

lengthy, ongoing process; in the meantime, exhibit projects, such as the long awaited Sports and Recreation Exhibit, has been on hold while its space has been used to hold pallet loads of 880 Squadron memorabilia that hasn't got anywhere else to go...

The mantra of all museologists the world-over is "do no harm" to the artifacts in our care; overcrowding is arguably the quickest way to incur damage to artifacts, small and large. In order to rectify this situation and to ensure your aviation heritage is properly preserved for future generations, I would ask you to reflect a moment: there is a cost to donating artifacts to a museum in perpetuity. SAMF is planning to start a campaign to continue to expand our preservation capabilities: help us live up to one of the first of four main obligations of a good museum, specifically, to build and maintain good collections. With your support we can do this together; I can assure you this museum holds treasures that are irreplaceable and priceless, but without the basics in life, a roof over their head, steady temperature and relative humidity and proper storage facilities, there is little your SAM staff can do but move items from pillar to post and hope for the best.

ANNUAL SAMF DINNER/AUCTION

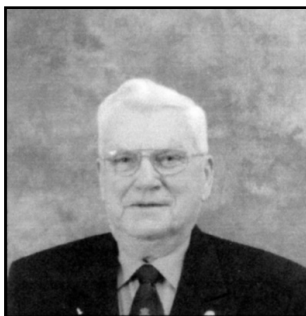


This years event was no exception - a successful Fund Raising effort. It was a tremendous success netting the Foundation approximately \$5500.

Our appreciation to all those who made this event so special. In particular, thanks to Patti Collacutt the driving force behind the auction.

One of the couples attending were **Helen and Bob Trenholm**, pictured here.

We would be remiss if a thank you was not given to all our donors and participants. Without you, we are nothing. Thank you very much.



President's Message

from Eugene 'Buck' Rogers
The lazy, hazy days of summer are here - let's enjoy them as we look forward to the rest of the Summer and early Fall.

The Restoration program of the firefly, Avenger and HUP is still ongoing - thanks to the volunteers and their dedication of time and energy.

The SAMF membership is on the rise, partly due to the

personal touch of contacting persons who were behind or who had forgotten to renew their membership. Thanks to those who made the phone calls.

The Annual Dinner Auction held 17 Jun at the WO/Sgt's Mess was a huge success. The number of attendees was down slightly, but the total profit was \$5000 plus. I would like to personally thank both the organizers and helpers who made this event so enjoyable and profitable. Also thanks to those who donated items for the auction and who attended the event with a delicious dinner.

My thanks to the SAMF Board of directors for making this year a "smooth sailing" one! To all SAMF members - thank you for your contributions and for taking a keen interest in our Shearwater Aviation Museum Foundation.

HELICOPTER HAUL DOWN (BEAR TRAP) EXHIBIT Follow Up

Five individuals took up the challenge to match my \$100.00 donation to the Haul Down Exhibit and thanks to one of those individuals, who made a very large donation, we were able to raise \$5,750.00 towards the exhibit. This is still far short of the total cost. Again, as usual, all but one donation came from the local area. If we are to make this into a World Class Museum and preserve your heritage, we require everyone's support, not just those in the local area. (see Secretary's column)

Thanks to Fred, Don, Peter, Wilfred & Barry for your support.
Bill Gillespie

"VU 33 Squadron - A Chronology - 1954-1968", is now available at the Shearwater Aviation Museum Gift Shop at a cost of \$20 plus shipping and handling.

It traces the history of VU 33 using point-form highlights and anecdotes for each month with a total of more than 400 entries during the fifteen year period

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Shearwater's Galloping Ghost *By Rolly West*

In the football season of 1953, after a Shearwater Flyer's victory, a Halifax newspaper sports columnist wrote an article about the win and the Flyer's newest offensive star who ran like a "galloping ghost". Well, after reading the article, his teammates, like most military people, tagged Gord MacLeod with a nickname, "Spook".

Gordon "Spook" MacLeod has the distinction of having served the longest as a member of the Shearwater Flyers' alumni. Through 1953 to 1967, MacLeod was an active Flyer, having only missed one playing season, in 1955, when he and his squadron sailed in HMCS Magnificent for the annual Fall exercises. During his lengthy tenure as a Flyer he was a most versatile offensive and defensive star. MacLeod was a member of Flyer Purdy Cup teams in 1956/57/65/66 and '67, which included the 1957 Dominion Championship team. Along with his teammates, was inducted into the Nova Scotia and Canadian Forces Sports Halls of Fame.

Upon hanging up his cleats as a player, he became an assistant Flyers' coach under head coaches Bert McCusker and Joe Carver for two years. In 1966/67 MacLeod was Head Coach of the team and led the Flyers to consecutive Atlantic Senior Football Conference Championships and berths into the Eastern Canadian Senior Finals. With the demise of Flyers football operations in 1968, MacLeod went on to become a member of the St. Mary's University athletic department and an Assistant Coach of the Huskies football team under Head Coaches ex-Flyer Bob Hayes and Al Keith. He remained in this capacity until 1976, with the highlight of his tenure at St. Mary's, being a member of the Huskies' team that won the coveted Vanier cup in 1973.

"Spook" still resides in Dartmouth, is a SAMF member, and remains very active as a community volunteer.

Presentation -



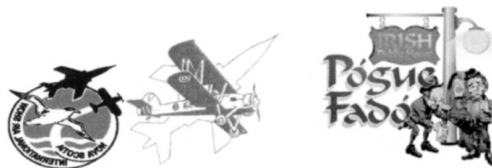
**Fleet Air Arm
Plaque**

*Christine Hines, SAM
Curator and Fred Sandy,
SAMF Member.*

While attending the FAA's AGM and Reunion in Coventry last April, Fred was asked to present this plaque to the Shearwater Aviation Museum as a token of their friendship and cooperation. The plaque was presented to him by the

FAA President, Read Admiral Adrian Johns C.B.E., who is the Second Sea Lord and the Rear Admiral Fleet Air Arm.

Fred tells us that he has heard the Admiral speak on many occasions and he is sure that the future of Naval Aviation is in good hands. **Ed. Thank you Fred.**



FUNDRAISING AUCTION

When: Saturday, September 9th.

Supper: 6:30 PM

Auction: 8:30 PM

Live entertainment: 10:30 PM

Where: Pogue Fado Irish Pub Halifax

The SAM Foundation, the NS International Air Show in collaboration with the Pogue Fado is sponsoring a fund raising auction and participant's party in support of the Shearwater Aviation Museum.



QUEEN'S VISIT - January 1959 at the Royal York Hotel in Toronto

From Jack Beard

FLASHBACK.....

ROYAL CANADIAN NAVY 132/55 HQ

For immediate release, 21 April, 1955

Employing one of the most versatile types of carrier-borne aircraft, a new operational flight has been added to the strength of the Royal Canadian Navy's air component.

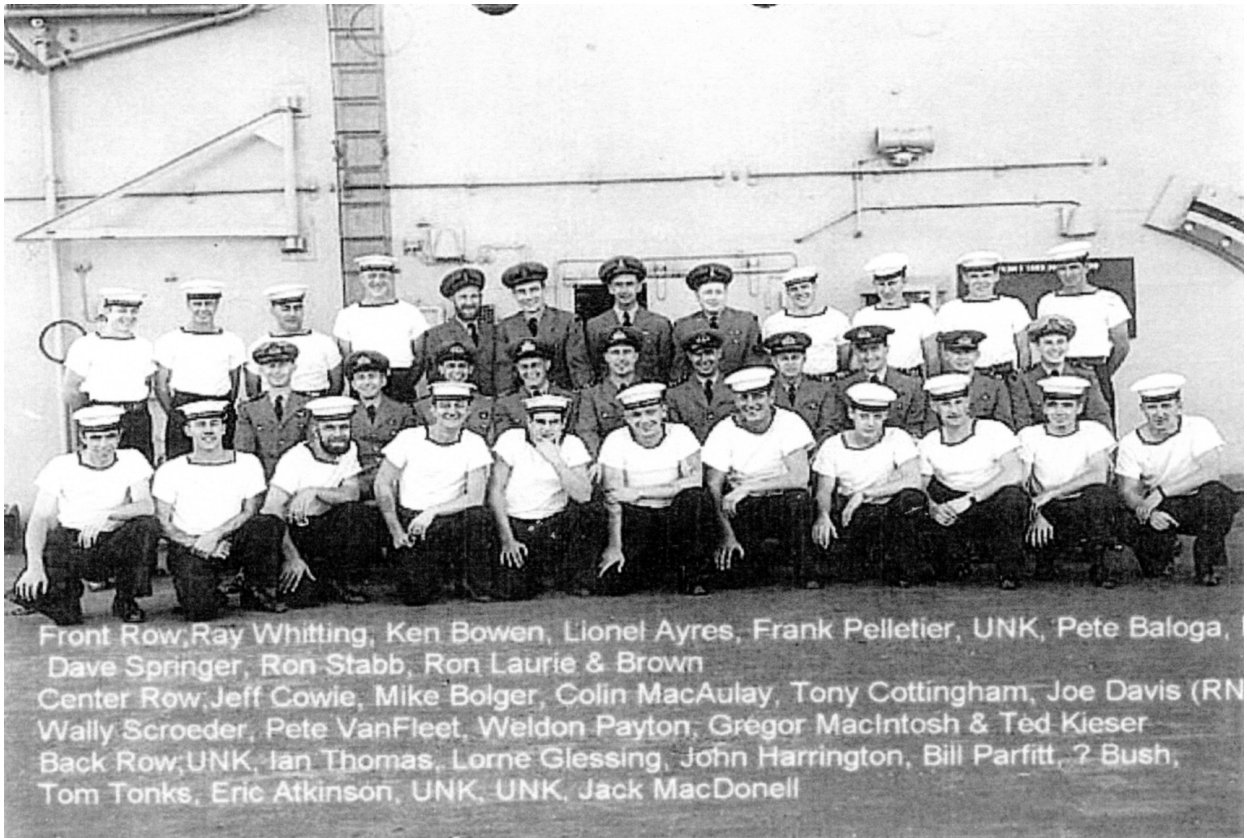
Four Avenger aircraft, modified to permit the installation of radar detection gear more powerful than that of most present day shore stations, make up the unit. It will be known as the A.E.W. (Airborne Early Warning) Flight of VS 881 Squadron, and normally will operate as part of that squadron from HMCS Shearwater, the RCN air station at Dartmouth, or at sea from HMCS Magnificent.

Acting in a capacity similar to that of shore warning installations, but with the added advantage of height and mobility, the A.E.W. aircraft, popularly known as the "Guppy" will extend considerably the radar cover of a fleet or convoy at sea. While its main objective is to provide initial detection and tracking data, the enormous power of the radar set carried by the aircraft makes possible a number of other functions of both tactical and strategic importance.

Having discovered the presence of a hostile force near the fleet or convoy it is protecting, the A.E.W. aircraft can revert to the role of strike direction, providing information necessary to bring fighter aircraft into position for attack. In anti-submarine operations, the aircraft's powerful radar and the advantage of increased height and mobility make it far superior to ship-borne radar in the location of enemy submarines.

In general scouting and tracking, the A.E.W. aircraft, flying at a relatively high altitude, can blanket an area as large as the North Sea with one sweep of its radar antenna. Secondary uses to which the A.E.W. flight may be put include ship direction, helicopter direction, anti-submarine operations, long-range coastal identification by means of radar, and weather reconnaissance.

A.E.W. aircraft have been in use in the Royal Canadian Navy for some time in training pilots, radar controllers, and maintenance personnel, but the aircraft of the new flight are the first in the RCN to be placed on a fully operational basis.



GUPPY DETACHMENT FALL 1955

NOW IT CAN BE TOLD

The war-time contribution of the Nova Scotia Light and Power Company

provided to SAMF by Peter Lawson

Those of you bringing up young children in the late 1940's and in the 1950's in the Halifax area, will likely remember the sparkle in their eyes as they watched the Christmas display behind the large windows of the Nova Scotia Light and Power (NSLPC) store on Barrington Street in Halifax.

The NSLPC was regarded as a community minded, friendly company whose loyalty to Halifax metro, and to its military men and women during the second world war had become legendary. In fact, NSLPC's outstanding contribution to the war effort was the subject of a radio series on CHNS called, "Now It Can Be Told" narrated by James Tapp, at 6 p.m. daily from November 1945 to February 1946. Such a long chronicle is impossible to replicate in a short newsletter item but I will attempt to provide a few different examples which in themselves will underline the unusual and often spectacular tasks that were assumed by NSLPC personnel.

This article is dedicated to the energy, initiative, endurance, and pride with which each NSLPC employee tackled and mastered problems which could neither be anticipated nor prepared for in an ordinary way. It is also dedicated to those NSLPC employees who made the supreme sacrifice in various branches of the armed services. Some sixty years later, we can say,

"That such have died,
Enables us,
The tranquilizer to die."

Emily Dickinson

SABOTAGE

Some two weeks before the start of hostilities, RCMP officials met with NSLPC executives asking that plans be formulated immediately to protect vital parts of the NSLPC system. Within an hour of the declaration of war, all points were protected by armed guards chosen from the ranks of NSLPC employees. Fencing, lighting, etc... had already been installed. Eventually, civilian guards, approved by the RCMP, took over the security task in more urban areas. At hydro plants and dams in remote areas, specially selected woodsmen who were crack shots kept continuous guard for NSLPC.

WAR POWER

Almost every war activity hinges on power. Halifax was a front row seat for six years in the theater of war with an average of 26 ships a day entering and leaving harbor. NSLPC supplied light and power for the vast naval and air establishments, for the shipyards serving both merchant and naval ships, for the forts and military sites, for the freight yards and wharves, for machine shops and

foundries, etc...Yet, NSLPC soon came to perform a great number of extraordinary and ancillary tasks as well.

DEGAUSSING



GOING TO WORK. With work in progress on ships scattered all over the harbour and basin the degaussing men used special taxi boats.

NSLPC was asked by the RCN to install degaussing "girdles" on ships to overcome the danger of magnetic mines. A tremendous job since on average, a ship required 30 miles of insulated, well secured cables to be connected to the ship's electric generator which was to be operated 24/7.

To perform this work, NSLPC created a Marine Department. The mighty QUEEN ELIZABETH, the battleship HMS RAMILIES, and SS LADY RODNEY were but three of the one thousand seven hundred ships from 19 different nations to be serviced by NSLPC.

RADIO SQUAWK

NSLPC agreed with Halifax city's request to create a transmitter that would cause a distinctive type of radio interference within a 25 mile radius whenever air sirens were in use. Persons who had their radio playing loud in their home thus would know to turn it off and respond to the call of the air sirens.

RCAF STATION DARTMOUTH

NSLPC built a line, a substation, and a complete distribution system for RCAF Station Dartmouth in a matter of weeks. This was the equivalent of building a complete system for a good-size town. Similar systems were built extremely well and quickly at the three wartime housing developments, the Bedford rifle range, the forts, a host of minor military establishments in metro, the Royal Naval beam station at Newport, the army camp at Windsor, all of Greenwood airport, and the base at Cornwallis with assistance from the Avon Electric Company. The armed services never once went short of power, even in the most critical of times.

SOUND ACOUSTIC GEAR(SAG)

Later in the war, Germans used mines which would go off

by the noise of a ship as it passed over the mine. NSLPC was given the job to equip minesweepers with SAG and then to equip other ships which would clear mines from the coast of France for the invasion on D-Day. NSLPC also worked on RADAR devices but the information remained confidential until well after the CHNS radio broadcasts.

TRAMS

Just before the war, the number of passengers carried on the Halifax trams stood at 9,000,000 annually. Curtailed use of the automobile, coupled with a transient population swollen beyond all expectations, taxed the system to capacity. In 1945, the 82 trams, 23 more than in 1939, carried 31,000,000 passengers.

Through various official and not so official means, NSLPC had managed to get 14 Birney type trams from Toronto, 5 from California, 2 from Sydney, Cape Breton, and 2 from Thetford Mines, P.Q. Due to shortages, the rails at Point Pleasant Park in Halifax were removed to extend the rail line on Gottingen Street.

The repairmen in the tram barns worked overtime almost every day to keep up. The additional power was being generated by a 550 volt D.C. generator which had been 'found' in Tennessee and shipped to Halifax.

RCAF TO THE RESCUE

Because of the urgent need for power, the commander of RCAF Station Dartmouth was at times called upon, especially during the winter, to assist in finding a main break in power lines in remote areas. The RCAF trained NSLPC staff as spotters and they were flown very low over transmission lines till the break was discovered.

NO-PROFIT CONTRIBUTION

In closing, I should indicate that the manager and everyone of the engineers at NSLPC during the war years and soon after were all graduates of the Nova Scotia Technical College in Halifax. These men had grown with Nova Scotia, and did the Province proud. Note as well that power was never rationed in Nova Scotia during the second world war despite a 140% increase in demand.

And finally, from the first day of the war to the very last day, NSLPC worked strictly on a NO-PROFIT basis with all those military and related civilian authorities which had contracted for NSLPC's diversified services.

During the second world war, it was the policy of NSLPC to refrain from discussing or divulging the nature of its special activities and the extent of its progress. Necessarily, this was dictated by the secrecy and censorship surrounding the operations in which NSLPC was involved. It was therefore most appropriate that a radio series, soon after the war, was devoted to revealing the heights to which NSLPC employees had risen. That Nova Scotia story bears telling again and again.

Reference: NSLPC: "Now It Can Be Told", 1946.



IN THE DELTA

ARNOLDI, Peter
BELLEAU, Emile (Butch)
BLAKE, William
BOWMAN, Irv
CHAPMAN, Darren
CLARKE, William Michael Sr.
COCKS, Robert (Bob) (Boomer)
GREGORY, Ed
HAWLEY, Colin (Hoss)
HAY, Stanley Watt
MacLEOD, Barbara Jeanne
McCALLUM, Buck
MCKINNEY, William
McKNIGHT, Don
PETERS, Ted
ROBERTSON, Hugh McDonald (Buck)
TIMBRELL, Robert
THOMSON, George Bertrand (Tony)
THOMSON, Robert
VONDETTE, Henry W. "Hank"



SURVIVAL CAMP ?

This was a VU32 course come "scam" which I can now admit that I was involved in when I was in Base Ops. I was mixed in with the Squadron because I was flying their Hueys for my required flying as part of the Ops job. The course was one of several which VU32 ran called Winter Survival/Venture. This was a real tough course! We flew the helo to a pad cut out of the bush very near to the cabin. Yes there is a Twin Huey helo parked close by and out of sight on the other side of the cabin close enough so we could save our energy for the ordeal ahead. The cabin, located on the other side of the Wentworth ski hills belonged to Army Capt Gerry Gower's family. In this particular case, it was a one night survival not the really rough two night hardship. It was a skill testing exercise for crews to land in this little area and camouflage the aircraft but, by golly, we did it and evaded capture by our enemies (our bosses). We provisioned the camp in a sparse manner with only enough liquids to be sure to maintain the necessary fitness to extract the machine when it was time to go home.

I am unable to remember all the names of this hardy band and I may have one wrong. From left to right is Brian Myrah, Butch Fleury, Gerry Gower, Earl McFarlane, Ed Smith, (the next four I am unable to name who, with the exception of the one in the plaid shirt, were newcomers to me), the last one on the right was Bob Banks. The date of this incredible feat was February 1979 less than two months before my retirement from the military. *Ed Smith*



LCol J. Cody, Acting Base Commander and LCol T. Brideau cut the Celebration Cake in honour of MCpl Bud Ayer & crew for turning out a major Periodic Inspection on a Sea King in record time with the help of the entire Sea King Family.
(Note: Bud Ayer is one of the mainstays of our Firefly Restoration Team. K.)

THE SAILOR

Ride out the sea you sailors all,
 Ride out the cresting wave.
 To test the temper of the sea
 It takes a man that's brave.

Ride on when mighty milestones meet
 The bow, to lift it high,
 Then plunge beneath the briny deep
 And shudder to the sky.

Ride out the sea you sailors all,
 'Til the barometer's knowing rise,
 Declares you well and truly won,
 A tranquil wake your prize.

Earle Cale

QUALITY CONTROL
 We look forward to and ask for contributions of all sorts to your newsletter and we review them very carefully. Contributors should, however, appreciate that they are in competition for space with many other eloquent writers.

 Some of our photos are of less than pristine quality. We don't apologize for that; we are after all, dealing with old photos and old newspaper clippings and a fuzzy photo is sometimes better than no photo at all.



**VU33 MEMBERS MOURNING
 PASSING OF RCN**



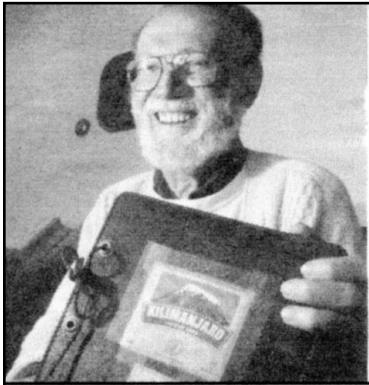
Rodew Computer Services
 Computer Sales & Repair
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 A+ Certified Professional
 85 Belle Vista Drive
 Dartmouth, Nova Scotia
 B2W 2X6
 Phone: 902 435-6741
 Fax: 902 435-4388
 E-mail: dave@rodew.ca
 Website: rodew.ca



ACROSS THE FLIGHT DECK

KILIMANJARO 2006

...There are layers of clouds everywhere but I could look up and see a very special place and this is Stella Point up high on the crater rim and as you know, this will be the team's goal for today, 19,000 feet (5790m). They will cross Stella Point and then descend down in and actually sleep on top of Kilimanjaro tonight at the BAI Crater Camp.



This morning, Frank Reesor or Babu who has been out front the whole time and has been an inspiration too us all, came to me and then later to his guide Matthew and said "this is my high point I need to go down". So now Frank and Matthew and a couple of cooks have descended down to the BAI camp at Millennium which is at (12,600 ft (3840m).

Frank Reesor has always been ready to try something new. When he was a teenager, he thought the navy would prove interesting for a young man from Walsh, Alta (pop. 112). He joined and served at what is now 12 Wing Shearwater for 25 years. After retiring from the military, he taught in

Dartmouth schools for almost 20 years.

Comfortably retired in 1996, and enjoying his 69th year, he went on an Alberta cattle drive, chasing 1600 steers while living on a wagon train with 1300 other riders. A year later, he thought his grandsons, then 11 and seven, should see how life was in grandpa's youth. He took them on a five day covered wagon trip from Milk River, Alta through the hills to Fort MacLeod.

Frank says he'd love to raise \$1 a foot. That's \$19,341." These funds will be donated to Feed Nova Scotia. When I saw the Kilimanjaro notice in the paper, I was curious. I'm an outdoorsman, so I was intrigued."

This is the first time Feed Nova Scotia has hooked a fundraising event to the Kilimanjaro trek.

(Comments above from the Chronicle Herald and from Berg Adventures International and Dartmouth-Cole Harbour Weekly News.)

Note: Congratulations Frank. You did good. BTW, Mr. Reesor is a member and great supporter of SAMF.

"HAMMY" GRAY HONOURED IN LEGION TATTOO

In October 2005, Lt. R.H. Gray VC, DSC, RCNVR, was honoured by Branch 153 Royal Canadian Legion, Tillsonburg, Ontario, in their 5th Victoria Cross Tattoo. The Tattoo was also in Celebration of The Year of the Veteran.

The Tattoo, held in the Tillsonburg Special Events Centre, commenced with viewing of displays in the afternoon followed by an 18 event Tattoo in the evening. The opening event was a Sea Cadet marching band, clearly the youngest band, followed by; pipe bands, massed pipe bands, and other marching bands either massed or separately, including a flute and drum band. Some of the bands were from the local area, whereas others came from as far away as Toronto. The QOR militia band was especially good, and they later provided a singer who sang "The Canadian Soldier", a tribute to all who served in the Services. The Ontario Provincial Police provided a contingent from the 'Commissioners Own' pipe and drum corps. Between bands, several dance groups: Sicilian, Ukrainian, Scottish Highland and Scottish Country dancers performed both singly and in groups.

Midway through the tattoo, the bands came to a halt, and the MC, Carl Cowden, read a tribute to Robert Hampton Grey VC. It consisted of a biography of his naval service, and a description of the action in which he lost his life while earning his Victoria Cross. "Eternal Father" was played at the end of the tribute followed by a soloist who sang the "Canadian Soldiers Hymn", and the Last Post was played.

Late in the show the individual bands did short marching displays followed by less-martial music conducted by their bandmasters. There was also an infantry demonstration that included rifle fire, with blanks of course.

The show ended with the dancers, followed by a final demonstration of intricate marching by the massed bands. At the end the guest of honour, Lt-General Belzille, CM, CMM, CD, (Retired) Dominion Grand President, The Royal Canadian Legion, and former Commander of the Land Forces, left the stadium.

The display area was filled with military equipment and table displays by various service groups. A Naval presence was provided by; HMCS Prevost, London, a CNAG display by the Hampton Gray VC (Ottawa) Chapter, and Sea Cadets. The CNAG display consisted of the CNAG banner under which were hung framed prints, a framed display of Hampton Gray VC, and a white ensign. The table featured the framed display of "Hammy's" medals, a model of HMS Formidable, 1841 Squadron Crest, Formidable's ships Badge, Photo copies of "Hammy's" basic pilot training course in England and advanced flying course at Kingston, as well as well as letters, a copy of 1841 Squadrons' logbook, and other information and books including "A Formidable Hero" and "One Man's War".

The display was visited by a large number of attendees of all ages from Scouts and Cadets, participating bandsmen and dancers, serving and reserve military, veterans and the general public. Many did not know that Canada had had an Naval Air Arm, while others had parents who had served in our carriers and some who had returned from WWII in Puncher. CNAGers visiting were George Hotham, Herman and Mrs. Rock, Ted Cruddas, Deborah Davis and Fred Roll. The CNAG display was the first one visited by Lt-Gen Belzile on his tour of the area.

After the Tattoo, Gord Moyer, Secretary of the Hampton Gray VC Chapter, presented a limited edition print of Corsair 115, to Bill Findlay, Vice President of the Tillsonburg Legion. It was numbered copy 13/100 of the air brushed water colour by Robin H. Mott. The print depicts Hammy's plane, over a small picture of Hammy and description of the attack, The print, from Chapter stock, framed by Paul Baiden, was presented on behalf of all CNAGers in appreciation of Tillsonburg Branch 153 honouring Lt. RH Gray VC, DSC, RCNVR, in their VC Tattoo.

For those readers living in southwestern Ontario, this Victoria Cross Tattoo, held annually in late October / early November is well worth attending.

From Gordon Moyer

THE REASON FOR FRIDAY WEEPERS?

UNIFICATION – OTTAWA 1965-67

Ed Smith LCdr/Major (retired)



After reading the naval aviation newsletter for 2002 regarding the Navy and Unification it triggered some memories of long ago when I was in NDHQ during the initial stages of “Hellyer’s holocaust.”

In July 1965, I was promoted to LCdr. That felt good; then I read the rest of the

message. I was posted to Ottawa NDHQ - not so good, but little did I realize how not so good it would be!

My posting was to the Directorate of Maritime Forces Operational Readiness and Training (DMFORT). Prior to my promotion and going to Ottawa, all East Coast Naval LCdr E. Smith (Ret’d)

Officers were told not to concern themselves with the “rumour” that was making the rounds about unifying the three services after the new White Paper on Defence was released. The Flag Officer Atlantic Coast stated there would be no radical change to the Navy while he was in command. Shortly after delivering his assurances the Admiral left office prior to his term expiring – whoops - something wrong here. With that news we should have been alerted that there was indeed going to be change. Reportedly the term “Integration” was used in the White Paper and would only affect supply, logistics etc. This misinformation, strangely, persisted on the East Coast for a considerable time after the White Paper was circulated in Ottawa. Upon taking up my posting I read the “Paper” and it was quite clear that Mr. Hellyer was dead serious that it was Unification not Integration. The Navy was going to go through some dramatic alterations. It also soon became clear the Air Force was better prepared for what was to happen than the other services but that is another story.

At any rate when I finally found my new place of work in the Legion building (nowhere near NDHQ) I checked in with my new boss. This was to be about the only good thing I remember of the Ottawa job. The new boss was none other than Captain (N) “Pop” Fotheringham, a true officer and a gentleman and someone I needed at that point. I will never forget his words as I walked into his office and introduced myself. He had a big warm smile as he said “Welcome Ed, I now have a staff.” It was quite true. The directorate (DMFORT-Director of Operational Readiness and Training-how’s that for a moniker) had been created with only him, two secretaries and no terms of reference.

Space-wise, there was a large enough room to hold an “all hands” dance with two small offices at one end. Not counting the “boss”, there were four people to share three desks and three chairs. Therefore, we had two definite tasks.

Pop was trying to write up terms of reference and the rest of us were trying to arrange ourselves either by taking hours off, days off, or just plain hooking off so that there wasn’t one of us always leaning up against a wall. It was some weeks before the furniture problem was partially solved but a newly arrived staff officer, who was a long-in-the-tooth RCAF Flight Lieutenant Pilot, meant we had a further seating dilemma. The Flight Lieutenant quickly realized and took action to solve our problem by making it very clear that this was no place for him and he was not taking any “direction” from me or any other Navy type. Pop wisely determined that the best thing would be to get him back to the only work he wanted or knew. He was very fortunate that Pop Fotheringham was in charge otherwise this RCAF type could have joined the Admirals in early retirement as one of the first junior casualties of Unification! We had solved one problem – everyone could be seated.

This situation continued for some weeks and we could not solve the bigger problem. Pop had redone the terms of reference any number of times trying to get them approved but to no avail. Apparently, other military interests felt DMFORT was infringing on their territory. One day Pop tossed the latest rejected attempts on the desk that I was sitting at saying, “you have a go Ed.” My frustration factor was very high. It was my first staff task at that level and it was hopeless and I knew it. Welcome to unification! I don’t recall that in my time with this Directorate that we ever did establish terms of reference.

Late in the fall of 1965 we moved to the old wartime buildings after having accomplished nothing much except retain our directorate title. Pop had his office and I shared the only other one with our two typists one of whom thought it was a real giggle to call me “Smitty”.

We gained a WREN reserve officer on staff to share our office space. (Thank goodness for her as I got rid of the job of custodian for the NATO publication AXP 5 which she happily took over and I happily gave her. Thanks Pop!)

For the next few months of 1965, we were a catch-all for every imaginable fiction, fact, and stats job there was. Our directorate was now under Rear-Admiral Welland who was Deputy Chief of Staff Operations at the time. Probably because we still had no well-defined role, he was quite in the habit of sending our directorate staff, me, off to research some project which seemed not to have much pertinence to our directorate. However who was to know since we had such an ill-defined situation.

For my part I rambled around and brought back

information which I doubted was useful but seemed to satisfy the Admiral or maybe he was just trying to apply the old military principle of idle hands and trouble etc. My source for the most of the statistics and information was a senior civil servant PHD who knew his way around the Ottawa NDHQ world. We had formed a good acquaintance on the competitive curling ice and, in what I regarded as a fair exchange, I gave him the benefit of my Western curling experience while few disputed his knowledge of the projects that "I" was researching. He also gave me some good advice - "don't sweat it, who really knows anyway" or words to that effect. He was right. I do not remember much detail but I am quite certain few knew what they were trying to accomplish. For me personally, it was demoralizing. I could hardly believe a career that I had highly regarded as a professional Naval Officer and highly trained ASW carrier pilot could come to this.

As a reward for my diligent staff meanderings, early in 1966 I was shifted to another very different duty. This was the year for the major NATO FALLEX exercise and I was seconded to the ad hoc group responsible for all DND planning and the actual execution of the exercise as directing staff. The whole business would take a year and a half. I think it was about the time that I joined the staff of Fallex that I started to think about getting out of Ottawa at the end of two years i.e., when Fallex was completed.

This staff was located in the old naval headquarters on Spark Street. The building was badly in need of repair, which was done in the most rudimentary fashion. Heating and ventilation were very poor. In these times, it would be declared unfit!

An Army Brigadier was head of the staff. Next came two Army Colonels, two Air Force Wing Commanders, an Army Major, two Navy Lieutenant Commanders, one Army Captain, an Army Staff Sergeant, an Air Force Corporal and two civilian typists - one for the Brigadier and one for the rest of us. I am surprised we managed to do what we did in the next 18 months. Thinking back now this group in many ways illustrated what was wrong with Unification. With the exception of the one full colonel who, surprisingly, the brigadier got rid of, (this Colonel was, to put it mildly, totally disruptive to the group - his Army nickname was "Thumper") everyone got along well and tried hard to make things work. The backgrounds and knowledge were, however, so different we simply could not prepare any staff work that the others didn't tear apart; particularly aggressive was our Army Major, a graduate of both U.S. and Canadian "sand box U's" (Army Staff Colleges).

There were other difficulties, viewed in hindsight, such as the fact that several of the officers were due for retirement while others were "pluggers" for promotion but unification and posting to this ad hoc staff muddied those ambition waters for them. As an example of the staff writing difficulties, the predominately Army members

simply could not accept standard Naval and Maritime terms. For instance, our communications "expert" was an Army Signal Corps Lt.Col. Trying to explain to him the complexities of Naval and Naval control of shipping world wide communications when his knowledge had not gone beyond land lines and "walky-talky" radios was enough to convince anyone that Unification could not work in any operational world.

Thank heavens my immediate boss was a Wing Commander. He was World War Two Pilot, and a Cold War maritime patrol squadron C.O. very experienced in maritime operations. Between us we managed to put together a credible sea and air operations order for Fallex despite the Army objections. This officer also knew everyone worth knowing in the Air Force hierarchy of the time. It was very interesting when he returned from lunch in the mess with the latest word on what was taking place between Paul Hellyer and the Air Force.

The main issue between Hellyer and the "Light Blue" was the acquisition of a new fighter aircraft. Fighters were of course the sacred cow of the Air Force and they wanted a large all-weather plane (I have forgotten which one - it may have been the A7. They eventually acquired the Voodoo years later). Hellyer, however, wanted the F-5 Freedom Fighter. Regardless of the Air Force equipment requirements statement the Minister would not accept anything except his arguments for the F-5. I gathered that it was to be the F-5 or nothing so the F-5 was bought. Operationally it was a useless airframe for Canada's NORAD role and of little use in a ground support environment. Despite the propaganda from Hellyer's office to the contrary, the F-5 severely lacked both fuel and weapon capacity for any Canadian role. The public spin stated it could carry x amount of armament and x amount of fuel. But the public was never told it could not do both at the same time. And, oh yes, it could do ground support for the infantry because it could operate from unprepared runways right up at the front lines! Apparently the Defence Minister believed he had a deal to sell a considerable number of these aircraft to the Netherlands. One way or another, the Dutch got the word and the sale never happened.

I recall the "spin doctoring" that was fed to the media by Hellyer's "Air Force authority" and who was nameless to the public but was well known to Air Force senior officers. He was a WW2 public relations type who I was told was a journalist who went into that service during the war and stayed, eventually becoming a Group Captain. He may have served them well before but I suspect the Air Staff had their doubts about "Leaky Lee" as he was known during unification days when he became Hellyer's right hand man. (I later heard that he retired from the service and went to work for Paul Hellyer after his departure from Ottawa to no ones surprise.)

(A short comment on the F-5. I never flew it but pilots tell me that it was a wonderful airborne sports car - a dud

operationally but exhilarating to arc around the sky at sub and supersonic speeds. If one can't be operational one might as well have some fun).

Other memories that come to mind of Unification are small snippets that have remained after all these years:

- While attending defence committee hearings, I recall a Major General Dare testifying on the rewrite of Unification administration and regulations for which he was responsible. It was so upsetting to him that he stated he was physically ill at times from trying to deal with the problems. It was impossible to even imagine rewriting and incorporating rules and direction into one size fits all and come out with a workable structure.

- A comment on rank. The Navy was to retain its Chaplains' tradition of no rank as such. It was a Royal Navy tradition with a very practical sense. Chaplains could enter any mess in the ship and be welcomed without the encumbrance of rank. However, the decision was reversed and the Navy lost that tradition. When it was ordered that all three services would use army rank all the padres had to wear rank insignia. To add further insult to injury it was almost impossible to believe the Navy was expected to deal with other navies in the world and use Army ranks but for a time that was the case until eventually some sanity prevailed and the Navy reverted to naval ranks. The rank structure was to have a huge impact on naval pilots also. We were going to have to decide on remaining in the Navy and lose our pilot status or switch to the Air Force. Away went our Naval ranks for all who switched and pilot naval careers were terminated. So much for the Defence Minister's press release "spin" that unification would broaden military careers and provide varied opportunities.

- On two occasions the military part of NDHQ rented the Little Elgin movie theatre in Ottawa to brief as many military members as possible in the Ottawa area on the state of Unification. It was a valiant effort but it was proof that everyone right through to the top ranks did not know where this organization was going much less how to get there. In one small but illustrative example, when questions were called for after a briefing on the new rank and pay, a very loud and somewhat agitated voice asked what was going to be done about the fact that he had just been commissioned and had a drop in pay from his previous non-commissioned rank. It was a show stopper in the theatre and it was back to the drawing board for that and many other inconsistencies. Many will recall the rank revisit resulted in the creation of a new rank called Master Corporal/ Master Seaman and did away with the Navy's Leading Seaman rank. A small point but indicative of the myriad of problems that faced the military with unification.

- During the actual running of the international Fallex exercise the staff injected many incidents which we thought would test "Unification" and it did highlight many

serious drawbacks that eventually proved out. But I suspect that it was the beginning of the downhill run of the Canadian military in the eyes of our International Allies. They looked at our unified effort and rejected using it as a model for their use. I wish I had a copy of our final Fallex report. If it is still in the archives, it would provide a much more definitive picture than my vague remembrances. I have little doubt the report disappeared not long after it was written as much of it was not complimentary to Unification. We were unable to evoke much interest from the Government to participate in any critical play of the exercise. I recall almost none of the Cabinet or senior civil servants took part in the scenarios which required their presence to test the response. However, many other nations did seriously participate in Fallex. For example in Maritime play, The Naval Control of Shipping and the Planning Board of Ocean Shipping were international organizations in this exercise that brought many powerful civilian ship owners and foreign government members into Fallex. A week-long planning meeting which a senior bureaucrat, my civilian counterpart and I attended was held in the U.S. State department in Washington. My civilian counterpart and I were only observers as the shipping magnates of the world discussed their participation while we for the most part looked on with little input. In all fairness to our civilian Water Transportation bureaucrat, retired Admiral Storrs was very much on his own whereas the other countries had sizable and important delegations.

- One other memory I have from an Ottawa perspective centered on Vice-Admiral William Landymore. Others undoubtedly have commented on his run-in with Hellyer. Landymore was a class officer who put his money where his mouth was. He challenged the Minister to the extent that the media reported Hellyer told the Admiral that he was going to be fired with the total loss of his pension. It didn't happen that way finally but it certainly sledge-hammered the Admiral and other quality officers into retirement and illustrated Hellyer's methods. I believe Landymore did everything possible to promote a more sensible approach to Unification which years later would have had superior results. Hellyer was going to do it his way despite the very strong word around that even Prime Minister Pearson wanted him to back off. It was a battle Lester B., the old diplomat, had little heart for against the extremely dedicated "Total Unification" mindset of his Defence Minister.

I left the military in 1979 with some very definite opinions on unification that this military was not for me. When it was possible for me to exercise my retirement option I left with no regrets and ultimately benefited by it. My time in Ottawa during the early days of Unification convinced me the Hellyer policy led to the deterioration of military officers' leadership not because of their abilities but because the principle had changed. As stated by Paul Hellyer, Unification would broaden careers in the military. Unfortunately, as the military hierarchy realized, it also meant that officers had to attempt to master not only the specialties in their own element but had to acquire at least a cursory knowledge in the others as well. Otherwise how would the military acquire people to fill the positions such as the Chief of the Defence Staff. Thus the streamer system was devised and the "watering down" began. The required "Superstars" had to be rotated through as many military positions as possible in as short a time as possible. The principle now promoted a career-orientated officer instead of a service-orientated officer. I hate to think of the inflated Performance Evaluation Reports that were written based not on military performance but on ambition performance. To compound the problem, somehow the civil service was injected into the military senior rank structure at the HQ level. Who thought that one up? A military officer competing with a civilian bureaucrat for a senior military position to get ahead on a promotion roster! It boggles the mind. One also wonders when the civilian would be required to head to the battlefield!

As a little postscript, I did get out of Ottawa at the end of two years. There was a requirement in VS880 for senior fixed wing carrier pilots and a Squadron Ops Officer. For me, dirty night carrier landings were an improvement over my Unification experience in Ottawa. I left Ottawa never to return and with no desire to return. Refusing to go to Staff College guaranteed that!

Ed (as in Editor, not as in Smith) says "GILBERT AND SULLIVAN WHERE ART THOU?"

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THOSE GOOD OLE 707 DAYS



Sgt Clint Halfkenny, Flight Engineer, shown with PM Trudeau enroute to Rome to visit the Pope.



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Shearwater – What's In A Name?

Ernie Cable, SAM Historian

The Shearwater is a medium sized (up to 50 cm long) seabird related to the Albatross and Fulmar. Shearwaters are all dark or with dark upper surfaces and white underneath. They spend most of the year at sea feeding on plankton, squid, capelin and swarms of crustaceans. Shearwaters come ashore only to breed and form large colonies of nests built in cliff burrows or under rocks. Only the Manx Shearwater breeds in Canada in a small colony in Newfoundland; these Shearwaters come ashore only at night to avoid predators. Southern Hemisphere Shearwaters from Tristan da Cunha migrate to Newfoundland waters in the summer and outnumber the local population. On the west coast, Short-tailed Shearwaters from Tasmania and Sooty Shearwaters from New Zealand and Tierra del Fuego occur off British Columbia. Because of the Shearwater's prowess over the sea its name was adopted by two Canadian naval units.

The first Canadian naval unit to bear the Shearwater name was the sloop, HMCS Shearwater, commissioned into the RCN in 1914. She was equipped with both sail and steam power and was the only ship having a figurehead that was commissioned in the Royal Canadian Navy. Just below her bowsprit as part of her stem she displayed the carved figure of the seabird known as the Shearwater. HMCS Shearwater served as sub-tender for Canada's first two submarines, HMCS CC 1 and HMCS CC 2 until paid off in 1919 after the First World War.

The second Canadian unit named after the Shearwater was Canada's second oldest air station, HMCS Shearwater. However, prior to the sanctioning of the "Shearwater" moniker the air station had a series of names and accommodated more disparate organizations with similar names than any other base in Canada. Needless to say, this has caused some confusion.

The current air base was established during 1918 after the Canadian government purchased land at Baker's Point and constructed a hangar and buildings for the seaplane station for the recently authorized Royal Canadian Naval Air Service (RCNAS)¹. The RCNAS was urgently needed to protect merchant shipping in the sea lanes approaching Halifax harbour. However, Canadian pilots, air riggers and fitters had yet to be trained and German submarines were already sinking shipping south of Nova Scotia and along the American eastern seaboard. Anti-submarine patrols were needed immediately. It was agreed that the U.S. Navy would fly patrols from the Baker's Point seaplane station until the RCNAS was able to assume the responsibility for protection Canadian waters. U.S. Navy HS-2L aircraft, kite balloons and personnel arrived in August 1918 and the air station officially opened as, "U.S. Naval Air Station

Halifax" under the command of Lt. Richard E. Byrd (USN)².

The U.S naval moniker did not last long as the war ended in November 1918 and the Americans were gone by January 1919. The Canadian government decided that it no longer needed a naval air service and the RCNAS was disbanded. Paradoxically, Canada had to retain the air expertise that it garnered during the First World War so the Canadian Air Board was formed in 1920 and took possession of the Baker's Point seaplane station named "Canadian Air Board Station Dartmouth"³. The station was administered by the Canadian Air Force, a subordinate component of the Air Board. The station was one the six original airfields⁴ in Canada with Squadron Leader A.B. Shearer as the first Canadian Superintendent (C.O.). In 1922, when the Canadian Air Force became a separate entity from the Air Board and the station officially became "Canadian Air Force Station Dartmouth". The most substantive change occurred on 1 April 1924 when the Canadian Air Force received royal assent, becoming the Royal Canadian Air Force (RCAF) and the station accordingly renamed "RCAF Station Dartmouth".

In September 1940, early in the Second World War, the Royal Navy required an air station for aircraft disembarked from ships of the Third Battle Squadron while revictualing in Halifax. The RCAF agreed to the establishment of "Royal Navy Air Section Dartmouth" (RNAS Dartmouth) as a British lodger unit at RCAF Station Dartmouth. Initially, the Air Section inherited the moniker "HMS Saker", which was a larger umbrella organization for the administration of all Royal Navy personnel in North America; but this was short lived and later changed to "HMS Seaborn". RNAS Dartmouth/HMS Seaborn was solely administered by the Royal Navy. It was a maintenance organization with no airfield or air traffic control responsibilities; its singular purpose was to assemble, repair and service Fleet Air Arm aircraft and administer Royal Navy air personnel while their parent ships were along side in Halifax. HMS Seaborn was disbanded after the war, in June 1946.

² It is a common misconception that the U.S. Navy established the air station; the USN was only the first tenant.

³ Baker's Point was transferred from the Naval Service to the Air Board on 12 July 1920.

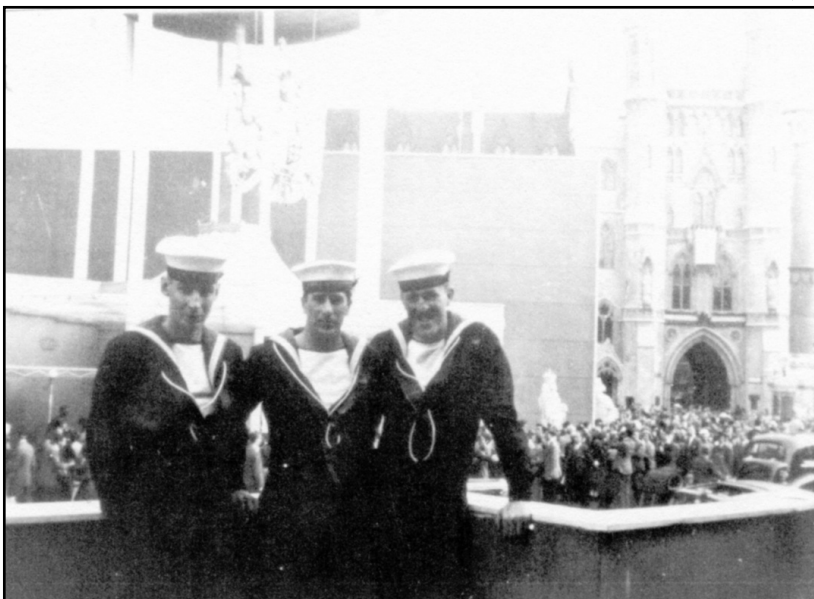
⁴The six founding Canadian Air Board Stations were: Dartmouth, Roberval QC, Rockcliffe (Ottawa), Victoria Beach (Winnipeg), High River AB and Jericho Beach (Vancouver). In addition, the Canadian Air Force inherited the RAF's training base at Camp Borden. In 1922, the six CAB Stations were later transferred to the Canadian Air Force.

¹ 5 September 1918

When the "Naval Air Arm"⁵ of the Royal Canadian Navy was authorized on 19 December 1945, the RCN required a shore base from which to operate its newly acquired Seafire and Firefly aircraft. Rather than build a new air station it was more prudent to establish "Royal Canadian Naval Air Section Dartmouth" (RCNAS Dartmouth) as a lodger unit at RCAF Station Dartmouth. Similar to its Royal Navy Air Section predecessor, RCNAS Dartmouth had no airfield or air traffic control responsibilities⁶. By 1948, the RCAF had a declining interest in the station and the number of RCN aircraft and personnel greatly outnumbered the RCAF's presence at Dartmouth. Therefore, on 1 December 1948 the RCAF turned the entire air station, including responsibility for the airfield and air traffic control, over to the RCN and the station officially became "Royal Canadian Naval Air Station Dartmouth" (RCNAS Dartmouth)⁷ under the command of Captain A.B.F. Fraser-Harris, the air station's first naval Commanding Officer. At the same time the RCN kept with British naval tradition of naming air stations after seabirds and commissioned the station as "HMCS Shearwater"⁸. It would be historically complete if there was a historical link between the "HMCS Shearwater" air station and the First World War "HMCS Shearwater" sloop, but it appears that the Shearwater names were selected independently with no reference to any linkage.

In 1968, following integration of Canada's three armed forces the air station name changed again. To preserve the heritage of Canada's only naval air station the Shearwater name endured and the air station became "Canadian Forces Base Shearwater". However, there was to be yet one more iteration of the Shearwater name when the Air Force adopted the Wing concept to identify its basic fighting unit capable of independent sustained operations. In 1993, the core capabilities residing at

the former Canadian Forces Base Shearwater were designated "12 Wing Shearwater". Retaining "Shearwater" in the last name change recognizes the station's naval aviation heritage while at the same time draws on the former RCAF Station Dartmouth's Second World War historical link with 12 Group of Eastern Air Command in Halifax.



Coronation Celebrations United Kingdom 1953


? **Gord Gillies** **Bill Gillespie**

⁵ The Canadian Naval Air Arm is frequently referred to as the "Fleet Air Arm", however, in the Canadian context there was never a Fleet Air Arm. Because the Fleet Air Arm initially trained Canadian naval airmen the name was incorrectly transferred to the RCN. This was contrary the RCN's desire to develop a Canadian identity. During the Second World War the RCN studiously attempted to establish its Canadian identity by ensuring that its convoy escort groups remained national integral units, where possible, and not integrated into the Royal Navy's escort groups.


⁶ RCNAS Dartmouth was responsible for only servicing RCN aircraft and administering naval personnel. The RCAF was responsible for shore-based repairs on all RCN aircraft, which were on RCAF inventory.

⁷ A third RCNAS acronym, except this time the "S" stood for "Station" vice "Service" or "Section".

⁸ Note: Royal Canadian Naval Air Station Shearwater is a misnomer.

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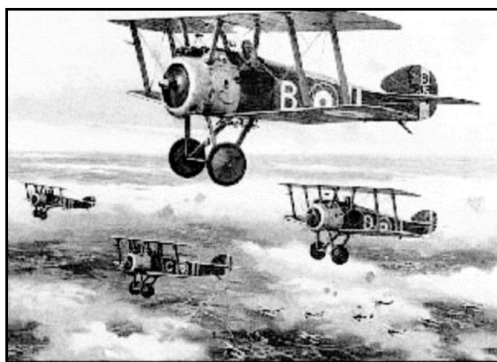
WWI CANADIAN NAVAL AVIATORS

RCN Dinner Speech Dec 05 by Allan Snowie

Good evening everyone. May I speak to you about the generation of Canadian Naval Aviators who long preceded us? They were equally as much characters as our group but even more so, they were characters forged under, on and by, fire. They were the lads who volunteered to fly with the British Empire's Royal Navy during the First World War.

Our own Royal Canadian Navy was but a two-ship "tin-pot" fleet in 1914. We were ill prepared for the domino mutation that followed that fatal revolver crack at Sarajevo. Our East Coast ship, *Niobe*, was little more than a training establishment and best kept tightly tied up alongside in order to stay afloat. Our West Coast vessel, *Rainbow*, was armed with black powder and, in the best Nelsonian tradition, gamely sailed off to tackle enemy Pacific Ocean raiders. Thankfully she missed them; or they missed her.

The British Pacific Squadron did encounter these German Battle Cruisers just off Cornel and was soundly sunk. Canada suffered her first Naval casualties in that debacle when four RCN Midshipmen were lost.



Sopwith Camels

One of them was the Dartmouth term's Chief Cadet Captain. Who knows what he might have accomplished had he lived?

In the ensuing main events, 1914-1918, our Royal Canadian Navy fired not a one shot in anger. In a singular opportunity to engage a surfaced U-Boat off the East Coast, the attacking RCN ship turned and ran. Her Captain was of course court-martialed.

When the German High Seas fleet finally surrendered at Scapa, the Canadian course mates of the Midshipmen lost at Cornel were standing watch in their respective RN

ships. They must have been chagrined that day to see not a single RCN ship on guard station. There were Australian, New Zealand, and United States vessels, yes; but no Canada. These same Lieutenants and Sub-Lieutenants would rise to the occasion some twenty years later when they led the Royal Canadian Navy through her finest months -- during the Battle of the Atlantic 1939-1945.



J. T. Bone

Flying overhead the 1918 Scapa surrender were aircraft of the Royal Naval Air Service, the RNAS

which had just been integrated with the Royal Flying Corps into the new Royal Air Force. And we know all about Integration... Don't we? One of the navy pilots airborne that day was Rudolph Delamere, a Canadian winner of the Distinguished Service Cross. He was the uncle of Tony Delamere, RCN, who was known to many of you here.

Delamere was but one of 936 Canadians who had volunteered to 'do their bit' with the RNAS. Naval Historians may not agree, but it is my strongly held contention that Canada's greatest naval contribution to the 1914-18 War was her Naval Aviators. Over France and Belgium, fifty-three of these individuals became Aces. On other fronts, Zeppelins were shot down and enemy submarines and ships sunk.

Some of these fliers remained in the military and from the Second World War you may recognize the names of former RNAS aviators who served with the RCAF: Air Chief Marshal Lloyd Breadner, Air Marshal's Robert Leckie, Wilf Curtis & Frank McGill. Raymond Collishaw of Nanaimo, our best-known RNAS aviator, was an Air Vice Marshal with the RAF.

In researching for the book Collishaw & Company, one comes across some fascinating material. An item that has cropped up a number of times is the menus for anniversary gatherings of #2 Wing, RNAS. They were the chaps who served in the Mediterranean Theatre. They flew support at Gallipoli, patrolled the Dardanelles, helped save the Suez from Turkish capture and operated from early aircraft carriers to assist in the taking of Jerusalem. Over the years their Dining-In Menus became quite grand as the veterans grew in military rank

and civilian stature. Then in the 1950's the papers dwindled to a final fade out.

This begs the question. What of us? Tonight we have a delightful keepsake Menu thanks to the artistry of Tim Kemp. Will we be best remembered through a set of Menus in say 50 years from now?

Perhaps we can leave something more substantial.



H. J. Arnold

This is the year of the Veteran. Our own legacy is fairly well established for our 1939-1945 Veteran Warriors and for our Cold War

Sustained Operators by "SAM", the Shearwater Aviation Museum. (Two are shown herein.)

But, what is there in memory of our naval aviation forefathers; those who served in the Royal Naval Air Service? Their papers are held by the British Public Records Office at Kew Gardens in London and at the RN Fleet Air Arm Museum in Yeovilton.

I have spoken about their number, some 936. Of that "Ships Company" of men, 192 were killed, either in aircraft accidents or in action. In other words, we lost one in every five. If you served in the trenches during that dreadful conflict, your chances of being killed was one in eleven.

***Every Dawn Patrol across Flanders Fields,
Every Anti-Submarine flight over the North Sea,
Indeed, every training flight in these early kites,
Was tantamount to "Fixing Bayonets and Going over the Top" - Daily!***

If the bodies of those killed were recovered they were given full military honours at their Training Station cemetery or at their Squadron's Battlefield burying ground.

Most never had such a ceremony. Today, the names of those Lost at Sea are engraved on the Chatham Naval Memorial in England. Those Missing in Action over the Western Front trenches are inscribed on the Arras Memorial in France.

I think we all know of the Tiled Wall by our Shearwater Aviation Museum Foundation. May I humbly submit to you that our Legacy, the Legacy of former RCN Aviators, could be the building of a new memorial wall at SAM with the names of our 192 First World War Naval Aviator losses. If we each consider sponsoring a name for a plaque on such a new wall then these young lads will be Remembered.

I propose to you that we symbolically and ceremoniously bring them home -
- Home To Canada.

A list of these warriors and some photos as they become available, will be placed on the SAM Foundation website: www.samfoundation.ca

If you wish a copy of the list, please contact the SAMF Secretary - Toll Free 1-888-497-7779 or by email:

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This Fall, a new movie about First World War aviation will be released. It is titled "Flyboys" and is the story of the Lafayette Escadrille, a squadron of American lads who flew for the French during that conflict. While looking forward to viewing this epic; one fears the Hollywoodization of the facts.

Historically, the thirty-eight pilots in the Escadrille, Number N124, are credited for 42 German aircraft from April 1916 to February 1918. A period of nearly two years.

It is worthy of remembering the 'Black Flight' of 10 Naval Squadron, RNAS. This was a fighting team of five Canadians that Raymond Collishaw of Nanaimo put together and led in June 1917. Consisting of William Alexander of Toronto, Gerry Nash of Stoney Creek, Ontario, Jack Sharman of Oak Lake, Manitoba and Ellis Reid of Belleville, Ontario, they accounted for 68 enemy aircraft in just two months.

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**REMINDER - SAMF Membership Renewal
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To be held in the Shearwater Aviation Museum at 0930 on 8 Sep 06

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StranraerCanada's First Wartime Sortie

Ernie Cable SAM Historian

Canada's first operational sortie of the Second World War was flown by a Supermarine Stranraer from RCAF station Dartmouth on the very day that Canada declared war, early morning on 10 September 1939.

The Stranraer, a follow-on development of the Supermarine Southampton / Scapa series of biplane flying boats, was the last biplane flying boat designed by R.J. Mitchell who was better known as the designer of the famous Spitfire. In 1935, Supermarine built a total of 17 Stranraers for the Royal Air Force; 15 of which saw service with Coastal Command at the outbreak of the war, but were withdrawn from front line service in 1940.

As early as 1931 the RCAF had completed a review of its needs to meet the requirements of National Defence. The primary mandate was coastal defence, which included reconnaissance, anti-submarine warfare, cooperation with army coastal artillery and the defence of shipping moving up and down the east and west coasts. Unfortunately, the depression in the economy put all new acquisitions on hold. It wasn't until 1936 that the RCAF was allowed to place an order with Canadian Vickers of Montreal for five Stranraers to be built under license from Supermarine¹. The RCAF selected the Stranraer because there was confidence in continuing the custom of flying British aircraft; it met the Air Force's requirements for coastal defence and being built in Canada provided a boost for our nation's fledgling aircraft industry. Following the successful test flight of the Canadian prototype, RCAF # 907, on 21 October 1938, a total of forty Stranraers were ordered from Canadian Vickers. (Serial numbers 900 – 906 were not assigned to Stranraers).

The first Stranraers were assigned to the RCAF's No. 5 Squadron stationed at Dartmouth. Sergeant Art Robinson², a wireless operator on No. 5 Squadron, was periodically sent to Montreal to install the High Frequency radios; the 1082 receiver and the 1083 transmitter were supplied by the British to the RCAF for the Stranraers coming off the Vickers production line. After ground testing the radios were first used operationally on the delivery flight from Montreal to Dartmouth. Sergeant Robinson accumulated many hours in various aircraft, but in his view there was nothing like the Stranraer. "The wires bracing the wing struts would sing in the slipstream and the aircraft yaw side to side was particularly pronounced in the tail of the aircraft. You could hear the bilge water sloshing in the hull while in the air."

¹ Canadian Vickers had a proven history of manufacturing aircraft for the RCAF, including flying boats.

² Art Robinson (author's Father-in-law) was a commercial radio operator before he joined the RCAF in 1938 as a telecommunications technician. His first duty was to establish the joint RCAF/RCN HF/DF station in Gaspé in 1939. Later, as a wireless operator and served on No 5 and 11 Sqns at Dartmouth and 113 Sqn at Yarmouth. Art retired from the RCAF as Squadron Leader in 1966.

"On the water the Stranraer's high freeboard and tall twin tails made it especially prone to being carried by the wind. As the wireless operator, one of my jobs was to throw drogues, shaped like wind socks, over the side of the aircraft to help the pilot steer the aircraft on the water. I would open the mid-upper Lewis-gun hatch just behind the wing and throw out a drogue on the left or right side on the pilot's signal. The drogue, tethered to the aircraft by a line, caused the aircraft to turn. Pulling them out of the water was a real struggle and near impossible if the aircraft was taxiing at any speed. As the pilot neared the mooring buoy the flight engineer would open the nose Lewis-gun hatch and secure the bow of the aircraft to the buoy just like a boat."



No. 5 Sqn Stranraer being refuelled from barge in Eastern Passage. Note drogue hanging over the aircraft side partially covering the letter "M"

"The highlight of my Stranraer flying was when we were one of three crews selected to escort King George VI and Queen Elizabeth on their visit to Canada in May 1939. Our task was to escort their ship the *Empress of Britain* on its trip from Halifax to Charlottetown. (A painting of the three Stranraers over the *Empress of Britain* departing Halifax harbour is in the Shearwater Aviation Museum.) Our flight to Charlottetown was uneventful and we landed in Charlottetown harbour. The tide was out and we had to use the drogues to steer the aircraft. With one drogue out the wind whipped the aircraft around on top of the drogue line and the drogue wound up on the opposite side of the aircraft and we got stuck in the mud. After much manoeuvring and cursing we managed to free ourselves and found a safe anchorage. I was left on board to look after the aircraft while the rest of the crew went ashore to attend the ceremonies in Charlottetown. On our last day in Charlottetown the King and Queen requested to see the crew of one of the flying boats; we had been living in our uniforms for four days and our buttons and shoes needed polishing. Minutes later they were on the dock. The King was gallant and the Queen was radiant; but the lack of spit and polish didn't seem to bother them."



*Painting based on photo depicting a flight of Stranraers escorting **Empress of Britain** from Halifax harour May 1939. Art Robinson was in lower aircraft leading the formation.*

Throughout 1939 the political situation in Europe was deteriorating and war with Germany proved inevitable. Despite the RCAF's concerted preparations, only the Dartmouth seaplane base was considered to be ready for war in September 1939 and its long-time resident, No.5 Squadron, was the only RCAF squadron deemed fully operational. Squadron Leader (S/L) Len "Birch" Birchall³ had only recently arrived at RCAF Station Dartmouth as a pilot on No. 5 Squadron and remembers the first day of the war;

"I was Captain of Stranraer # 907 and had been out on patrol on 9 September 1939. We returned (to the Dartmouth seaplane station at Eastern Passage), refueled and turned over to another crew who did some night flying. Early morning 10 September, we were out again to our aircraft. All seemed well so we started up, did our taxi and engine tests, came back to our mooring (in Eastern Passage), topped our tanks and signaled we were on standby. We had food on board and so prepared a meal. A dingy came out with the appropriate cards for our coding machine (for encrypting radio messages) and also sealed Top Secret orders, which we locked up in our dispatch case. Everything seemed to be back to normal.

Suddenly all hell broke loose! People started running to the dock and the masthead light on the pier was blinking like crazy. All aircraft acknowledged by aldis lamp and then came the message "War Declared". We started engines, cast off from the mooring and taxied to warm the engines. A message detailed us to go to a specific lighthouse up the northeast coast, open our sealed orders and carry them out."

Flight Lieutenant (F/L) Price and crew of five in Stranraer # 908 was the first aircraft to take off from Eastern Passage. RCAF Station Dartmouth and No.5 Squadron had the distinction of launching Canada's first operational wartime mission on 10 September 1939. Because of the strategic importance of Halifax's harbour,

F/L Price in Stranraer #908 was tasked to conduct a parallel track search off the Halifax approaches.

Birchall and crew took off minutes later and went up the coast as directed.

"Our orders were to do a long-range patrol out over a shipping lane into Halifax, identify all shipping, record time, position, course and speed. We were to remain on patrol as long as fuel permitted. We mounted our Lewis guns fore and aft, checked all our depth charge circuits and set out from the lighthouse as ordered.

Our patrols were supposed to be flown about 2,000 to 3,000 feet (300 to 700 meters) above the water but usually we were down much lower due to fog, low cloud and in the winter because of snow squalls. The Stranraer had no deicing equipment whatsoever and so we had to be extremely careful to avoid icing conditions at all costs. We carried out our patrol and returned to Dartmouth with a bare minimum of fuel. After we picked up a mooring, a fresh crew came aboard to refuel etc. and go on standby. We were taken ashore at once, debriefed, fed, watered and off to bed for rest. Our post flight reports were sent by secure landline to Eastern Air Command Headquarters in Halifax where they were coordinated with the Navy. (In F/L Price's post flight report the crew reported sighting five friendly vessels but no enemy activity.) Based on all the Navy plots etc. we would be briefed on friendly shipping prior to take-off on our next patrol.

So started the war for us at No. 5 Squadron, the first RCAF squadron to fly a wartime mission in the Second World War's Battle of the Atlantic".

When the first HX (Halifax - United Kingdom) convoy put to sea on 16 September 1939, a pattern for the future was established. No. 5 Squadron provided flying boats to search for submarines off Halifax harbour prior to the convoy's departure and anti-submarine escort by day up to the limit of the Stranraer's operational radius, approximately 250 miles (415 km) seaward.

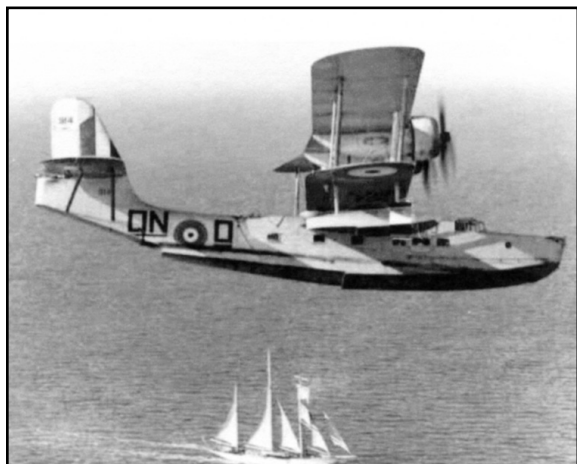
Flying patrols of five hours and thirty minutes each between dawn and dusk, the Stranraers accompanied all departing and incoming convoys. No. 5 Squadron Stranraers would typically take-off from Dartmouth at 0530 hours, rendezvous with a convoy approaching or departing Halifax to provide anti-submarine protection, then land on Sable Island's Wallace Lake at noon to refuel. By late afternoon the Stranraers would take-off from Sable Island, rejoin the convoy or conduct independent anti-submarine operations and occasionally land back at RCAF Station Dartmouth as late as midnight. Towards the end of October No. 5 Squadron also began daily harbour-entrance patrols. In these early operations the Stranraers proved to be sturdy and dependable, if somewhat out of date.

The Stranraers on No. 5 Squadron were replaced by the longer range, more capable Consolidated PBY-5 Catalina flying boats in 1941. The Dartmouth Stranraers were subsequently transferred to

³ Birchall, after the war, was dubbed the "Savior of Ceylon" by Winston Churchill for sighting the Japanese fleet and preventing the island from falling into Japanese hands. See previous SAMF newsletters for serialized Birchall story.

the west coast ⁴ where they provided yeoman service until gradually relieved by PBV-5 and PBV-5A Canso patrol aircraft. The Stranraers were retired from the RCAF in 1945. The sole surviving example of a Stranraer is RCAF # 920, which is now on display at the Royal Air Force Museum at Hendon in southwest London.

⁴Stranraers served at RCAF Stations Ucluelet, Alliford Bay, Prince Rupert, Coal Harbour and Bella Bella in British Columbia.



Dartmouth Stranraer on patrol off Halifax harbour approaches. Note "QN" side letters identifying aircraft belonging to Dartmouth's 5 Sqn

416 SQN'S "SURVIVAL '71" AT CFB CHATHAM 27 AUG 71

Sent to us by Capt Turbo Tarling

SPECIAL EVENT - FORMATION COMPETITION

Once again Maritime Command and CFB Shearwater have added to their laurels by winning the special Event: the Formation Competition, against stiff competition and heavy odds. How did this come about?

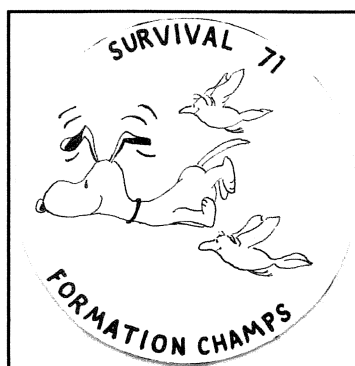
Some time ago 416 AW(F) Squadron issued an invitation to ADC units across Canada and the USA to participate in Survival 71, its annual fly-in of gigantic proportions designed to 'test' the stamina and initiative of ADC's finest. With typical hospitality 416 extended its invitation to include the Maritime Units.

VU32, VS880 and HS50, representing Shearwater, welcomed the invitation and gladly accepted the challenge for the special Event. Competition promised to be keen as crack ADC crews flying thoroughbred F101 and CF101 Voodoos, F102s and F106s would be vying for the honours. F101 and CF101 Voodoos, F102s and F106s would be vying for the honours. Our veteran Shearwater crews on the other hand, would be

using the tried and true workhorses - the T33 Silver Star, Tracker and Sea King - a combination seldom seen. Operational commitments precluded any chance to practice so a briefing was held instead to resolve the problems and plan the strategy.

Rendezvous was made as planned and the radio was alive as Chatham tower directed the competing teams "on stage". The displays were impressive, indeed, as ADC's finest manoeuvred their sleek, pointy-nosed machines across the field - the winner would be hard to pick. At last, with landing lights ablaze, Shearwater's entry burning, churning and whirling came into view and paraded across the field.

After the final entry had landed, the judges, headed by LCol Lew Twambley, 416's CO, Chief Host and Judge, convened to compare notes and tabulate the results.



Later that evening, LCol Twambley announced their decision - Shearwater's entry was declared the winner. Badges were presented to the winning aircrew which entitled them to a free night of wining and dining much to the envy of their fellow "Survivalists".

Congratulations are extended to the Shearwater personnel - ground and air - who made this fine showing possible. The T33s, Tracker and Sea King Captains were Captains Tarling and Bey, Holmes, and Olmstead respectively. Honourable mention goes to Captains McGraw and Harzan who piloted the spare Tracker and Sea King and were ready to fill in, if required.

(Note: There were a lot of noses out of joint when our formation display beat out ADC's finest (with no practice). Tarling)



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A Sensitive Issue

I was a Leading Seaman Radar Tech with VS881 (Guppy Squadron) on the Maggie, circa 1955-56 and part of my duties were to perform periodic operational checks on the



APS-20 radar. These checks were obviously performed while these modified Avenger aircraft were parked either forward or below in the hangar, but on one occasion I was called upon to do a flight test at sea. I remember looking out of the small Observer's window and seeing the ship looking frighteningly small beneath us until we made our landing approach and then mercifully, I couldn't see anything until we landed on. Quite exciting and something to brag about to my messmates.

For those readers who are unfamiliar with the Avenger modification for Airborne Early Warning (AEW), a huge radome was fitted between the front wheels (hence the nick name "Guppy") and heavy radar components were crammed into the fuselage. These were the days of bulky, heat generating vacuum tubes and heavy magnetrons, which helps to explain the size of the equipment.

As I recall, there were radar screens placed in front of the Observer and Observer's Mate who were seated side-by-side in the rear of the fuselage, accessed by the fuselage door. Images seen by the observers were relayed back to the ship. I believe the pilot had a smaller "scope" in the cockpit.

One day when the Guppies were on

deck, I went to perform a scheduled radar check, which involved sitting in the Observer's or the Observer's Mate's seat – each seat with its own dinghy pack to sit on, which the two crew members would attach their chute prior to taking off (if flying over water). Two sturdy chrome plated harness snaps, attached to the dinghy, stood at the ready at each side with the spring-loaded lock levers on each, facing inboard, making it easy to attach to the chute.

I ran the radar checks and when completed, I swung around and put my feet out of the door in one motion and slid down to the deck. As I did so, the outboard snap bent over and downward. The spring loaded lock lever opened under pressure of my body and the snap penetrated the crotch of my blue jean working rig. It passed through my underwear and through a part of my reproductive gear and closed there.

I hung there, momentarily in shock, with my toes touching the deck while the pain and warm liquid stuff became evident. I slowly hauled my self back onto the edge of the seat and slowly and delicately removed the snap.

I hastened to the sick-bay where a sympathetic, but nevertheless amused, tiffy stitched me up. I believe I had to wear an athletic support for a week. It goes without saying that in the future I was quite circumspect whenever that particular check had to be done.

I know that a Victoria Cross for me was never considered, but surely there should have been something like a Purple Heart for a wounded air type?

Cal Withers, London -
matelot451@porchlight.com

From the Crow'snest...

From John MacLeod

Vol.16, No. 1 January, 1964

A fast moving game between petty officers and an all-star team of officer and leading seamen had the crowd literally on it's feet when the opening of the Flyer's Forum was marked on October 25 at HMCS Shearwater. The all-stars won the game 3-2. The new rink was officially opened by Captain G. C. Edwards, Commanding Officer of the naval air station.

Vol.16, No.1 January 1964:

The Shearwater Players Drama Group, in it's first production in several years to be offered to the public, came up with a fast moving three-act farce called "Reluctant Heroes", presented at the Shearwater Theatre for five nights in mid December.(1963)

The play, about Army life under Britain's post-war conscript system (National Service), was directed by Roy Portchmouth and featured Denny Shaw, Kip reeves, William Walter, Charles Robinson, Joan Armson and Walter Morris, along with a fine supporting cast.

The group has an outstanding record, including the winning of the Calvert Trophy at the Regional Drama Festival four times from 1952 to 1957.

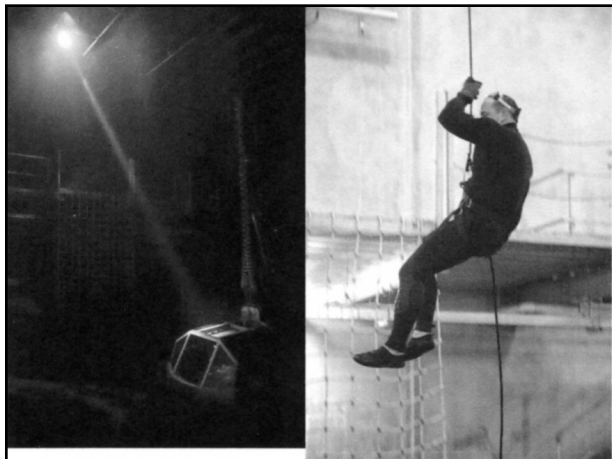
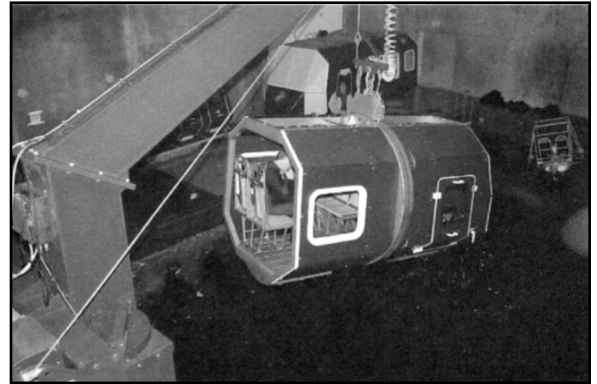
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Bob Ireland President	

Survival Training Simulation Theater

Where simulation ends and reality begins.....

Last week I found myself in a very unusual situation. I had entered one of Survival Systems' METS™ (Modular Egress Training Simulator) and was prepared to ditch in a Bell 412 scenario. I've only gone through this exercise about 10,000 times. As a seasoned "dunker" instructor, I felt confident that nothing we were about to experience would challenge me. Little did I know how wrong I was.

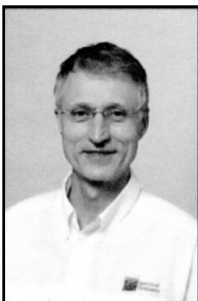
As I heard the lead instructor cry out "ditching, ditching, ditching" I went into a brace position. Suddenly, the lights went out and the noise of a violent thunderstorm roared through the air. The flashes of lightning were very disorientating and made it a challenge to visualize the quickly rising water. As I saw and felt the water coming up through the floor grate, I went to take a deep breath and was unexpectedly met by a 1 meter wave crashing through the back of the helicopter simulator. With only half a breath, and half a mouth full of water, I was no longer the seasoned "dunker" instructor, but a person in a realistic ditching scenario. The simulator began its inversion in what was now a full 3 foot sea state. Once the violent motion stopped, I jettisoned my exit, established a reference point on the outside and released my seatbelt. I pulled myself out the open exit, careful not to kick the people exiting behind me.



But once I broke the surface, I quickly realized this new version of simulation was not over. I was challenged to maintain my position in the dark swells, while dealing with the 40 knot wind, the downpour of rain, and the noise of a storm. I was more than a little nervous about getting retrieved by the helicopter rescue strop. Locating the rescue device in this environment would be challenging. Thankfully, my LPU (Life Preserver Unit) was working because trading water was getting hard, swimming would not have been easy. Suddenly, a spot light cut through the rain and fog; I could hear the helicopter getting closer. I splashed and waved my hands, as I had been trained to do. A shadowy figure appeared out of the darkness. A rescue swimmer had been deployed and was rappelling down from the helicopter 30 feet above me. He finned to me and escorted me to where the rescue strop had been lowered. The swimmer assisted me in getting in the strop, I splashed and waved at the

spot light and was rewarded with a jerk on the cable that began to lift me to the aircraft. Two people grabbed me at the helicopter door and dragged me into the safety of the helicopter.

The lights came on, the noise stopped, and the rain dried up. I was on my back 30 feet above the training pool on a metal grated platform. Most would refer to this as a very realistic simulation. I would call it engineered and controlled reality. The new Survival Systems Survival Training Simulation Theater (STST) is unlike any training center ever built. Hollywood will soon be looking to this level of technology to simulate the next "Perfect Storm". The anatomy of this training center is the brain child of Albert Bohemier, CEO and founder of Survival Systems. Albert has taken 25 years of simulation experience and built a facility that can simulate the entire helicopter ditching experience.



Albert Bohemier
Founder and CEO

The pool is a 30 by 40 foot training tank with the capability of making up to a 3 foot wave. Underwater "Badu" jets compound the water experience was a 5 knot current.

The multi colored lights beneath the water present an eerie effect that makes the pool look very intimidating under dark conditions. A huge wind machine pushes up to 40 knot winds across the waves, challenging students who must still perform tasks such as deploying and possibly righting a liferaft. The rain that is pushed down through high capacity sprinkler heads is measured by the ton. The overall effect is a very real visibility and hearing challenge. A sophisticated computer system controls and coordinates the use of light and sound to complete the environment of a severe storm. Even the sounds of the rescue helicopter are controlled so that audible movement can be detected during the training scenario; the spotlight is activated during the final portions of the rescue.



The training platform 30 feet above the water supplies all of the realistic support necessary to represent several different helicopter rescue scenarios. The center hatch represents the CH-47 and CH-46 family of helicopters. Rescue personnel can practice dropping or rappelling into rough water situations. A rescue hoist can also draw survivors up through the same hatch and train flight crew personnel to react to the rescue scenario. There are side mounted exits to simulate skid or wheeled helicopters. These exits are capable of deploying rescue personnel and equipment into the water or retrieving survivors using the rescue hoist.



Survival Systems has created an unparalleled simulation theater. The wind, waves, rain, and stress of riding the METS™ into the water and inverting are very real. The end state of the entire training exercise is the development of a very confident, well educated student survivor or rescue personnel.

The STST has a state of the art classroom that uses a plethora of multi-media equipment as well as surface and underwater cameras to educate persons going through different training courses. The simulation center cameras can also be linked to the internet for real time demonstrations. Albert's dream of creating a controlled reality training center has come to maturity. The entire facility is wired to accurately create an illusion of a desperate situation in the middle of a hazardous environment. Similar centers are currently being considered by the U.S. Marine Corps, Spanish Navy, and commercial facilities in other prominent U.S. cities.



For more information please contact Survival Systems at 902 466 7878. You can also email us at mwhiteland@survivalsystems.info, or look us up on the web at www.survivalsystemsgroup.com.

Christmas is Coming...! Looking for a special gift or memento? The SAM Shop has a full inventory of Naval Air items perfect for gift-giving! Here's a sample of our items below: (Prices do not include GST or shipping and handling.)

GS01M/L	Bonaventure Golf Shirt - Navy Blue (M/L)	\$26.32
GS01XL/XXL	Bonaventure Golf Shirt - Navy Blue (XL/XXL)	\$28.95
GS04	Bonaventure Golf Shirt with breast pocket (L/XL)	\$28.07
GS05	RCN Golf Shirt (M/L/XL)	\$28.95
GS05XXL	RCN Golf Shift (XXL)	\$30.70
GS06	Magnificent Golf Shirt (M/L/XL)	\$26.32

For more items available and ordering information, please visit our website ordering form at shearwateraviationmuseum.ns.ca, call us at 720-1083, or visit us during museum open hours. Don't forget, SAMF members receive a 10% discount in the SAM Gift Shop!

Korean War Ramblings

by Carl Mills

I have been toiling over my "Canadian Airmen and Airwomen in the Korean War" project for the past nine years and I was particularly interested in the article about the "Bridges of Toko-Ri" in your past issue. It is always informative to get a differing view of an important topic such as this and the only point I have to make that the article did not mention is the USN's Task Force 77(TF77). TF77 was the large carrier fleet that plied the sea of Japan and from which the naval air strikes, basically against targets in the eastern half of North Korea, were launched. The fleet consisted of three or four Essex class carriers with a significant entourage of a dozen destroyers, cruisers, supply ships and battleships. TF77 was established just after the beginning of the Korean War (June 1950) and was operational until well after the Armistice (July 1953).



HMCS CRUSADER

The only Canadian Ship to be directly involved with TF77 was the HMCS Crusader for a period of time in April 1953 when the destroyer's duties included; plane guard, screening and guide ship to the fleet. There was, however, a slightly more substantial Canadian naval air connection with TF77 and other aspects of the Korean Air War. The naval air connection to TF77 included pilots such as LCdr. Pat Ryan, Lt. Joe MacBrien and Lt. Frank Herrington (USN). Frank Herrington served as a special weapons pilot on the F2H-2B (aka Banshee Mk2 - bomber version) aircraft in Korea. This meant that he was trained to deliver nuclear weapons from within the TF77. Herrington later served as a USN exchange pilot with VF-870 at Shearwater (1956-57) where he flew our F2H-3 Banshees. For the Herrington stories see "Banshees in the Royal Canadian Navy" book pages 15+ (VF-870) and 238 (Korea).

The most notable Canadian naval air connection to TF77 is the amazing participation by Lt. Joe MacBrien (LCdr. Ret'd). The MacBrien story is amply covered on

the Banshee book (pg 239). Briefly, MacBrien was assigned pilot-exchange duties for Korea in April 1952. He traveled to NAS Miramar where he joined VF-781 (later re-named VF-121).



F9F PANTHER

Here the squadron did work ups on the F9F-2 Panther. The squadron, along with several other units, joined the carrier USS Oriskany with new F9F-5 aircraft and after passing combat readiness testing at Pearl Harbour, pressed on to Japan and then joined TF77 in early November 1952. Oriskany left TF77 in late April 1953 and returned to the US.

During his exchange duties, MacBrien had accumulated 233 flying hours, 92 deck landings and 66 combat missions in the F9F over North Korea. For an outstanding mission on the 3rd of February 1953, in which he led eight Panthers on a successful ground strike, MacBrien was awarded the US DFC and was the only RCN pilot to be awarded this medal. As a part of the Korean War Project, a painting of this DFC mission was commissioned (by Carl Mills and sponsored by CNAG with information and details from Joe MacBrien – the artist was Layne Larson) and now hangs at the Shearwater Aviation Museum. I have recently received photos of MacBrien's flying helmet which was donated, by him, many years ago to the Oriskany Museum (a small combined civil war and carrier museum) in up-state New York.



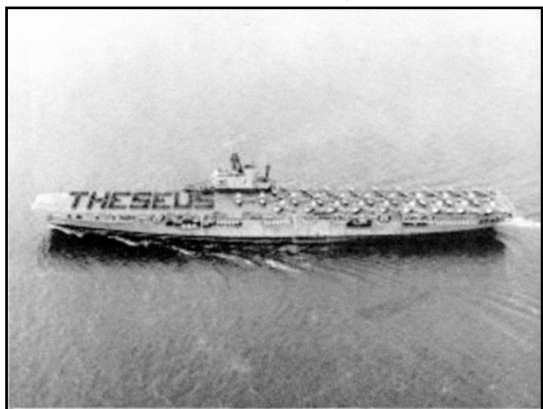
F6F HELLCAT

The 'adventures' of LCdr. Pat Ryan (Capt. (N) ret'd) in Korea are varied and exciting. I had three great interviews with Pat a few years prior to his departure to the "Delta". In late 1950, Ryan was "Little F" at Shearwater and was assigned to go to Korea and report on "anything naval air" that would be of interest to the RCN with respect to a carrier deployment. He joined the carrier USS Leyte at NAS North Island and, in a week prior to sailing for Pearl Harbour and joining TF77, checked out in both the F6F-5 Hellcat and the F8F-2 Bearcat. At Pearl, Leyte failed its combat readiness testing for Korea.

While Ryan waited, he was loaned an Avenger and “catted” off to tour the islands otherwise enjoying the Officer’s Club. In the meantime, the carrier USS Philippine Sea was just arriving from TF77 for aircraft replacements and would return to operations one week later. Ryan ‘jumped’ ship and was onboard the carrier when it rejoined TF77 in mid-October. He then flew on three combat missions as the ECM operator aboard AD-4Q aircraft. On the last mission he was dropped off at the USAF base at Kimpo , South Korea and joined the USAF aircraft control group known as the ‘Mosquitoes.’

The role of this organization was to control fighter-bombers (Air Force and Navy) against front line enemy targets – both from the air and from the ground. Ryan chose to observe from the ground and during this time, he was actually assigned to a US infantry unit and transformed into an infantryman complete with infantry clothing, helmet, rifle and rations. During this time, his three-man air control unit was shot at many times (with small arms and mortars) and was ambushed once by North Korean troops. At this point in the war, the North Koreans were noted for not taking prisoners. After more than a week of his duty in Korea he returned to Japan where he boarded an Australian destroyer, HMAS Waramanga.

Waramanga was part of the UN Task Force 95(TF95), which consisted of light carriers from England, Australia and the USN. Their area of combat was along the east and west coastal waters of North and South Korea. Waramanga rejoined TF95, on the east side of Korea at the end of October, and Ryan was jack stayed to the British carrier HMS Theseus. After observing combat operations from the carrier, the carrier departed for re-supply in Hong Kong. At this time, Ryan flew to Japan via Kimpo and departed for home. He arrived back in Shearwater by mid-November 1950 to report his findings.



Unknown to each other at the time, a Canadian-trained pilot, Lt. Irv Bowman (LCdr. RN, ret’d), was also on Theseus at the same time as Ryan. Bowman received his RCAF ‘wings’ just in time to not be required for war duty and was released from the RCAF. At the prompting

of several RN classmates he joined the Royal Navy in mid-1945 and continued his military flying career. When the Korean War broke out he was on Theseus (August 1950) as a Sea Fury pilot en route to Korea. The carrier joined TF95 in October and was on and off station until May 1951. During this era Bowman flew over 100 sorties and about 40 were over-ocean combat air patrols (CAP). A number of squadron pilots were lost due to ground-support combat activities, CAP duties or taken as POW’s after being shot down over North Korea.

Bowman’s own excitement occurred on the 14th of May 1951 when his Sea Fury was hit and downed by enemy ground fire over North Korea during a low-level ground attack. After making a ‘near perfect’ wheels-up landing he was protected by the remainder of his flight who strafed the area as a USN helicopter hoisted him to safety. He was initially taken to the USS Manchester but soon boarded HMCS Huron, at sea, and then jack stayed back to Theseus a few days later. On Huron, he knew that his rescue would soon make the press and he wanted to tell his mother, in Calgary, that he was safe. He was later invoiced by Huron for \$2.16. In 1954, he was given a three-year exchange posting to the RCN at Shearwater where he was appointed as the Senior Pilot with VU32 and later as their Executive Officer.

Lt. Roger Fink (Cdr. ret’d), after completing two years of Avenger flying from Magnificent, was just completing helicopter conversion at NAS Pensacola in early 1953 and decided to request a tour of duty in Korea. After conversion to the S-55 at MCAS Cherry Point NC, he was assigned to Marine base A-17 near Kimpo, South Korea and flew with HMR-161. He arrived just days after the Armistice (27 July 1953) and was kept busy



flying newly released POWs (part of operation “Big Switch”) from Panmunjom to hospital ships near Inchon. The Armistice was very tenuous in those days and most missions still included huge supplies of munitions. In addition, all crew members wore side arms. His last flight in Korea was in March 1954 and he accumulated 265 hours of S-55 time while in Korea. In 1957, he was appointed as CO of HS50 at Shearwater.

The only other RCN personnel mentioned in the Korean project are AB's Frank Laker and Robert Moore. Both men were drafted to HMCS Sioux and were being flown over in July 1951. Canadian Pacific Airlines flew over 700 charter flights for the UN as part of Canada's contribution to the Korean War Airlift. They flew from August 1950 to July 1955 between Vancouver and Tokyo via Anchorage and the Aluetians. On the evening of 20/21 July 1951, a CPA DC-4 aircraft with 38 passengers and crew (a Canadian crew of seven, the two RCN sailors, and 29 USAF and US Army officers and men) disappeared along the coast near Juneau, AK. In spite of a massive search, organized by the USAF, no trace was ever found.

AT this point, the Korean War book has seven of nine chapters completed and the remaining well underway. There are over 500,000 words and 1,400 photos on disc. As a part of the project, eighteen original pieces of artworks were commissioned to represent the flying activities of Canadians in Korea. In addition a further 25 pieces on Canadian created Korean War artwork were discovered at locations across Canada and will be included in the project.

The complete Korean stories of Capt. (N) Ryan, Cdr. Fink and LCdr. Bowman are available for use in the Newsletter if suitable, similarly any information in the Banshee book is available to the newsletter.

Best regards, Carl Mills <
bansheepublications@rogers.com>
RES 416-495-0907

READER'S COMMENTS

From the Editor: In a recent SAMF Newsletter I ran a proposed new name for our newsletter up the flagpole to try it on for size. My rationale or motivation for a new name was to attract new members by showing that we bridge the past, the present and the future -- embrace all time as did the old pagan god Cronos.

Nobody saluted -- except for one or two who gave a somewhat-less-than-diplomatic one-finger salute. So Cronos is dead and the title SAMF Newsletter remains as it was in the beginning, is now and forever shall be, world without end, amen.

That doesn't mean that we will not continue to voice ancient warrior opinion on current military/naval/combined operations issues and the future of such -- as well as stories of "the good old days".

Bill Farrell

From **Peter Lawson:** Colleagues, I am currently writing a biography of Commander William Henry Isaac Atkinson better known as 'W.H.I.' or simply 'Bill.'

His service years extended from 1943 to 1973. He began as a Canadian naval air fighter pilot serving with the Fleet Air Arm (FAA) aboard the carriers, HMS INDOMITABLE and HMS FORMIDABLE. After the war he proceeded to serve on many different Canadian Naval Air Squadron including a posting as Commanding Officer of VS-88I in 1952-53. He was C.O. of HMCS Haida and in the mid-60's of HMCS VENTURE. He ended his career on the Canadian Intelligence Staff in Washington, D.C.

I very much need anecdotes and/or pictures of the post-war years involving Bill. To render honor to Bill Atkinson and certainly to also poke fun at him a bit I would appreciate receiving your stories by October 15th, 2006.

Kindly mail these to me at:
287 Lacewood Drive,
Unit 103, Suite 211,
Halifax, N.S. B3M - 3Y7

I look forward to receiving hundreds of responses all of which will be acknowledged in the biography.

Ernie Cable writes: Bill and Kay:

As you know last week I attended the Air Force Historical conference in Winnipeg where I presented my paper titled, "Argus, The RCAF's Maritime Champion". The paper was very well received by the Office of Air Force Heritage and History and the Annual General Meeting (AGM) of the Canadian Aviation Historical Society (CAHS). I took 50 copies of our last edition of the newsletter for distribution to attendees at the combined historical conference / AGM. I received many compliments on our newsletter. But most interestingly, Mr. Hugh Haliday who used to be the official Air Force Historian and today is still very active and regarded across Canada as Mr. Aviation History and was especially complimentary. Now Hugh is critical in a positive sense and a stickler for correctness who doesn't issue compliments frivolously. A compliment from Mr. Haliday should be regarded in the highest esteem. So, Bill and Kay, Bravo Zulu on your tireless efforts in ensuring the excellent quality of our SAM Foundation newsletter. It just proves that it is not what is in the name, it is what is between the covers!

On a personal note, I had the unexpected surprise of being selected by the Air Command Office of Heritage and History as the, "Associate Air Force Historian of the Year" for my contribution to the advancement of Air

Force history. I suspect my articles in the newsletter may have contributed, in part, to being accorded this very special honour.

Bravo Zulu, Ernie

Ed. Note: A well deserved Honour for you, Ernie.

Mike Patterson writes:

Hello Kay On long watch with Bill taking a break. Page 32 George D Hall is keen to preserve naval history. Good. But history is the interaction between a historian and his facts. In Halls case the true facts about Seaborne were in the Fall 04 issue. In the 40s our names were listed aboard Seaborne (a RN yacht moored in the Dockyard) only for pay purposes while we served at HMS Saker (falcon) mainly on the Swordfish. Often that was the case during my four years in the FAA, pay & medical records held securely elsewhere as I served aboard a tender or at many dispersed airfields. All named after birds. After all the years since then Hall may have forgotten that fact. Shearwater is the name of a seabird Seaborne is not and has little relevance in Canadian naval air history.

Jack (Red) Deans writes:

I look back to my time spent at HMCS Shearwater (1947 to 1951) The article in the " Across The Flight Deck " (Looking back on the era of Canadian Naval Aviation) brought back many fond memories of my time spent there at the base. Clarence Park (Knox Apartments), Married Quarters, (house # 37) After some 55 years it is still easy to visualize the lay out of the base and of the many activities that were going on at that time. A few years ago my wife and I were visiting Halifax, and had a quick visit of the station.

Many of the articles that appear in your magazine now, are of an era extending beyond my time at HMCS Shearwater. They are still interesting, and one comes to learn how much longer Canadian Naval Aviation carried on. It would be interesting to hear more from some of the early personal of that time. I realize that we are a dwindling breed.

Thanks for a " top notch magazine".

Hellyer's role in the decline of our Forces.

Seen in the National Post - Thursday, May 04, 2006

Re: An Admiral's Passing, letters May 2.

Like your letter writer, I too wondered why the National Post would choose to print a photograph of the late Admiral Timbrell in his green uniform with his obituary. Of all the abominations foisted on the Armed Forces by the Liberal party in the 1960s, the green uniform surely took the prize. The rhetoric of Paul Hellyer, the Minister of Defence, was that a "distinctively Canadian" walking-out dress was needed. In this, as in so much

else he did in that office, he showed utter contempt for the naval tradition that Admiral Timbrell personified.

The green uniform, of course, spoke of a deeper flaw in the unification project. That was the failure of Mr. Hellyer and his bureaucrats to appreciate that the cultural and professional differences among the three services are very real -- and that they are grounded in practicality. To state it at its most blunt, the Canadian sailor has far more in common with a British (or Australian, or New Zealand, or even American) sailor than he or she does with a Canadian soldier. That was my experience over more than 25 years of naval service. I could (and did) admire our soldiers and airmen and women, but for me as a naval rating, my professional community was the navies of NATO and the Commonwealth.

Which leads me to my final point of agreement with your letter writer: Paul Hellyer bears a good deal of the responsibility for the way in which governments over the years have neglected the Canadian Forces. This may not have been his intention, but the regularity with which he overrode his military advisors set a precedent that later governments were too ready to follow when it came time to impose budget cuts.

Ian Holloway, former Chief Petty Officer, Professor and Dean of Law, University of Western Ontario, London, Ont. (*You've done well for yourself, Chief. Congratulations. Nsltr Scy*)

Fred Follow writes:

Hi Bill: Just received my copy of the Shearwater Newsletter TERRIFIC !!!! Those air types must have kept more than a few things secret...especially when I was in Bonnie... Can't recall hearing the one about the flashlight that screwed up the aileron controls when I was there. Oh well such is life.. I must have left the bar early one evening.

My last day in Bonnie...was spent at the Shearwater jetty...across the jetty was my last destroyer the Athabee waiting a trip to the bone yard after a first class refit that ,made her as good if not better than she was when first Commissioned. What a way to end sea time.

It was a great jetty for dozens of reasons as is Shearwater that has a fantastic potential for Hfx area and the armed forces . Your bit, re Shearwater, will hopefully wake up a few of those desk thumping fish heads in Fort Fumble...In fact the entire newsletter sends all kinds of signals that reinforce its importance etc..

Bravo Zulu is the least one can say plus a great deal more.

Take care and have a good sabbatical. *Aye, Fred*

Jack Cribb writes:

I think your Foundation Newsletter is great, enjoy the memories. I was pleased to be included in the article by Rolly about our Volleyball team. It is amazing that we got any where, the year we won the Nationals in Ottawa, if it hadn't been for the Air Force offering to fly us there we wouldn't have made it. The base gave us \$200 for expenses for the whole team, also we were put up in the OIC of the gym's parents while in Ottawa, (Sorry I can't remember the names). It made it extra great for all we were able to accomplish with so little help. A lot of the success has to go to Ray Langlois who helped us so much.

Another memory came back when I read Ed L'Heureux's letter. I was wondering if his wife Maureen remembers an LSEA Cribb who replaced Chief Weir when he was on leave. She used to love to fly the Link and I think she put more time on the machine than anyone. She would get in and do all the normal thing and when she would be flying along I would sneak over and put the Rough Air on full and disappear. When I got back she would be all upset so I would sneak the Rough Air off - start the machine up, do a full DI and sign it off as no fault found. I don't think that she ever realized what was happening. I hope she gets to read this, it might make her feel better now, knowing it wasn't her fault that the machine acted up so often the short while I worked in the section.

Keep up the good work, Jack.

Fred Lynch wrote:

Having just received the Foundation Newsletter for Spring 2006, I was most interested in reading Ernie Cable's article on the above aircraft. I joined 825 Squadron as a pilot on July 1st 1945 when it was reformed as a Canadian manned squadron under the command of Lt/Cdr (A) Freddie Stovin-Bradford DSC, RN, after serving in 818 Sqdn which was stood down after VE Day. With the exception of Lt (A) Fred Bradley RCNVR Senior Pilot, and WO Bill Maxwell RCN all officers were RNVR, and all the Officers Stewards were RN. We formed up with Barracuda II's equipped with ASH radar at RNAS Rattray and moved to RNAS Fearn in September 1945 and thence to RNAS

Burscough in November, where we were re-equipped with Firefly FR1's. I flew the FR1 a number of times using two different aircraft, serial numbers P1122 and P1124. Ray Sturtivant questioned these serial numbers, but I subsequently had a letter from Robbie Hughes together with a photograph of him alongside P1124 taken at Rattray in 1946.

One of my vivid memories of 825 was while we were at RNAS Fearn our CO, who was an Observer, had us



Barracuda

practice night dive bombing. Since the attack was done in line abreast at a very steep angle, and towards the target, which was silhouetted by flares, on pull out we were blinded, and since the gyros had all toppled in the dive, and we could not see the other aircraft, it was a rather dicey situation. We were also the recipient of much equipment from the Canadian Legion, such as a Bell and Howell 16mm movie projector and a supply of movies, as well as lots of softball equipment, which the CO put to good use, and insisted that the Brits among us learned the game.

It was a good time, and we were all looking forward to joining Warrior and heading for the Pacific War when VJ Day came. We were all proud to be among the founders of Canadian Naval Aviation, and I was privileged to attend the 25th Anniversary of 825 RCNAS at Shearwater in 1970 and be aboard Bonaventure for her paying off ceremony, a most moving occasion. I don't believe there was a dry eye aboard when the Stadacona Band descended on the after lift to the strains of "Farewell to Nova Scotia".

Mrs Benjamin Cozens writes:

We really enjoy your magazine - brings back many happy memories. My husband is not well but no regrets. His life has been full and happy and we are blessed with grandsons. Best wishes. *Joan*.

From **Earle Cale**:

Hi Kay. I have just read the story of the Avenger Guppy by Leo Pettipas. It is nice to know what these aircraft did after they left the flight deck. I can remember an occasion when a Guppy served a very good purpose while remaining on the flight deck.

The Magnificent was approaching Halifax Harbour in a fog, so dense, that we could not see beyond the bow of the ship. A Guppy was placed on the forward end of the flight deck. The radar of the aircraft was used to compliment the radar of the ship in order to guide us

through the fog and into the harbour.



Of another interest, I am enclosing a picture of the Warrior island lit by night while alongside the dock in Halifax. We sure were proud of that ship.

Haul together. Earle

Ed note: Mr Cale we're not sure how well the photo will turn out but we'll try.

Jack Moss writes:

I thought Bill Farrell's article, "Ornithology and Zoology Terms", in the Spring issue was an imaginative bit of journalism. Making use of Jamie Archibald's front cover design to graphically illustrate the written text was most effective in that it left no doubt about the validity of the argument. Even the layout was neat and logical. I hope a copy was sent to the Minister of National Defence.

Hi! From **Tom Sawyer, CPO RCN (RET'D)**

A few issues back, you featured HMCS Warrior (which I Commissioned 24/01/46). I submitted an article which you published. Further to that, I'm enclosing a photo of LCdr Tattersall which may be of some interest to former 825 Sqdn personnel - late 40's vintage.



In the Fall of '46. Warrior not being winterized was sent to the West Coast. 825 Sqdn flew off on arrival and landed at Pat Bay. As I was a Coder (with no coding to do after VJ day) I was sent out to Pat Bay as 825 Sqdn Communicator.

As such, I was probably the last person to radio talk to the A/C going over to Sea Island (Van) on Christmas Eve. The LCdr's a/c didn't make it.

I was never an 'Airy Fairy'. In fact, I went in the opposite direction - into submarines. In '72 I left the Regular Force, went Reserve until '91 thus completing 50 years. As a civilian, I wrote my DOT Masters ticket and became Captain of the S/M "Auguste Piccard", capable of a diving depth of 2400 ft. I mention this because we did a survey for BC Hydro off Galliano Island looking for a break/gap in the 200 ft ridge that is about a mile off shore with the prospect, is successful, to lay a pipeline. As our survey often crossed the Firefly's flight path, I always hoped to pick up something - nothing, so, to this day I have no idea if the wreckage was ever found.

An item I'm curious about - for the past few years there have been Maggie/Bonnie reunions - never an invite for Warrior to participate. There is a luncheon to celebrate Warriors Commissioning every year on the 24th Jan in the Chief's Mess in Esquimalt.

Not many of us left! Tom

From **Peter Charlton**: Dear Kay: Further to Page 6 of the recent SAMF Newsletter:

I'll be happy to make a contribution to the subject worthy cause. After all I invented quite a lot of it and made most of it work properly, so I'd like to see it properly commemorated.

Also, I have some, several dozen or so, 8 x 10 photos of the HDS as installed in Assiniboine, of the ship undergoing her conversion prior to our VX 10 HDS Trials, and some of the trials, as well as some drawings. I would think these would be of interest to SAM, and if so, I'll get them down to you. Please let me know.

Would you please send me an email address for Bill Gillespie.

Cheers, and all the best. (Your donation was wonderful, thank you. Kay)

Robert (Bob) Cornish writes:

Ed Janusas's reminiscences of the unusual "Armed Duties" he performed during his career in Naval Aviation brought to mind a duty I was assigned to during a stint with 825 Squadron at UNAS Quonset Point R.I during the summer of 1949. Prior to our trades training at SNAM, a number of us OS's were assigned to the squadron as Strikers (gophers).

Two of the squadron's mechanics were charged with

negligence in their duties, which I'm sure involved an innocent moment of forgetfulness and no harm resulted, but the incident found them being summarily sentenced to 5 days in the station Brig. The Brig was the domain of the US Marines but I suppose protocol required that they be guarded by RCN personnel and three of us at the bottom of the pecking order were assigned to this duty on 8 hour rotating shifts. The day shift involved escorting them outside where they walked around the grounds outside the brig picking up litter and escorting them to the mess hall for meals. Whilst the Marines all carried sidearms and shotguns during these activities with their USN miscreants, we were issued a web belt and "armed" with a wooden baton. The whole incident was treated with some amusement by many of their colleagues but I'm sure was embarrassing to all concerned including myself. Perhaps it subconsciously preordained me to my subsequent 35 year career with the Toronto Police where I took great pleasure in helping to mete out justice to real "Bad Guys".



Earle Cale writes: I recently sent you a picture of the island on a carrier and told you that it was taken on the Warrior. I was on the Warrior and the Magnificent for four and a half years straight and my memories of the happenings on the two ships sometimes get a little blurred and crossed. We had a dance aboard the Magnificent while docked in Halifax. It seems to me that the lighted Island would be more in keeping with the dance aboard Magnificent. The after liftwell was filled with water and the Swans were borrowed from the city of Halifax. The hangar deck was polished with shoe polish which gives it the shine. The Bos'n whose name I cannot recall, did an excellent job of having the hangar set up for the dance. Surely there must be someone around who can recall more about this than I do. *(Note from K. I know how much you wanted the guys to see the swans Earle - we did our best with the photo.)*

Also, on the Warrior, we had our own Christmas cards made up and I am sending this to you for the Archives.

PS I forgot to mention that the music was supplied by our own great 21 piece band.

PSS someone mentioned in your last newsletter that we are of an aging and disappearing kind. With that in mind, I have penned this little poem.

Twilight

When first you wake
So stiff and sore,
And groggy in the head,
It takes a slight persuasion
to tumble out of bed.

A coffee first,
To quench your thirst,
And stimulate your genes.
Then, thankful for another day,
You go about your means.

I love the newsletter and the stories therein.

(Sorry Mr. Cale, there was no Christmas Card attached.)

Bill Cody writes: Hi Kay: Here is my Son's Membership in 2006. My Son is presently based in Israel for flights to New York and various European Cities but comes back to Ottawa occasionally.

He is age 54 years and has flown for a multitude of Airlines, including Air Atlantic, Canada 3000, Air Gabon, Air Sahara in New Delhi and now Air Israel (ISRAIR).

In Air Atlantic, he flew the DH Dash 8 and the other outfits Boeing 757's and 767's. He loves to make fun of my type of "Round Engines" aircraft. I should have wacked his behind harder when he was a kid in Shearwater!!!!!!!!!!!!!!

I hope you get many more ""Brats" to join up to carry on the line after we have gone "away". Be nice to Wild Bill who turns 81 soon. I'm still ahead of him by 3 months.

Bill, The Old Man

My contribution enclosed for the Beartrap Exhibit.
Peter Charlton

Enclosed is my donation for the Beartrap display. I make this donation in memory of my loving wife Ruth Miller Sandy who was very supportive of the work of the Foundation and the Museum. **Fred Sandy**

To Bill Gillespie: I accept your challenge as written in the last issue of the newsletter and am enclosing my donation for the Beartrap Exhibit. **Don Rubin**

William J. A. Black writes:

For some time, I have intended forwarding the enclosed photos, on the assumption that you might consider displaying them, as the HSLs played a role in Shearwater in the '50s.

The RCAF closed its marine Section in late 1950 early 1951 and transferred the HSLs (208, 232 & 233) to the Naval Air Station. Brian Bell-Irving and Doug Ross accepted them on behalf of Captain Duncan Raymond, pending the arrival of Don Baker, Chan Gillis and myself to operate them as required by Shearwater and to provide one launch to RCAF Station Chatham, during the ice free months on the Miramichi River.

We had some interesting times ferrying pregnant wives to RCNH in Stadacona, acting as plane guard for the carrier and patrolling the sea beneath the air-firing range off Osborne head and Cow Bay. With but a magnetic compass and an echo sounder, we joined the sea search 250 miles south east of Shearwater, assisting in the search for survivors from the collision of two Avengers, which were carrying out a mock night attack on the "Ontario".

I took HSL 208 to Chatham each March in 1952-53 & 54, for surface patrol under the RCAF firing range off the New Brunswick Coast and returned to RCNAS each December. We managed to rescue one Mustang pilot who had dead-sticked onto the beach near Burnt Church and participated in a number of plane recovery actions



to confirm the pilot's identification and possible causes of the accidents.

I last saw the HSLs secured to a trot buoy under the Angus L. Bridge in late 1956, having reached the end of their useful lives. Built near the end of the war, they served well.

Yours aye, **Bill**

(Note: I have passed your photos to the Museum Curator; however, I can't guarantee that they will be put on display - we have mentioned displaying photos on the wall before but to no avail. I will ask the Curator to

get in touch with you. Kay)

Cmdre Charles Westropp writes:

Hi Kay: Would you please pass this on to Ed Janusas.

Ed. It was in 1973 when I was XO of Athabaskan when HMS Minerva, with the SLT Windsor (the Prince) aboard, arrived in Halifax for a minor mechanical repair. We were designated host ship and had a normal noon RPC for Minerva that extended into the afternoon.

HRH and the Subs got into it, and at about 1700 took him on a run ashore. Minerva sailed very early the next morning as the dockyard had fixed their problem. All the wives were keen to meet the Prince but by then he was gone. I think that all the girls blamed me, or my Captain Bob Yanow for not meeting him. It was early in our commission, as a new ship, and not sure that we had our Helo Detachment embarked.

For the record Bill Clair was the Detachment Commander and John Cody was a very tiresome Sub.

PS As last navigator of Bonnie and CanComFit. I want to thank you for the super job you are doing. My cheque is in the mail and my herpes are in remission. Tell Bill to get better and that I am no longer a zombie.

Everett McQuinn writes:

Friends of the Museum. I thought you would be interested in seeing these magnificent photos of the incomparable Hawker Sea Fury XI shots.

In Dec 1959, ten of these beautiful aircraft were flown from Debert, NS to McEwen's Airfield north of Moncton. These airplanes languished there for several years, some sold to the West German Air Force, some scrapped. Two were bought by the late Brian Baird who flew in the RCAF. Brian bought TG114 and VX686. TG114 eventually ended up in Santa Ana, California to Frank Sanders. Frank flew TG114 in the 1972 air show here in Moncton and he put on a spectacular show. VX686 unfortunately burned in the disaster fire of the hangar of the Moncton Flying club in 1965. You could buy a Sea Fury in the 1960's for \$500. I imagine today that you would pay 1/4 of a million dollars to buy one. The picture of the "hero shot" is me sanding in front of VX 686 in the early 1960's. You can see where the weather and time are taking its toll on these magnificent

aircraft. The numbers and letters on them are:
 TG118(107), TG 119(110), now in Ottawa Air Museum
 at Rockcliffe. VX686, VX690(128), TF994(102, VR919,
 VR918, TG114, WG567, VW227(118). You can only



see nine aircraft as one is out of the frame. Would
 these aircraft have belonged to 803 or 871 Squadron?



PS I often see a picture of a Steve MacDonald in the
 Newsletter with a group of Navy types. If he is from
 Moncton, I went to Moncton High School with him in the
 late 1940's. We played football on the same team, and
 were the 1949 Moncton Juvenile Championship Team.
 Our team was the Mustangs. Ev

IFR

From Jim McCaffery

I thought you would like to see the notice that British
 Airway sent to its pilots explaining what we in the US
 refer to as the "monitored approach" method, where on
 an approach to very low visibility and ceiling, one pilot
 flies the approach and when the other pilot sees the
 runway, he takes the plane and lands. This removes the
 problem of the pilot having to make the transition from
 flying instruments and at the last minute looking outside
 and "getting his bearings" as the other pilot is already
 "outside."

If the pilot not flying says nothing by the time they reach
 "minimums" the pilot flying automatically starts the "go-
 around" procedure as he is still on the instruments. Now
 try this actual explanation of this procedure from the
 British Airways manual:

*** British Airways Flight Operations Department Notice

There appears to be some confusion over the new pilot
 role titles. This notice will hopefully clear up any
 misunderstandings. The titles P1, P2 and Co-Pilot will
 now cease to have any meaning, within the BA
 operations manuals. They are to be replaced by
 Handling Pilot, Non-handling Pilot, Handling Landing
 Pilot, Non-Handling Landing Pilot, Handling Non-
 Landing Pilot, and Non Handling Non-Landing Pilot. The
 Landing Pilot, is initially the Handling Pilot and will
 handle the take-off and landing except in role reversal
 when he is the Non-Handling Pilot for taxi until the
 Handling Non-Landing Pilot, hands the Handling to the
 Landing Pilot at eighty knots. The Non-Landing (Non-
 Handling, since the Landing Pilot is Handling) Pilot
 reads the checklist to the Handling Pilot until after
 Before Descent Checklist completion, when the
 Handling Landing Pilot hands the handling to the Non-
 Handling Non-Landing Pilot who then becomes the
 Handling Non-Landing Pilot. The Landing Pilot is the
 Non-Handling Pilot until the "decision altitude" call,
 when the Handling Non-Landing Pilot hands the
 handling to the Non-Handling Landing Pilot, unless the
 latter calls "go-around", in which case the Handling Non-
 Landing Pilot, continues handling and the Non-Handling
 Landing Pilot continues non-handling until the next call
 of "land" or "go-around", as appropriate. In view of the
 recent confusion over these rules, it was deemed
 necessary to restate them clearly.

Now, that certainly explains things!

CYCLONE HELICOPTERS

From John Cody

Some time back Ken Sheedy forwarded a quick note from Sandy Dewar expressing his wishes to be brought up to speed on the weapons system that will be fitted in the new CH 148 Cyclone Helicopters. I work for General Dynamics Canada as their "man in Havana" running the Halifax office. GDC is partnered with Sikorsky Aircraft to bring the best of the best together into this aircraft, so I feel relatively comfortable in passing along a bit of information about the new aircraft.

The helo is being built by Sikorsky. GD Canada is integrating the entire weapons system and L-3 MAS (Military Aviation Services: formerly Bombardier MAS) is doing certain aspects of the In Service Support and Training. I will concentrate on our part of ship: the weapons system.

Basically, this aircraft is optimized for several different roles. The Sea King was correctly classified as an ASW Helo when it first joined the fleet, but gradually over the years its roles morphed until it was a bit of everything: ASW, Utility, SAR, Support to the Ground Troops (Witness Somalia) and everything in between. It was fixed with fairly rudimentary EW, ESM, and Self Protection Suites but it got the job done.

The SOR for this new aircraft has drawn heavily on the lessons the MH community has learned over the last 15 years and is optimized to do not only a little of everything, but quite well indeed. ASW: it is fitted with the L-3 Bendix HELRAS Tethered Sonar System (TSS). It also has our (GD Canada's) Best of Breed Acoustic Processor (a la CP 140 Update) which gives it quite a potent ASW package for both blue and brown water operations. It will be armed with 2 Torpedoes if and when needed and will be able to deliver this mail quite well. Link systems will allow it to be interoperable with all NATO Navies.

Recognizing that this is only 1 of several different scenarios that the aircraft could be tasked for, it has good packages for Self Defence, (Missile Approach Warning System and Chaff/Flares to effect an escape if needed). It has good ESM and EW, FLIR, and a couple of other bells and whistles which will allow it to carry out effective surface surveillance, etc.

Radar is excellent which also forms part of this surveillance package. It will give this new helo a capability which will put it light years ahead of the current Sea King Radar and much closer in capability to what is going in to the Aurora as well now. It's a Synthetic Aperture Radar.

When and if required to support the ground troops, this aircraft can be re-rolled quite quickly. The ASW Suite can be removed which will make room for troops. Door gun in the back coupled with the ESM, EW, FLIR package will allow it to get in and get out for a wide variety of varying missions from Embassy Evacuations to Troop Insertion from ships.

The whole package is tied together with the Mission Data Management System (MDMS) which is also made in our Ottawa facilities. It will be the heart and soul of the entire weapons system and will form an essential part of virtually every mission the aircraft can be tasked with. It is almost (but not quite) the same system as we're putting in the CP 140 upgrade package.

The entire schedule is very aggressive. It is however, at this point in time, still on time. First aircraft delivery is in November 2008. Will it be there. Yes it will.

To support this system L-3 MAS is building a massive new structure between D and E Hangars on the Shearwater Flight Line. Known as the Maritime Helicopter Training Centre (MHTC) it will train virtually every aircrew and maintenance trade on the aircraft. It will house the mission Simulators (made or sub contracted by GDC), the Full Motion Flight Sims (2 in number) made by Rockwell Collins and a multitude of part task trainers. It is state of the art.

GDC is also building a new building out behind Shearwater on the Caldwell Road. Its role is to provide the Software Support for the new weapons system. It will house 66 systems and software engineers, 15 DND SW folks, and a number of other odds and sods trades for a total of 110 people by November 2008. Most will be local hires with our senior supervisors moving in from both Ottawa and our Calgary facilities.

So what's my part in this entire thing. I'm building the building and managing the Halifax office for now, until we get a new GM named and in place in approx 2 years. Exciting times: you bet they are.

Is this aircraft going to be here on time: Yes.

Will it be able to do all that we say it will. Yes.

Will the 12 Wing folks be able to ride this horse. Yes, in time. It will be a lot to swallow initially and they'll have to prioritize and move into it one step at a time.

And, oh yes, it can be stripped and turned into something more useful for the Army if needed. So, it's a very new, sophisticated, dream to fly hunk of aircraft.

I'll keep you up to date from time to time as it unfolds. Good question Sandy. If you wish any more detail I'll be happy to try to oblige. Clearly, I have not told all here.

Regards to all from the (wet) banana belt, *John*



Hello everyone: The year is moving right along - faster than usual as we *mature*. Ha

The word *mature* reminds me just how *mature* we really are and how fast we are moving along in this lifetime. I'm thinking maturity with respect to the

Museum and keeping your wonderful memories, memorabilia etc intact for the next generations to come along. Although the Foundation supports the Museum with funding from you, I think it is time for us to consider what will happen to the Museum when we *mature* as far as we can go. It's time now for our beloved families to take the helm - so to speak. Yes, you can purchase memberships for them, but surely by now they are *mature* enough to purchase their own in order that your life experiences in Naval Air can be maintained and never forgotten - your life was their life. Your families should know about these experiences and, in respect of you, should want to see them remembered. You could give them a membership for birthdays or whatever but ask them to please keep it ongoing when you aren't able to.

Now the above para brings me to a very important subject. The Museum immediately requires - more space. Another hangar perhaps, or an extension to the one that was built a few years ago. They need it now. So the Foundation is embarking on another 'NEW BUILDING FUND'. As always, who do we turn to? You! The majority of our donations over 90% come from you - retired Naval Air personnel. Please, we need whatever donation you can muster up. Annotate your donation for the 'new building'. Here's a thought, since we are *maturing* rather quickly (I am) besides any immediate donation, check out the centre pages for other ways to financially assist SAMF and therefore the Museum. The Museum needs you. I often wonder where they would be without you guys. It's a great place, it's your place and if you haven't seen it, you're missing something good. Don't leave it up to just the locals living in the immediate area - they already do more than their share of donating through various fund raising efforts and the time they give for the various projects.

You should see the Avenger - looking good! I was hoping to have a photo of it on the inside cover of this issue, but there were too many other things in the hangar around it - the picture would not do the 'Old Bird' justice. Hopefully, in the very near future, we will have room to show off this pride and joy aircraft.

Being the debonaire devils you are, I know you will 'do your thing' and help us get another new building. Thank you very much. Please don't let us down. You people

are so good - I brag about you guys constantly - on a daily basis - just ask the staff here. You've heard the expression "Have you been 'told' today?" I'm sure they'd like to 'tell' me, but they don't. Ha

Take care and drop us a line, when you can, an article for the newsletter or for any requests you might have or suggestions for the Foundation and Museum. (Keep it clean.)

Kay

PS As of this moment in time (1 Aug 06) there is 147 Days, 23 Hours, and 43 Minutes until Christmas (who's counting?) Perhaps you could start suggesting to the family that you'd like a Christmas present of them joining our membership or a donation to the new building etc.

IT TAKES THREE TO TANGO!

This is a request for contributions, some succinct and pithy (that's with a "th" not an "ss") anecdotes and ideas for the newsletter.


As, on TV, I view jets come and go on huge aircraft carriers so matter-of-factly that it looks easy. I reflect that younger viewers may have no idea of the delicate mating dance that once deck landing was -- The pilot, the batsman and the pitching, rolling corkscrewing deck of a small WW2 carrier -- all dancing to the motion of the ocean: A dance that not all dancers survived.

When I say "three" it was really many more -- the aircraft handlers, wire and barrier operators and others.

The suggested title is just a suggestion.

So, "out pens (or mice)" guys and let Kay have something better than the usual drivel she gets from me. And, I do need some from the flightdeck crew point of view, not just pilots -- Make haste all!

Bill Farrell



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THE NAVY'S ODDBALL SEA FURIES

BY Leo Pettipas



RCN Marking Standards

Until the latter half of 1952, RCN aircraft appeared in the markings prescribed in 1947 by the International Civil Aviation Organization (ICAO). Individual a/c carried a three-letter code on both sides of the fuselage and under the port wing. The first two letters identified the squadron to which the airplane belonged, and the third, the particular machine carrying it. Thus, the aircraft shown in Figure 1 belonged to 883 Squadron, as indicated by the letters "AA" that were carried by all aircraft in the unit. The third letter ("D" in the Figure 1 photo) was the identifier for that particular aircraft.

Fig 1 Sea Fury VW239 bearing ICAO Codes. Courtesy Gerry McArthur.

With 1952 came a major change in the way the Navy marked its airplanes. The ICAO call letters were done away with and replaced with the word NAVY and a three-digit number. On most operational aircraft, the first digit equated with the crew structure of the machine. Since the Sea Fury was a single-seater, the first numeral in the series was to be, in theory at least, a "1" (e.g., as shown in Fig. 2)



Fig 2 Sea Fury WG 565 showing the new (post-ICAO) marking Scheme. Western Canada Aviation Museum 31965

Exceptions to the Rule

However, not all of the Sea Furies conformed to this regulation. Figure 3 depicts Sea Fury TF 996 bearing the side number "294". Why it did so is a mystery because, again, the Sea Fury had provision for but a single occupant, and so the side number should have been from the 100 block. But to add to the puzzle, this anomaly happened twice; only on the second occasion, the number in question was drawn from the 300 block: Sea Fury WZ 636 received the call number 354 (Fig. 4). A photograph of this aircraft appears on p. 353 of Ray Sturtivant's "The Squadrons of the Fleet Air Arm" (1984).

Fig 3 NAVY 294 and company over Mount Baker Washington state, USA. Credit R. E. Quirt via S. Soward

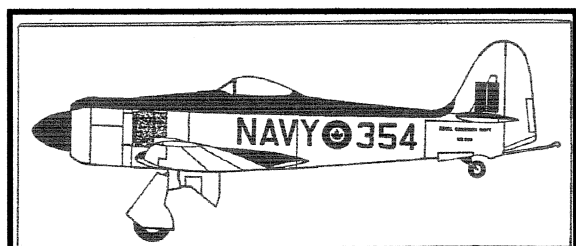


Fig 4 General arrangement drawing of Sea Fury WZ 636 Showing a typical 300-block radio call number 354

Pursuant to the standard radio call number system applied to operational squadron aircraft, numbers in the 300 range were, logically enough, usually allotted to the Navy's three-seat TBM Avengers. And indeed, number 354 was carried by one of the Avengers, serial number 69425 (Fig. 5), as we might expect. What it was also doing on a single-seat Sea Fury is anyone's guess.

Fig 5 Avenger 69425, bearing radio call number 354. Courtesy Ron Beard



NOT AN OBIT !

By policy this newsletter does not generally publish obituarial prosopographies of our departed comrades (these days there would be space for little else in these pages). We also, btw, do not state rank in our Delta list – "all lie equal in the grave".

So this is not an obit but rather a cautionary tale to prepare all those who may be called upon to 'scatter a buddy's ashes'.

This Editor was so called upon (and was honoured by the call) to scatter the ashes of an ancient naval aviator over the approaches to Halifax Harbour. The deceased had specified that this was to be done from the air. Now this required a departure from the pusser procedure that provides for the storage of ashes until the next sortie by one of our frigates or destroyers: the ashes are then quietly and with ceremony scattered from the quarterdeck.

By special request, based upon the great contribution the deceased had made to aviation at Shearwater, the Wing Commander found that a helicopter on a local training flight could substitute for a destroyer (he bent the rules and good on him!)

Now, the scattering of ashes from an aircraft is not as straightforward as one might think – the turbulent air in the downwash or propwash tends to return the ashes whence they were thrown: the scatterer may end up wearing the scatteree.

Accordingly, the ashes were tamped into a three foot aluminium pipe with caps at both ends and loaded aboard a Sea King for a "training mission flight". The tube was meant to allow the ashes to be launched (shaken out) into less-disturbed airflow clear of the cabin door. The tube served the task admirably but the point of this screed is that the duration of the mission far exceeded what was in the mind of the Wing Commander.

On arrival over the harbour approaches the SK went into an orbit at 500 feet off Hartlen Point. There were two Chaplains aboard along with the former naval person who

was the designated scatterer. One Chaplain was Protestant, the other Catholic. The latter was along as a makee-learner to see how the ceremony was done. The deceased was an s.o.b. (son of a bishop) so the Protestant Chaplain took charge of the ceremony. The scatterer sat in the open cabin door, legs out in the slipstream, his entubed buddy cradled in his arms. The Chaplain donned some ceremonial church rig, opened a book and began, not just a eulogy but a full prosopography of the entire life of the departed, missing nothing except, possibly some of the peccadilloes.



The scatterer sat in the doorway, the chopper went round and round, the main rotor went round and round, the tail rotor went round and round while the Chaplain read, turned pages, read on and on and on.

Frozens and frozener grew the scatterer, his buddy still cradled in his arms, while he began to wonder which would run out of gas first – the Chaplain or the chopper. Twas the Chaplain who ran out first but he left twelve seconds for the scatterer to quote the closing line from Masfield's "Sea Fever":

*And all I ask is a merry yarn with a laughing fellow rover
And a quiet sleep and a sweet dream when the long trick's over.*

The **moral or caution** of this screed is: If you're going as scattering of ashes get yourself a monk from some religious order with a mandatory oath of silence as Duty Chaplain.

NAMES FOR INSIDE BACK COVER PHOTO, PLEASE