.samfoundation.ca) It isn't finished yet, but we're getting there. Our SAMF Directory is just about ready to go. Now comes the important part. **We don't have all the info we require so it will be up to you to let me know of any amendments / additions or deletions to the list when it's published. If you don't want your name, address, telephone number or email address on the list, just let me know.**

We are open to suggestions as to what you'd like to see on the web site - just let us know if you have any.

BTW, we haven't had too many articles from you lately. Whether you think they're good or bad, I know your friends would like to read them - ***'and thar I wuz... at 30,000 feet, flat on my back and.....***

Kay

**PS I attended the Memorial Church Service for Mr. Rod Bays.** I have to tell you, it was not a sombre occasion but rather one of the happiest services I have ever attended. The retired naval air people who were there were hugging and greeting each other - truly happy to see one another - a celebration of old friends for an old friend.

***"A real friend is hard to find, difficult to leave, and impossible to forget."***

**ON NAVAL AIR** *written a few years ago by Jim Burns*

There are a lot of stories out there waiting to be told. Naval Air grew from the "Ugly Duckling Stage" where we hardly knew what we were doing, to the "Beautiful Swan Stage" where we were second to none at our profession.

In the process we created an esprit de corps that had to be experienced to be believed - witness even after all these years we are closer to one another than we are to family members. ***We are family!***

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## TUMBLING.....

Several weeks ago I was asked by the editor if we could find anyone who experienced 'Tumbling'. He said "T-Birds, we are told, have a propensity to go into an end-over-end roll about the lateral axis when mishandled at altitudes above ten thousand feet. Can we obtain information on this from a "mishandler" please. (tumbling in the hay we are already familiar with and need no further elucidation). Ed."

I asked my favourite T33 Pilot, Gerry Willis, what he knew about tumbling. Although he knew of it, he never experienced this phenomenon. He recommend that I get in touch with William (Turbo) Taring who wrote:

Hi, Kay

Not too many pilots mention having experienced the TUMBLE either because they haven't, or because they're embarrassed (the TUMBLE is almost without exception the result of inept flying!) and there's no tell-tale evidence (unless the cockpit needs "cleaning").

A PITCH-UP in the Voodoo & Starfighter was a little harder to hide since the remnants of the drag chute would either be missing (having been jettisoned) or dragging behind like an umbilical cord! The Voodoo also had a navigator in the back & he would be unfavourably impressed with a pilot who got into a pitch-up, especially since there was an instrument to warn of impending pitch-up, a warning horn to warn of imminent pitch-up, a pusher that took matters into its own "hands" and shoved the stick forward just in time if the pilot insisted on ignoring the first 2 warnings (it could be overridden by the same idiot that got it there in the first place), and a limiter on the control column when flying in autopilot which could only be overridden with some determination (and lapse of judgement).

I came across a slightly-updated TUMBLE write-up in 414 (TS) Sqn's flying book that follows. It's slightly more involved but does further explain the phenomenon (always the danger in the military when you give someone a project to "update" something). As Gerry will recall, the T-33 is one of the few aircraft (actually the only one I know) that weathercocks downwind because of the larger nose surface/tail surface ratio. Another reason for not side-slipping with the tip tanks installed and the flaps down was the risk of blanking off the airflow over the tail.

The CF-101 Voodoo had similar problems with the tiny swept wings (only installed, as we discovered later, for "pilot morale") and the high T-tail - it was the dreaded pitch-up and the aircraft could only be recovered with timely and judicious use of the drag chute (you only got one chance at the recovery). Pitch-up gave the same ride as the tumble in the T-33 & was affectionately referred to as "Wah hoo!" by those who took the ride. But that's another story, for another time.

The best instruction we got for both the TUMBLE and the

PITCH-UP was, "Don't do that!"

*Turbo Taring (VU-32 1970-73)*

414 TS SQUADRON'S 133-001/PT-000 (PAGE 5-6 & 5-7)

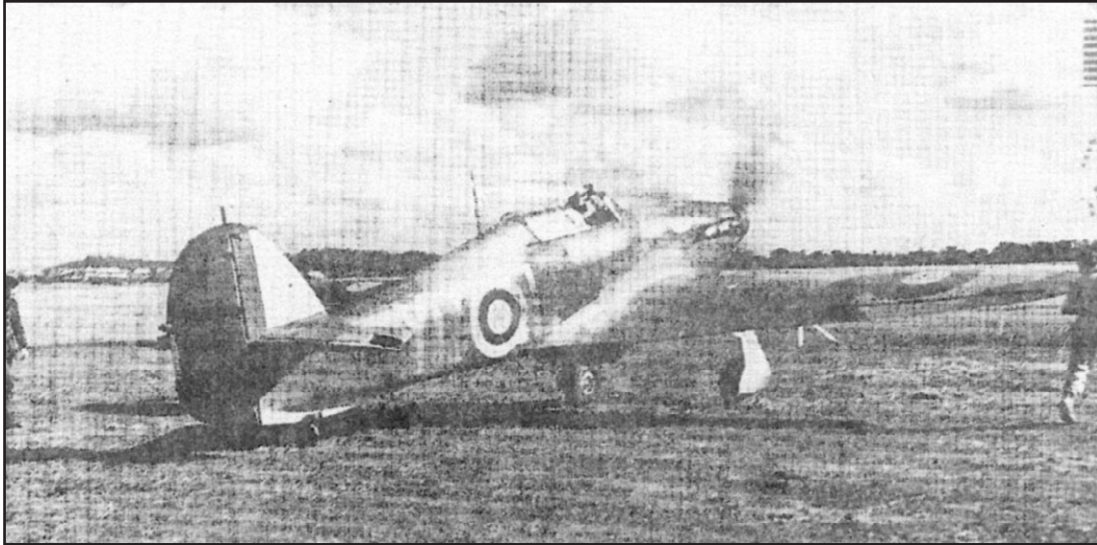
21. **Tumbling**, as the word implies, is a violent, free-falling movement where the aircraft turns end-over-end forwards, backwards, or wing-over-wing, or a combination of these. Tumbling is the result of gross cross-controlling at low airspeeds, usually at altitudes above 15,000 feet. It can be the result of stalling the stabilizing moment of the vertical, or horizontal, stabilizer from generating excessive yaw. Stalling the vertical stabilizer normally will result in the aircraft "swapping ends" as the nose of the aircraft over-controls the stabilizing moment of the tail. This can occur at yaw angles as low as 16 degrees. A tumble can also result from stalling the stabilizing moment of the horizontal stabilizer – particularly at slow airspeed with the flaps down. The horizontal stabilizer assumes considerable force in trimming the aircraft and keeping the nose from dropping – particularly at slow airspeed. If a large amount of yaw is allowed to develop, the airflow over the horizontal stabilizer can be disrupted and it can stall. With the loss of the stabilizing moment from this stabilizer the nose will "duck under" violently and the aircraft will depart controlled flight. The gyrations of a tumble are extremely rapid and follow no set pattern. The average altitude loss is 2,000 ft for each gyration. The total altitude loss will depend on the altitude at entry and the severity of the tumble. The aircraft is uncontrollable, and the rapidity of the gyrations will probably generate disorientation. Vibration is common, making accurate instrument readings almost impossible.

22. Although a tumble can be induced from any attitude or at any altitude, the Silver Star is most likely to tumble at low airspeeds when the aircraft is yawed considerably. Regardless of the position of the control column, the application of full rudder increases the chances of the aircraft tumbling. Particular care should be taken during the following manoeuvres:

Rest as in 20. & 21 previously written in the Manual of Flying Training

*Thank you Mr. Taring. Kay*

OK - how about comments from Pilot's who may have experienced this phenomenon - no - not the tumbling in the hay - the other one. K



*A Hawker Hurricane fighter, its propeller still turning, returns from a patrol during the Battle of Britain. This aircraft was used on Aug 26, 1940, in the Squadron's first encounter with the German Air Force.*

## OUR NO. 1 SQUADRON

### ***The only Canadian unit that fought in the Battle of Britain trained at Shearwater.***

*By John Boileau Special to the Sunday Herald Sep 2003*

On Sep 9, 1940, in the skies over England, Flying Officer Otto John (Pete) Peterson of Halifax blew apart a Messerschmitt 109 fighter at such close range that fragments from it shattered his canopy, cutting his face. With blood streaming into his eyes, he fell to 450 metres before he could regain control of his Hurricane. Peterson, 25, originally from Alberta, flew in the RCAF's No. 1 Fighter Squadron and was one of 101 Canadian fighter pilots who fought in the Battle of Britain.

The Squadron's introduction to combat, only about two weeks earlier, was less than auspicious. On Aug 24, five of the inexperienced Canadians attacked what they assumed were Junkers 88 bombers of the German Luftwaffe, downing two of them. But the aircraft turned out to be RAF Blenheim fighter-combers, which closely resembled the Junkers. Three British air crew members were killed. The Canadian Commander, Squadron Leader Ernie McNab, described the incident as "the lowest point in my life." It had come together so quickly for the Canadians.

In November 1939, two months after the war broke out, the Squadron, equipped with Canada's only

modern fighter planes, arrived at RCAF Station Dartmouth, today's Shearwater air base. In its new home, the Squadron prepared to go to war by carrying out coastal patrols and providing naval escorts. Flying Officer (later Lt. Gen.) Ed (Pappy) Reyno of Herring Cove dove on warships in Bedford Basin to give their gunners practice in anti-aircraft defence.

In June 1940, the Squadron sailed overseas aboard the Duchess of Atholl. After a brief period of operational training, No. 1 entered the Battle of Britain in late August, the only Canadian unit to take part.

After their disastrous start, the pilots of No. 1 Squadron redeemed themselves and, along with their countrymen flying in RAF units, scored more victories per pilot than any others in the Battle of Britain. The Squadron had its first successes two days after its debut debacle. It downed three Dornier bombers and damaged three more.

Peterson scored his first hits on a German bomber on Sep 1. Three days later, he attacked a twin-engine Messerschmitt 110, hitting it from behind. The devastating attack on the Messerschmitt 109 came five days after that.



Sep 18 marked a big daylight raid on London, and No. 1 scrambled to meet it. Peterson spotted three 109s about 600 metres below. He went into a dive with the sun at his back, coming up on the last German plane from behind. Opening fire at 275 metres, he scored a few hits when the Messerschmitt went into a vertical dive and the other two aircraft broke downwards. Peterson followed one of them and hit it with a long burst. As he broke away because another Messerschmitt was on his tail, he noticed the second plane he had attacked diving to earth, streaming white smoke. Peterson was credited with one destroyed and one damaged.

On the afternoon of Sep 23, Peterson took to the air with his wingman to investigate a German aircraft near the coast. At 4,300 metres, they spotted a Dornier bomber below them and dove in a head-on attack, Peterson leading. They broke off their first attack because of heavy return fire but pressed home a second one from the rear until they were out of ammunition. The Dornier disappeared into the clouds in a steep dive, but ground observers confirmed its demise.

Putting up as many as three or four patrols a day, No. 1's scorecard in destroyed, "probables" (probably destroyed) and damaged enemy aircraft quickly grew due to the efforts of men like Peterson. But so did its casualty rate. The Squadron's pilots and planes were being used up at an alarming rate as the tempo of combat began to take its toll. The Squadron medical officer reported that the pilots "appear to be suffering from strain and general tiredness."

But still Peterson and his fellow pilots took off, day after day, often against odds of 4-1, to meet the enemy in the air. Peterson was killed on Sep 27 when No. 1 attacked 30 Junkers bombers and 25 escorting Messerschmitts. He had accounted for 5

½ German aircraft destroyed, probably destroyed or damaged. Cpl Harry Smith of Shubenacadie, who serviced Squadron Leader McNab's Hurricane described Peterson as "a good pilot" who "clearly deserved" the Distinguished Flying Cross.

Ironically, Sep 27 was the Squadron's best day, its members destroying seven German Aircraft and damaging another three. The Squadron war diary recorded: "By the end of the day, the Squadron was a very tired, unshaven group of warriors." On Oct 10, No.1 was taken out of front-line action and moved to Scotland for much-needed rest. In its 53 days in battle, it had shot down 30 German planes and had eight probables and 35 damaged, at a cost of three killed, 10 wounded and 16 Hurricanes lost. Three of its pilots were awarded the DFC.

No. 1 Fighter Squadron was a small but important part of the famous "few" that Prime Minister Winston Churchill described in the British House of Commons on Aug 20, 1940. "Never in the field of human conflict was so much owed by so many to so few," Churchill said.

*Freelance writer John Boileau, a retired Army Colonel, lives in Glen Margaret, Halifax County.*

*Reference Messerschmidt by SAMF  
[www.adlertag.de/mainindex.htm](http://www.adlertag.de/mainindex.htm)*

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*Mom and Dad, congratulations on your*

**50<sup>th</sup> Wedding Anniversary!**

**Cdr. (P) James W. Stegen RCN (Ret'd)**  
and  
**Lt. (MN) Elinor R. Stegen RCN (Ret'd)**  
(nee Cornwell)

August 27<sup>th</sup>, 1955 Crystal Beach, Ontario

Best wishes and all our love from

**Cindy, Ron & Andy**