

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

Joseph Howe, 31 August 1871

The Cover: We salute our soldiers, sailors and airmen in far off Afghanistan and the Arabian Sea. We wish them a successful mission and a timely return to this peaceful country of ours and theirs. Thanks Guys and Gals!

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

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

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

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Deadlines for receiving submissions are:

Spring	10 March
Summer	25 June
Winter	15 October

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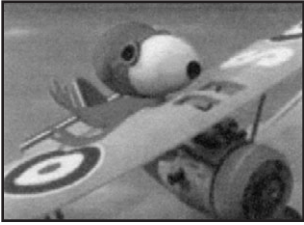
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EDITOR'S GRUNTS

From Bill Farrell, Editor

I am flying under false colours. The real editor is now Saint Kathleen. I attempted to bury myself with my swan song –

published the previous issue. **She dug me up!** Why she refuses to acknowledge her near-total credit and responsibility for the content and cover of this fine "magazine" is beyond my comprehension. My guess is that my suave demeanour and occasional use of erudite words lend a patina of couth to what, in her hands alone, would be pedestrian prose. I must admit that I take fiendish delight in making broad my (literary) phylactery to discomfit and annoy her and, I hope, annoy many readers too.

For Kay (if you are not choking to death on the above) be guided by the following poem –quoted from memory:

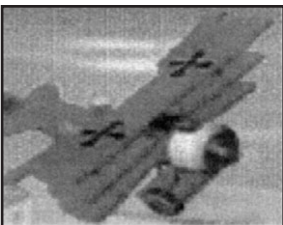
**So dig my grave and let me be
And this be the verse
You grave for me:
"Home is the sailor
Home from the sea
And the hunter home
From the hill".**

So, Kay, be guided by the first line of the poem. **Please!**

For the rest of you: I am not jumping ship: I will continue to support SAMF and the Newsletter but my prime focus will now be on promoting the resurrection of naval aviation and Shearwater through support of the Sea Horse Initiative.

Vale ! Bill Farrell

(and, Kay, change one word of the above and I will activate Luigi my hit man)



(Why are you in such a rush to 'go to hell, Bill'. Kay)



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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.

SOME WRIGHT-ISMS

I intend to live forever.....so far so good.

Depression is merely anger without enthusiasm.

To steal ideas from one person is plagiarism; to steal from many is research.

From the Curator's Desk

by Christine Hines

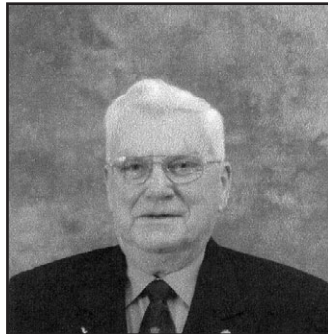
Our 2006 tourist season is just about wrapped up, and now we enter the group visit stage. Cadets and schools have been booking tours steady through the fall. We are on track with our visitor statistics, and hope to "break even" or improve on our visitor numbers from last year, which was approximately 25,000 visitors through the door. Our summer students and volunteers provided dedicated service over the season and continued to provide an outstanding, interesting experience to the visitors. In addition, a handful of volunteers ran our merchandising operation at the Nova Scotia International Air Show, selling a whopping \$21,000.00 of merchandise! After the bills are all paid, we can expect a good amount to go into our operations budget. A special thanks to Bob Shufelt and all the hearty souls who worked long hours to get us ready for the show: Barb Ryan, Alma Coffen, Brent Hines, Chuck Coffen, Heather Coffen, Christine Dunphy, Jason Johnston, Jessica Sentner, Simon Bennetts, Jonathan Weatherby, Jessica Goreham and Amber Jackson. Eileen Morres and Ed Hill kept the Museum open to the public while we were off selling at the Show. Great work Folks!

Speaking of Volunteers, we have experienced a serious dwindling of our Volunteer Corps this year; we find that this small group is getting smaller, with more of the work being undertaken by the same few over and over. Have you ever considered joining the SAM team? We have a variety of opportunities for volunteering, guiding is just one activity of many to use as an example. We have openings for volunteers to work with the artifacts: cataloguing, handling, installing artifacts in exhibits and preparing exhibits, just to name a few. If research and reading is your love, why not help out with the leg-work on exhibit projects? It takes a variety of skills and interests to make a museum develop and move forward; we all bring special skills to the table, and usually, the common thread is the importance of Shearwater to us all: then, now and in future. If you're interested in discussing the possibilities, give me a call at (902) 720-1767!

As has been my habit lately, I have to advise you of some staff changes at SAM. Chuck Coffen came out of retirement once again to help out in the Administration Office all summer long;

Michael McFadden will come on board in November to relieve Chuck as our Administration Assistant. (Chuck wants to get back to more hands-on aircraft work!) Bob Shufelt, our long-time bookkeeper and Gift Shop Manager will be retiring at the end of October; his post will be filled by Patti Collacutt, no stranger to Shearwater! We will miss Bob very much, but his good work and financial savvy will be long-remembered! Thank you Bob, and best wishes for your retirement. To Michael and Patti we extend a warm welcome to the SAM team!

Have a safe and warm winter to all our supporters, near and far.



PRESIDENT'S REPORT

As the summer tan fades and the gloves begin to appear - we feel snow and Santa will soon be heading our way!

The SAMF newsletter continues to be a much awaited item to receive. The cover illustrations are eye catching, the information regarding ongoing events is informative, the historical write-ups are interesting; but - the letters and personal accounts of past "escapades" are the real highlight. Keep them coming - they preserve our Past!

The Wall of Honour Tile Program - initiated and maintained by Al Moore since its beginning, has now been taken over by SAMF Director Ken Millar and is still a profitable fund raiser. I would personally like to thank Al Moore for his interest and dedication for a job well done!

A campaign is under way for additional space to house and preserve artifacts, a restoration are for aircraft and general storage. More information will be available as plans proceed. We are now

asking for donations to this project and if you wish to preserve our heritage or create a legacy - DONATE NOW! (To the New Building fund.)

I want to express thanks to the volunteers who are calling as a reminder that dues are now ready for renewal. Thanks to Peter Lawson, Mick Stephenson and myself. For general information, the Foundation membership year commences 1 January and terminates 31 December. Please note, as of 1 January 2007, Regular Membership dues will increase to \$40 - Sustaining, Patron and Life Memberships will remain the same.

The annual Golf Tournament held in September prior to the International Air Show was very successful under the capable leadership of Eric Edgar and Chuck Coffin and their faithful volunteers.

The upcoming fund raiser will be a Wine, Cheese, Art and Craft Show to be held 18 Nov at the Shearwater Aviation Museum.

I would personally like to welcome Patti Collacutt as the new Manager of the Museum Gift shop.

Keep the interesting letters and pictures coming in for publication!

Best Wishes to All for a Safe and Happy Holiday Season!

Buck and Family

*



The Five Most Dangerous Things in the Navy

A Seaman saying, "I learned this in New Entry Training..."

A Petty Officer saying, "Trust me, sir..."

A Sub-Lieutenant saying, "Based on my experience..."

A Lieutenant saying, "I was just thinking..."

A Chief chuckling, says "Watch this

DONATION TO THE FIREFLY RESTORATION FUND

from David Nowell

Many thanks are due to Capt Abram RN, a retired Royal Navy weather officer, for his very generous donation to the SAM Foundation for use in the firefly restoration project.

There is a quite a story behind this donation which members may find of some interest. During my career I served as a weather officer in both the RN and the RCN/CF. My appointments included three and a half years as Weather Officer in Bonaventure and finally, before my release from the CF in 1973, a four year posting in an oceanographic billet in SACLANT Headquarters in Norfolk Virginia. Following my release from the CF I served the remainder of my career as a civilian in the Directorate of Meteorology and Oceanography at NDHQ. During my career I attended many NATO meetings and was for ten years the Canadian Member of both the NATO Meteorological Group and the NATO Group on Military Oceanography. These were very congenial groups to work with and resulted in many long lasting friendships. Among these is a friendship with Capt Dick Abram, a retired RN Captain in the UK.

Many years ago Dick Abram took out life insurance policies with Canada Life which later became part of the Great West Life Company (GWLC), a Canadian company. After being a mutual trust company for many years GWLC decided to go public and as part of the rearrangement issued its policy holders with shares in the company. As his entitlement Dick Abram received both common and preferred shares in GWLC. He had no difficulty selling the common shares on the London Stock Exchange but the preferred shares were few in number and he found that there was no market for them in the UK. He turned to me as his Canadian colleague and asked whether I might be able to assist. While I was only too willing to help it proved to be a bureaucratic nightmare.

First Capt Abram signed off the share certificates, had his signature guaranteed by his branch of the HSBC and, for good measure, had his signature doubly guaranteed by a Commissioner for Oaths in the UK. He then sent the certificates to me. Previously it would have been a simple process for me to transfer the shares directly into my brokerage account. That is regarded as a third party transaction and is no longer possible on account of current money laundering restrictions. Instead the shares had to go through Computershare, the transfer agent, so that new shares could be issued in my name. But Computershare refused to accept the signature guarantee. They would only recognize signatures guaranteed by a Canadian Tier One Bank such as Royal Bank or Bank of Montreal. While HSBC is bigger than any Canadian bank it is regarded as a Tier 2 bank in Canada and its signature guarantees are not acceptable to Computershare. Having reached an impasse I then had to send the shares back across the Atlantic to Dick Abram with the suggestion that he seek the assistance of the UK branch of one of the Canadian banks in London. This proved unsuccessful. These banks were not prepared to guarantee signatures. Nor was the UK Branch of Computershare in Bristol of any assistance. It refused to issue new share certificates.

After months of effort Dick Abram then sent the shares back across the Atlantic to the Head Office of GWLC with a request for assistance. They reacted and directed Comptershare to issue the new shares. This they did very condescendingly,

with great reluctance and only as a special favour. On receipt I had no further difficulty in transferring the shares into my brokerage account.

In sending me the shares Dick Abram had made it quite clear that he had written off their value, that he wanted nothing for them and that they were mine to do with as I pleased. In reply, I told him that while I was only too pleased to help him sell the shares there was no way that I was prepared to accept them as a gift. Some other solution had to be found. Noting that Dick Abram and I are both retired naval officers and that we both have extensive backgrounds in naval aviation as weather officers, the SAM Foundation soon came to mind. I therefore suggested to him that the value of the shares be donated to SAM and that I thought the most appropriate use of the funds would be towards the firefly restoration since that is a British aircraft. Alternatively, I suggested he might prefer that the funds be donated to the Fleet Air Arm Museum in Yeovilton in the UK. His decision was to donate the funds to SAM.

The shares have an approximate value of \$900 and a donation in that amount has been made to the SAM Foundation with the specific request that it be used for the Firefly Restoration Project. In making this donation it was requested that a letter of appreciation be sent to Capt Abram together with a copy of the article on pages 41 and 42 of the Spring 2006 Edition of the SAM Foundation Newsletter concerning the firefly restoration.

Quite a story. I hope it may be of interest and that the donation will be welcome.



MERRY CHRISTMAS

Royal Canadian Air Force in Action in Ceylon (Sri Lanka) in WW II

from Bill Cody

"My first impression of Ceylon occurred when the "York" crossed from the drab landscape of Western India to the verdant Island Pearl of the Indian Ocean. I fell in love with it right away."

RCN Sub Lieutenant William (Bill) Cody was in Ottawa when he heard about the boxing day Indian Ocean Tsunami disaster. "When the Tsunami hit Sri Lanka, I felt a stab in my heart that such a beautiful place and it's delightful people should bear such a great tragedy" Bill wrote.

In 1941, Avro designer Roy Chadwick began to sketch out a long range transport aircraft based on the Lancaster. The result became the Avro Type 685 York, and the prototype flew on 5 July 1942. Production began in 1943 and 258 aircraft were manufactured before construction ceased in November 1946. Yorks were used by the RAF and by a number of British and Commonwealth airlines and charter companies during the 1940s and 1950s. During the Berlin Airlift, Yorks flew 58124 of the 131800 sorties conducted by the RAF.

"During World War II in 1945 I was stationed in the Royal Navy Air base at Katukurunda attached to the Seafire 879 Squadron. We left England via Malta, Cairo West, Shaiba (Basra?) and Karachi to arrive at the Race Track in Colombo on April 26, 1945. The aircraft was an RAF Avro York Transport whose Captain was Squadron Leader David Hodgkinson. I add this bit of trivia because many years later I worked in Canada's Department of Transport and who should I encounter as another Civil Aviation Inspector but one David Hodgkinson; this was in 1965, 25 years later."

I don't remember too much about the living quarters at Katukurunda but the dispersal area where we had our Seafires is fresh in my mind. There was an office where log books and flight documents were kept, but mostly we the flight and ground crews sat around outside and did our "work". The weather conditions were hot and humid and at times soaking wet with heavy rain. Water and other liquid refreshments were practically non-existent at the dispersal so we used to ask the local boys to climb the trees to throw coconuts down to us, for the price of a few cigarettes. The cool coconut "juice" was a refreshing pleasure.

"At the time we were based at the Royal Navy's Air Base at Katukurunda with 879 Squadron of Seafire we were working-up a new group of replacement pilots who had recently arrived from the UK, and were preparing to join HMS Attacker, an Escort Carrier to recapture Burma and Malay. Prior to that event, we had to do a lot of training to integrate the new pilots and work up the Squadron to full operational condition. This would include formation flying,

fighter tactics, bombing and gunnery and jungle survival.

"Did the Tsunami wave swamp the dried up lake near Hambantota?"

On one of those exercises, our flight of 4 Seafires encountered heavy clouds between the bombing range near Hambantota and Katukurunda and the leader decided to do a precautionary landing on the dried-up lake that had been used as a bombing range. Three of us landed OK despite dodging around bomb craters and other obstacles but unfortunately, the fourth pilot, one of my good friends, Sub Lieutenant Denis Armstrong died when he crash landed on a nearby beach. He was buried near Colombo with full military honours.. This was circa July 1945."

The next segment of training involved deck landing re qualifications for all pilots. During this phase, we had several accidents on the flight deck during very rough sea conditions and we lost one pilot who crashed on top of 4 other aircrafts parked on the front of the flight deck; all five aircrafts went overboard. The dead pilot was Lt. Foxon from South Africa. This concluded our operations from Katukurunda and the West Coast as of July 12, 1945.

On July 21st we started more training at Trincomalee. We lost another pilot on August 4, 1945, one Sub Lieutenant William (Bill) Jones while doing more carrier deck landing qualifications on board HMS Hunter. Circa September 30th, we left Ceylon on our way towards Singapore.

The plan was to sail towards the Malayan Peninsular to recapture it from the Japanese, but half way there at Car Nicobar (I believe), we heard that the Atomic Bomb had been dropped and the Japanese had surrendered. We continued on to Singapore to pick up Prisoners of War and then HMS ATTACKER and our Squadron returned to the UK disembarking at Belfast, Northern Ireland, where the Squadron disbanded and we all returned to our families."

William has great memories about Sri Lanka and it's people "I loved your delightful Island Nation and its people". "Several years ago when I was working in the Civil Aviation Branch of the Canadian Government, I had the pleasure of escorting a Mr. Perera from the Ceylon Civil Aviation Administration to explain to him our administration of Regulatory procedures. After his return to Ceylon, he sent me a miniature Elephant carving which I cherish to this day.." Bill writes in his second mail.

Thank you Ceylon and your people for a most memorable

few months of my life.

In reviewing some of my souvenirs, I came across a Blotting Paper that was given out to us visitors by a Mrs. Christy in Colombo with a map of Ceylon on the front showing the various sites and the Tea Plantations. I believe Mrs. Christy was involved with charitable work for servicemen.

Also, as the Seafire was noted for overheating during prolonged ground operations which would cause the Glycol coolant building up pressure and "Blowing" a seal which would prevent the aircraft from flying, I picked up a cutting from our Royal Canadian Legion Magazine dated June, 1990 reporting such a situation, as follows.



HUMOR by Dave McIntosh

John Robertson of North Bend, B.C (British Columbia), recounts that in 1944 one jungle airstrip in Ceylon was so hot that naval aircraft overheated as they taxied to the runway for takeoff. So they were towed to the takeoff point.

Admiral Lord Louis Mountbatten arrived one day for a squadron inspection.

"What is your operational strength?" he asked.

"Twelve Seafires and one elephant, sir" said the C.O.

This was a new one to Mountbatten.

"How fast does an elephant go?" he asked

"About 3 knots,sir" said the C.O. and pointed to the runway. Sarah was just ambling up to the takeoff point with a Seafire on tow.

Mary Gair in Gravenhurst Ontario writes ."My uncle was in the Royal Canadian Air force during World War 2 and was killed in action. He was buried with 5 other Canadian airmen in Kandy Cemetery. I have been looking for pictures of the cemetery. Do you know where there are any online?"

Warrant Officer George Michael Frederick Stockwell, the uncle of Mary Gair, was just 20 years old when he was killed in action with another 4 Canadian crew members on December 7, 1943 in Ceylon. He too was working for the RCAF.

Mary has some photos of the war cemetery and of the headstone of her uncle's grave that were taken in 1966 by a Mr. F.C. Aitkens who worked for Civil Aviations (ICAO). He visited the Kandy War cemetery and wrote a lovely letter to Mary's grandparents describing where their son is buried.

The picture of the 5 men - is the crew that were all killed and are buried in this cemetery. They are RCAF not RAF as the headstone reads. They are from left to right

George Stockwell, E.C. "Red" Currie, Ed and Fergie in the back and "Digger " is sitting in the front. They all died December 7, 1943.

Friends of the British Garrison Cemetery in Kandy

The Friends of the British Garrison Cemetery in Kandy is a voluntary group which is endeavoring to preserve the heritage of this colonial cemetery, to keep the records of the graves and to maintain and restore the tombstones and their surrounding on a regular basis.

On request we are prepared to locate family tombstones, report on their condition and take photographs which may help family members intending to visit. The Friends will also assist with research where they can.

Our caretaker, Mr Charles Carmichael, would be pleased to show you around, and provide information on many of the graves.

We are entirely dependant on donations for our upkeep expenses and your help in the collection box at our museum, or by cheque in favour of "The British Garrison Cemetery, Kandy" would be most gratefully received. The Friends of the British Garrison Cemetery are grateful for the support they receive from volunteers, well-wishers, the business community, the Municipality, and the Sri Lanka Army and Police. We are particularly grateful for the grant received for the printing of this leaflet from ANZ Grindlays Bank, 7 Temple Street, Kandy. Tel. +94-(08)-224963-4 & +94-(08)-232860 - the International Bank in close proximity for your Travellers Cheques, Foreign Currency encashment and International ATM facilities.

The Honorary Secretary
7/11, Anagarika Dharmapala Mawatha
Kandy
Sri Lanka.

Helicopter Hauldown Exhibit

Ernie Cable, SAM Historian

The Helicopter Hauldown and Rapid Securing Device (HHRSD) is one of the latest additions to the Shearwater Aviation Museum. The exhibit is a one-third scale representation of the hangar face and flight deck of a HALIFAX class frigate, *HMCS St John's* with a Sea King helicopter hovering above the deck in the process of being hauled down by the HHRSD cable. The HHRSD is colloquially referred to as the "Beartrap".

In the mid-1950's navies of the world were faced with the challenge of how to land a large helicopter on a rolling, pitching flight deck of smaller ships. The problem was solved when the Royal Canadian Navy's (RCN) VX 10 Experimental Squadron, based at Shearwater, in collaboration with Dartmouth's Fairey Aviation Ltd. developed the world's first HHRSD. The Canadian HHRSD was subsequently adopted by navies around the world, including those of the United States, Australia and Japan, and is considered to be Canada's greatest contribution to the advancement of naval aviation.

Canadian Development



HMCS Assiniboine

Between 1956 and 1962, VX 10 conducted the initial experimentation and engineering development for a system to land a helicopter on a small ship. By January 1963, VX 10 had demonstrated the feasibility of landing a Sea King helicopter on a small destroyer, leading the RCN to issue a formal Project Directive to develop a HHRSD for operational use. In support of the project, the destroyer, *HMCS Assiniboine*, was assigned to be the trials ship for the prototype HHRSD. The first haul down landing was made on *Assiniboine* on 3 December 1963. After a period of equipment modifications and procedural refinements further operational trials were carried out on *HMCS Annapolis* and *Nipigon*. In 1967, all the design changes VX 10 deemed essential were incorporated into *HMCS Nipigon's* HHRSD; making the ship the first helicopter carrying destroyer to be declared operationally ready. Today, the HHRSD is an integral component on all of Canada's destroyers and frigates.

Why Helicopters on Destroyers?

In the 1950's and early 1960's, anti-submarine helicopters operated only from aircraft carriers; their prime task was to protect naval forces from submarine attack. The helicopter

proved to be an indispensable member of the anti-submarine team. Therefore, in the mid 1950's the RCN concluded that providing their new *St. Laurent* class destroyers with the means to operate a helicopter would improve the destroyers' capability to counter the newer faster submarines. The concept was revolutionary and the many skeptics claimed that the technical difficulties would be insurmountable.

The helicopter's speed and range brought many advantages to the fleet.

- The area that could be searched was dramatically increased,
- The helicopter could attack submarines beyond range of surface ship weapons,
- The helicopter provided the element of surprise, as it could not be easily tracked by the submarine (a submarine could track a surface ship on its sonar), and
- The helicopter allowed the surface ships to remain beyond range of submarine's weapons.

Why HHRSD?

The HHRSD enables a helicopter to land safely and quickly on a rolling, pitching deck of a destroyer size ship at sea. The HHRSD haul down cable connected to the helicopter applies a stable centering force that enables the pilot to land the helicopter with the main probe inside the Beartrap. An important advantage of the HHRSD assisted landing is that no personnel are required on the flight deck once the HHRSD cable from the ship is attached and locked into the helicopter. As soon as the Sea King lands on the deck the jaws of the Beartrap clamp on to the main probe, extending below the hull between the main wheels, rapidly securing the aircraft to the deck and preventing it from sliding overboard in rough seas. After the helicopter is secured in the Beartrap the tail probe, forward of the tail wheel, is lowered onto the grid on the aft end of the flight deck. Once the tail probe is engaged in one of the slots and locked in the grid the tail of the helicopter is secured, preventing it from yawing with the roll of the ship. The HHRSD is used to centre the Sea King laterally in the Beartrap to align it with the deck track. The aircraft can then be traversed along the deck track into the hangar where it is protected from the elements. With the ability to rapidly secure the helicopter on the deck, the ship is quickly freed from any manoeuvring restrictions imposed by the landing thus reducing its vulnerability to attack or damage.

The Exhibit

This exhibit is a one-third-scale representation of a Sea King helicopter in the process of landing on the flight deck of *HMCS St. John's* with the aide of the HHRSD or "Beartrap". The helicopter is hoisting up the ship's HHRSD cable with its smaller messenger cable controlled from the helicopter. An excess length of the ship's HHRSD cable is flaked (laid) out on the deck to the side of the Beartrap to prevent inadvertent tension from disconnecting the two cables before the HHRSD cable was locked in the helicopter. Once the HHRSD cable is mechanically locked into the aircraft through the main probe, the Landing Signals Officer applies tension to the cable and the helicopter manoeuvres into a position to land.

Sea King Helicopter

The Sea King has been Canada's primary ship borne anti-submarine helicopter since 1963. It was selected for its all-weather, day-night capability to extend the weapon and sensor range of surface ships. The Sea King had the required size and range to conduct extended anti-submarine missions while embarked in a variety of ships and its two turbine engines provided a good safety margin for extended over water operations. The Sea King's primary sensor is a dipping sonar, which from the hover could be lowered 150 meters below the sea surface to search for submarines. The Sea King carries two torpedoes to attack submarines detected by either its own sonar or on information from ships or other aircraft.

Specifically designed to reduce the space required for ship-borne operations, the Sea King's five rotor blades can fold back along the fuselage and the tail pylon can be folded forward to make the aircraft sufficiently compact to fit into a ship's hangar.

Flight Deck

The exhibit illustrates the many features of HMCS St. John's flight deck.

Grid. The grid is a series of raised slots on the aft end of the flight deck. After landing the pilot lowers the tail probe, forward of the Sea King's tail wheel, to engage one of the slots in the grid to prevent the aircraft from yawing with the roll of the ship.

Beartrap. The Beartrap is the metal rectangular device in the center of the flight deck that hauls the Sea King down to the deck with the cable and clamps on to the probe between the Sea King's main wheels. The exhibit's Beartrap is actual size and is not down scaled.

Howdah. The howdah is the windowed compartment on the forward starboard side of the flight deck that houses the "Landing Signals Officer" (LSO) and the HHRSD controls. The LSO is specially trained pilot who controls all flight deck operations and operates the Beartrap controls that land and secure the Sea King and traverses the helicopter into and out of the hangar.

Hangar. The door in the center of the hangar opens and closes to allow the Beartrap to traverse the Sea King into and out of the hangar. The red, green and amber trafficator lights on either side of the hangar doors are used during flight deck operations as a back up or replacement for radio communications. In periods of restricted communications for tactical reasons radio transmissions must be reduced to a few essential, short calls for landings and other flight deck operations. The trafficators also provide information to flight deck personnel and aircrew not equipped with radio communication.

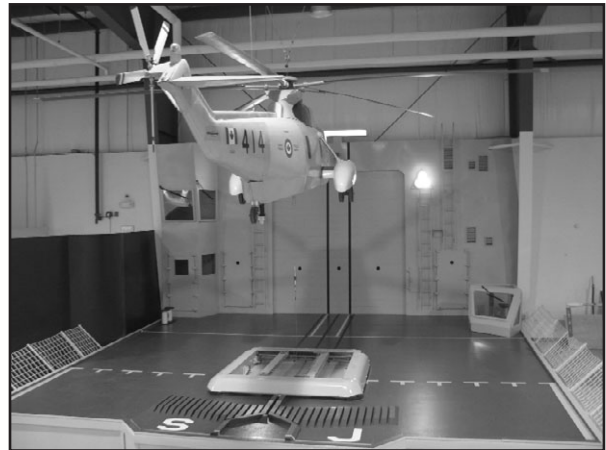
Horizon Bar. The gyro stabilized horizon bar, on the hangar roof above the door, provides the pilot an indication of the true horizon while the ship is rolling side to side.

During landing and take off it is important that the pilot keep the aircraft parallel to the horizon and not follow the rolling motion of the ship.

Flying Control. The Flying Control position or "FLYCO" is the windowed compartment located at the top of the protruding vertical structure on the port side of the hangar. The senior firefighter mans the FLYCO and assists the LSO in flight deck

operations by controlling lighting systems and the emergency response personnel (firefighters and flight deck crew) in the event of a mishap. The FLYCO also provides visual coverage of the port side of the aircraft during deck operations and can give a "wave-off" signal during a flight deck sequence. A "wave-off" is a command given to the helicopter or a decision taken by the pilot to abort a landing (or other) sequence. It is most commonly given in high sea-states when the deck becomes unstable just as the helicopter intends to land. .

Guardrails. The netted guardrails are stowed in the vertical position as a safety feature for personnel on the flight deck when there is no flying activity. During flying operations the guardrails are lowered to a horizontal position to prevent interference with aircraft movements, yet provide a safety net for flight deck personnel working on the deck.



The exhibit, which is about 95% complete, is a tribute to ship borne aviation and the teamwork of naval and air personnel who developed the "Beartrap" and continue to demonstrate it operational excellence in operations around the world today.

As with any project of this size the exhibit would not have come to fruition without the help of many donors and volunteers. Duncan Mason, Rob Lapine and John Webber did the bulkwork of the construction while Indal Industries donated much of the research and development materials. Under the direction of curator, Christine Hines, the project was planned by Jim Gauthier, Noel Black, Captain James Atwood, Roger Chaisson, Mike McFadden, Don Smith, Chuck Coffen and Ernie Cable. Financial contributions were gratefully received from Peter Charlton, Bill Gillespie, Barry Montgomery, Don Rubin, John Frank, Francis Dowdall and Captain James Atwood. Notably, Fred Sandy donated \$5,000 in memory of his wife, Ruth. Thank you all!

NOTE WELL!

As of 1 Jan 07 SAMF Regular Membership will be \$40 yr. (If you have already paid for 2007 at the previous rate, you will be covered until end Dec 07.)

Looking for that perfect gift for him or her?

CHRISTMAS TILE SPECIAL

Order a half or full tile, for yourself or your special one, before 20 Dec. 06 and you will be entered in SAMF's FREE 3 year Sustaining Membership Draw which will take place on 6 Jan 07 in the Museum.



A GENTLEMAN AVIATOR

This is a biography of William 'Bill' Henry Isaac Atkinson, who was one of the top ten aces with the British Fleet Air Arm during the second world war and Canada's top naval aviator. He went on to serve in the Royal Canadian Navy until 1973 and was most instrumental in the evaluation and introduction of both the Tracker and the Sea King. He was Commanding Officer of 881 Squadron from 1951 to 1953 and then served in naval aviation postings, as well as becoming the Captain of HMCS Haida and HMCS Venture.

This 170-page book contains some 70 pictures, none of which takes more than one third of a page and the majority of which have not been seen before. The index of surnames contains 352 entries of persons who were part of the hay-days of Canadian Naval Aviation (1945-1965).

You are encouraged to obtain a copy of this book about W.H.I., or 'Wild Bill' or quite simply, 'Bill' Atkinson. All proceeds are being donated to the Shearwater Aviation Museum. **Peter Lawson**

WEST COAST V.I. DIASPORA

lotusland \LOH-tus-land\ noun

1 : a place inducing contentment especially through offering an idyllic living situation

2 : a state or an ideal marked by contentment often achieved through self-indulgence

Example sentence:

With its white sands, stunningly blue water, and beautiful sunsets, the island is a lotusland for beach lovers.

Did you know?

In the *_Odyssey*, Odysseus and his men discover a magical land of lotus-eaters. Some of the sailors eat the delicious "lotus" and forget about their homeland, pleading to stay forever in this "lotusland." (It is likely that the lotus in question was the fruit of a real plant of the buckthorn family, perhaps the

to any place resembling such an ideal of perfection, but it also carries connotations of indolence and self-indulgence, possibly derived from the way the sailors refused to work once they reached the original lotusland. The dreamy unreality of a lotusland is a nice place to visit, but you wouldn't want to live there. (*I would! Kay*)

*Indicates the sense illustrated in the example sentence.

(Compliments of Bill Farrell)

NOTE WELL!

As of 1 Jan 07 SAMF Regular Membership will be \$40 per year.

If you paid for 2007 at the previous rate, you will be covered until end of 25 Dec 07.



jujube, whose sweet juice is used in candy making and which has given its name to a popular fruity candy.) The label "lotusland" is now applied

Battle Of Britain Exhibit

Ernie Cable SAM Historian

The Battle of Britain exhibit is a recent addition to the Shearwater Aviation Museum's collection of dioramas that illustrate Shearwater's role in world events. The exhibit is in recognition of the small role that RCAF Station Dartmouth played in the Battle of Britain. In the autumn of 1940 after victory in the Battle of Britain, Prime Minister Winston Churchill declared, "Never in the field of human conflict was so much owed by so many to so few." Some of the "FEW" were from the Royal Canadian Air Force's (RCAF) No. 1 (Fighter) Squadron, recently arrived from Dartmouth and thrust into the Battle of Britain. Although more than 80 Canadians flew with Royal Air Force (RAF) squadrons, the RCAF's No. 1 Squadron was the only Canadian squadron to fight in the epic air battle that saved Britain from invasion and changed the direction of the Second World War.

Battle of Britain

Starting on 3 September 1939, the official beginning of the Second World War, Nazi Germany's Wehrmacht (army) and Luftwaffe (air force) quickly conquered Poland, Denmark, Norway, Holland, Belgium and France. With the RAF being overwhelmed in the skies over Europe and the British Expeditionary Force's miraculous escape from French beaches at Dunkirk in late May 1940, the Nazi sweep of continental Europe was complete. To achieve the last remaining objective the Nazi's planned to launch Operation Sea Lion, a mammoth cross Channel invasion of Britain, scheduled for mid-September. But for Sea Lion to succeed the Luftwaffe had to win air superiority over the English Channel and Britain by defeating the RAF; a feat the Luftwaffe was convinced could be achieved in a few days. Against a fleet of 3,358 German fighters and bombers the RAF could muster only 666 fighters to defend Britain. Starting 10 July 1940, waves of hundreds of Luftwaffe bombers, protected by fighters, made repeated attacks daily on Britain. The mass formations of bombers continued to attack until 15 September, considered to be the height of the air battle where the RAF claimed 185 German aircraft shot down at a cost 56 fighters. September 15 was the last day the Germans sent massive waves of bombers to attack Britain; the Luftwaffe had already lost close to 1700 aircraft and could no longer sustain such heavy losses. It was also the last classic intercept of the Luftwaffe by RAF fighters. On 17 September 1940, German Admiral Raeder conceded, "The enemy air force is by no means defeated. On the contrary it shows increasing activity." Without air superiority Operation Sea Lion had to be postponed indefinitely and Britain survived as the last bastion of freedom in Europe.

Although the Battle of Britain did not sputter into extinction until the end of October 1940, 15 September marked the decisive turning point that portended victory in the air. Each year, on 15 September, the Battle of Britain is commemorated to remember the 481 vastly outnumbered pilots who made the ultimate sacrifice that saved Britain from defeat.

RCAF No. 1 Squadron

On 10 September 1939, the day Canada declared war against Germany, No.1 Squadron was mobilized at St. Hubert QC under the command of S/L E.G. Fullerton. Since No. 1 Squadron was the only

RCAF squadron equipped with a modern fighter it was immediately moved to RCAF Station Dartmouth NS to protect Halifax's strategic harbour from air attack. The first six Mark 1 Hawker Hurricanes arrived at Dartmouth on 6 November 1939 and were the very first aircraft to land on the station's newly constructed runways. (Prior to 6 Nov, RCAF Dartmouth was a seaplane station only.)



Hawker Hurricane

By May 1940, continental Europe had been overrun by Nazi Germany and Britain's survival was severely threatened. To re-enforce the RAF, which had suffered heavy losses in the battle for France, No. 1 Squadron was brought up to its established strength by absorbing No.115 Squadron from Montreal before sailing to Britain on the *Duchess of Atholl* in June 1940. While No. 1 Squadron's Hurricanes were en route across the Atlantic the RAF learned that the squadron's aircraft lacked armour plating and the latest propellers and would be quickly overpowered by the Luftwaffe's superior Messerschmitt Bf 109 fighters.

Therefore, the squadron was re-equipped with the latest series of the Mark 1 Hurricane with a more powerful Merlin III engine and a three-bladed propeller. The pilots trained at an RAF Operational Training Unit to learn the flying capabilities of their new fighter and the lessons learned from the air fighting over France.

On 18 August 1940, No. 1 Squadron was thrown into one of history's most decisive air battles, the Battle of Britain. However, it was not until 26 August that No. 1 Squadron had its

first encounter with Luftwaffe aircraft. Ten Hurricanes from Northolt, operating from North Weald for the day, scrambled and intercepted an enemy bomber force of 25-30 Dornier bombers.



Messerschmitt Bf 109 fighter

F/L G.R. McGregor and F/O T.B. Little each shot down one aircraft. The squadron was credited with two Dornier's destroyed and two damaged. One Hurricane was destroyed and two were damaged; one pilot was killed in action (F/O R.L. Edwards) and two were wounded (not seriously). No. 1 Squadron was the first RCAF squadron to engage the enemy, to score victories, to suffer casualties, and to win gallantry awards.

Similar to the RAF squadrons in the Battle of Britain, No. 1 Squadron had its "finest hour" on 15 September 1940. Eleven of the squadron's Hurricanes swooped down on a formation of 20 Heinkel bombers and cut them to ribbons. F/O P. Lockman was shot down but belly landed his Hurricane beside one of the crashed Heinkels and personally escorted the crew from the aircraft; one of the few fighter pilots ever to take a prisoner.

No. 1 Squadron's existence came to an end on 31 March 1941 when it was renumbered No. 401 Squadron as part of the RCAF's overseas reorganization. During the nine months No. 1 Squadron served in England, including the Battle of Britain, it flew 1694 sorties accumulating 1,569 operational hours and 1,201 non-operational hours. The squadron was credited with 30 enemy aircraft destroyed (28 ½ in the Battle of Britain), 8 probably destroyed and 34 damaged. Operationally, the squadron lost 15 Hurricanes, 13 pilots of whom three were killed and ten wounded or injured; two personnel were killed in non-operational (training) accidents. Three pilots were awarded the Distinguished Flying Cross.

The Exhibit

During July and August 1940 the Luftwaffe, with their overwhelming numbers, attempted to defeat the RAF by attacking the radar sites that warned of the approaching bombers and by bombing the runways and hangars at airfields from which RAF fighters intercepted the attacking waves of bombers. To reduce the numbers of aircraft destroyed on the ground the RAF dispersed their aircraft around the perimeters of their airfields and forward deployed the fighters to Spartan satellite airfields. No. 1 Squadron was based at RAF Station Northolt just west of London but often forward deployed to other RAF stations and satellite airfields east of London to avoid the bombing and to be in a better position to intercept attacking formations of Luftwaffe bombers.

The Battle of Britain diorama is divided into two sections. The first diorama shows a flight of five No. 1 Squadron Hurricanes on the perimeter of an airfield with the ironically peaceful English countryside in the background. The letters "YO" on the fuselage sides identify the Hurricanes as belonging to No. 1 Squadron. Since the Hurricanes were parked a distance from hangars that were targeted by the bombers the air and ground crews had to work out of tents.

By the beginning of September 1940, the RAF fighters had not been defeated in the air; and despite the bombing of the fighter airfields the Herculean efforts of the ground crews managed to provide a narrow margin of fighters to meet each wave of attacking bombers. The German high command next attempted to destroy British morale and will to fight by bombing the large industrial cities. In London, the factories and docks along the Thames River bore the brunt of concentrated day and night bombing, known as the London Blitz. September 8 was one of the worst days of the Blitz; the bombing created a conflagration of searing, flaring ruptured gas mains that consumed nine miles of water front industries and homes; 448 civilians died, 1,600 injured, 150,000 Londoners sought shelter in the Underground Railway (subway).

The second diorama shows a two-plane section of No. 1 Squadron Hurricanes, as identified by the fuselage letters "YO", conducting a night attack on two Luftwaffe Heinkel 111 bombers. The Thames River and Tower Bridge identify the

target city as London.

Under the direction of curator, Christine Hines, Rob Lapine and Duncan Mason constructed the diorama. Our SAM historian provided the research for the design of the diorama. The project was funded by the provincial caucus of the New Democratic Party that made the donation in recognition of 2005 being the year of the veteran.

THE VALIANT'S MEMORIAL UNVEILING

The Valiants Memorial Project is set to be unveiled at Ottawa on 5 November 2006, during Veterans' Week.

This memorial, on Ottawa's Confederation Square near Sapper's Staircase, will consist of highly detailed, life-size bronze statues and busts of some of Canada's greatest war heroes. They will include military heroes from the French regime, the American revolutionary period, the War of 1812 and the First and Second World Wars.

There will be five heroes honoured with statues and another nine honoured with bronze busts.

Lt. Robert Hampton Gray, VC, DSO



Lieutenant Hampton Gray, a Canadian pilot serving with the Royal Navy Fleet Air Arm will be honored with a statue. He was decorated for heroism both in Norway and the Pacific and earned the Victoria Cross in August 1945 during an attack on the Japanese. Despite intense enemy fire, he led an attack on a group of enemy destroyers sinking one before himself going down in flames.

In addition to these, a large bronze wall inscription that reads "Nulla dies umquam memori vos eximet aeo" (No day shall ever erase you from the memory of time) will be placed at the Memorial.

ACROSS THE FLIGHT DECK

37th CNAG REUNION - OTTAWA - 2006

A FAMILY GATHERING

The day before the reunion, there were a couple of phone calls to enquire as to when the Meet and Greet officially started. Traditionally, if the first two people that arrive at the registration desk haven't seen each other for a while, that constitutes the beginning of the Meet and Greet. At this reunion, registration was scheduled for 13:00 hours, Friday. However, around 09:30, whilst members of the Hampton Gray VC chapter were hastily decorating the Centennial Ballroom of the Travelodge Hotel, Eric Edgar from Halifax, and Bill Paterson and his guest from Duncan, dropped in during a reconnaissance tour of the facilities. This was an encouraging omen. Our Meet and Greet had already started with representatives from each coast, and it grew from there. By 18:00 hours, many more of the 272 who registered had arrived and the room was filled with a din of conversation that surpassed the background filtering technology of the latest hearing aid devices.

The fashionable ballroom had been transformed into a truly Naval Air setting. Three displays were located along the entrance wall. One was an array of naval memorabilia comprising mannequins dressed in former RCN uniforms. Rank and trade badges were mounted on framed panels and there was an impressive collection of cap tallies from ships of the RCN era. The contents of a navy kit bag were also laid out in pusser kit muster style. The collection is a hobby of former AB Jack Hearfield, who served as a Medical Assistant in the early sixties. The second display was a popular vendor's table of various types of jackets, golf shirts, other clothing items and articles bearing the embroidered names of ships, aircraft logos and "Navy". The third was presented by the Canadian Legion and one could purchase "Support Our Troops" lapel pins and stickers, and sign a book of appreciation for those in uniform today.

Ten 3' x 4' panels mounted on tables occupied a side wall of the ballroom. The focal point of these was Hampton Gray's medals, a scale profile drawing of his Corsair and accounts describing his background and heroic action in battle. These were flanked by photographs from early 1948 showing carriers, aircraft, flight deck activities, prangs, sports teams, squadron and class photos, mascots, parties and comparative airborne scenes of Shearwater from its early days to the present. Personal albums and mural size pictures of a Fury and Bonnie were also displayed. Two video monitors at the end of the room ran repeated presentations of the carriers, aircraft and life at Shearwater. These, and continuous projections of

photos from Hampton Gray School Yearbooks, completed a truly appropriate setting for functions throughout the weekend. During the Meet and Greet, some door prizes selected from registration numbers were given out. Draw tickets were also on sale and the feature items were an afghan and a king sized bedspread which had been crocheted and donated by Millie MacLean. This, and the generosity of sponsors, together with some chapter member donations, provided over 30 prizes presented by Fern Phillippe during the reunion. It was late in the evening before everyone turned in.

The festivities resumed on Saturday morning when "Up Spirits" was piped at 11:00 hours. Lt. Kerry Briard, CPO Al Darwin, PO Stu Mingo, PO Ed Janusas and AB Sea Cadet Lindsay Briard, all wearing their RCN rig of the day, checked grog cards and issued generous portions of Pusser Navy Rum. Bud MacLean added some authenticity to the proceedings by presenting his original station card and grog card from his days aboard Maggie. It was noted that a small triangular portion of the upper corner of the front cover of the station card had been cut away, and there was speculation among the history buffs that this signified either second part of the watch, or special watchkeeper status. Some readers among you may know the answer. Saturday afternoon provided free time for individuals to board a shuttle bus to the Canadian War Museum, visit the attractions of Ottawa, or relax in preparation for the evening event.

At 18:00 hours, 236 people gathered for the reception and dinner dance. An hour later, Ron MacKinnon breathed some life into his bagpipes and escorted the Hampton Gray reunion committee and guests to their tables. It was an impressive setting with national, provincial, city and navy flags prominently displayed, miniature white ensigns centred on gleaming white tablecloths of 30 tables, elegant ladies, men in jackets and ties, all of which were surrounded by the memorabilia displays mentioned earlier. A pleasant and fitting venue.

Dave Tate, Master of Ceremonies for the event, welcomed the guests and expressed sincere thanks to those who had travelled to Ottawa to join in the reunion. He then called upon Padre Bill Howie to say grace. There followed the traditional Royal Toast and, in deference to two guests from Virginia and Texas, a toast to the President of the United States. There was also a toast to those serving in the Canadian Forces. In view of the theme of the reunion, Peter Milsom offered the new version of the Toast of the Day, "To our Family", instead of "Wives and Sweethearts". With these introductory formalities completed, the hotel staff

then served a delicious roast beef dinner with all the trimmings, including constant refills of red and white wine.

As coffee was being served, Dave introduced the chapter's guests of honour, Vice Admiral John (Jock) Allan, CMM, CD, PEng, OSTJ, Retired, and Mrs. Allan. Jock had served as a technician in the early days of the RCN Air Station at Darmouth before attending university and eventually becoming the Admiral in charge of the east coast activities. In expressing his thanks for being invited, he stated that being among a Naval Aviation group rekindled many happy memories and pride in having been associated with naval air. Paul Baiden presented a video of carrier operations as a reunion momento for Jock.

As co-chairman, Dave Tate thanked the reunion committee for their diligence and dedication in planning and arranging the reunion. A well deserved round of applause was given for the efforts of chairman Bob Mofford and his wife Pudge, , Dave Tate, Paul and Debbie Baiden, Marg and Keith McEwen, Gord Moyer, Fern Phillippe, Stan Connor, Bud MacLean and Ron and Alice MacKinnon. Dave also paid tribute to John Eden for his dedication as CNAG National Chairman for the past seven years. In response, John thanked his wife, Lillian, and CNAG members for their support during his tenure. He gave an update on the status of the organization and stated confidence in it being alive and well. Paul Baiden will become the next National Chairman. John concluded his remarks by announcing that the national executive had chosen Bob Findlay as CNAGer of the year, and presented Bob with the trophy. Bob expressed his thanks to all those who had worked with him as National Secretary. The formalities of the dinner ended with an announcement that the reunion next year will be held in the Casino Hotel in Halifax, on Thanksgiving weekend.

Now came the time to dance. The band for the evening, "The Centralaires" opened with a stirring rendition of "Hearts of Oak", and that set the tone for a party. The music was vintage naval aviation era, 1940's through to the late sixties. The floor remained crowded throughout the evening and spot dance prizes were plentiful. During a couple of periods when the band was changing music, Paul Baiden, who bears a reasonable resemblance to Jack Layton, imitated a few of Layton's political comments, which were entertaining. Later on in the evening, Paul appeared with an 880 Squadron Bearcat banner and led a few of the members in an 880 Watusi song. Shades of days gone by. The party continued until the clock approached midnight and all of the Cinderellas and their escorts slowly vanished into the evening.

On Sunday morning, a congregation of around 150 attended a memorial service conducted by Padre Bill Howie. The service opened with a hymn known to all and was sung with vigor. Following the Lord's Prayer

and the Naval Prayer, Stan Connor read the lesson from Phillipians 4; 4-9, after which, the congregation joined in the reading of Hampton Gray's favourite Psalm 27; verses one to nine. Padre Howie's sermon was based on a family theme, in which he related the thoughts of a wife of a Nantucket fisherman and drew a comparison with those of naval personnel. He cited the activities of Sub/Lt. Bob Timbrell during the evacuation of Dunkirk in addressing the military family. Following a reading of the names of those who have departed during the past year, there was a moment of silence. Stan Connor then read a tribute written by George Delfabro in honour of those who died serving their country. They were also remembered in a moment of silence. The service closed with the singing of the Naval Air version of the naval hymn, followed by the benediction and national anthem. The following poem appeared at the end of the printed order of service:

"THE BONNIE"

**"And now this ship her course is run
Her work for home and country done,
Of all the souls that in her sailed,
Let not one life in Thee have failed,
But hear from Heaven our sailor's cry,
And grant eternal life on high.**

**By Chaplain Wm. L. Howie
On the occasion of the
paying off of the "Bonaventure"**

On Sunday evening, a farewell wine and cheese party was held, and music was provided by a popular DJ and singer, Lauren Hall. Again, this was a fun evening with lots of singing and dancing. At one stage, there was a conga line that looked as though it was ready to exit the hotel and wind its

way to Halifax for the next reunion. Whatever kind of medication these folks were using, sure was working. Nevertheless, by midnight, fond farewells were finally offered together with promises to keep in touch and to meet again. A nice finish to a great weekend.

This reunion had been billed as a Family Gathering, and members of the Hampton Gray VC Chapter were delighted that, aside from spouses, 36 dependents attended at least one or all of the functions. Marg and

Keith McEwen recruited five family members, Brian and Daisy Clifford mustered three, and Dennis Shaw was accompanied by his grand daughter who is attending university in Ottawa.. It was also rewarding to see Corrine Burns, Kaye Menard, Joan Slack, Evelyn Gillies, Phyllis Turner, Betty Dine and other wives of departed members join in this family event. Thank you all for coming.

Note: During our search to invite dependents to the reunion, the existence of a Hampton Gray School Alumni Association was discovered. The president is Sheila McCallum (Norm Lambert's daughter). For those who want more information, the e-mail address is hamptongrayalumni@hotmail.com. CD copies of Hampton Gray School yearbooks may also be obtained from Bob Bailey at mvicplbob@yahoo.ca

See you in Halifax. **Jack Moss**



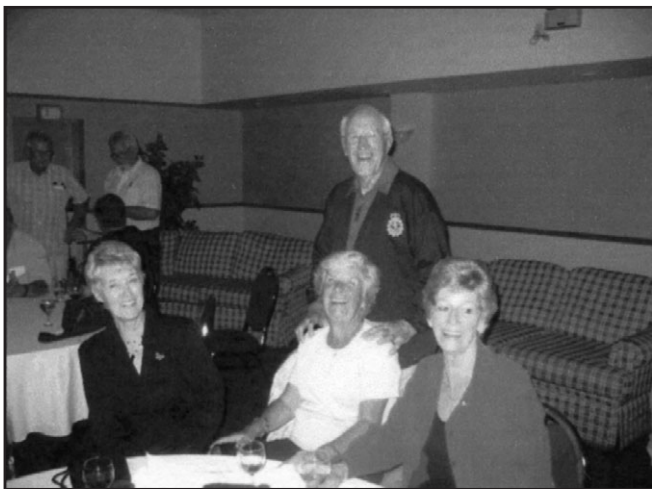
Gord & Alwyn Moyer, Paul & Debbie Baiden, John & Lillian Eden, Bob & Gerry Findlay



Dave & Mary Tate, Admiral and Mrs John Allan, Ron and Alice Mackinnon, Bob & Elda Mofford



L-R Ron Bosquet, Edith Roy, Delphis "Pop" Roy and Patrice "Pattie" Binnette



June Gillespie, Bill Gillespie, Evelyn Gillies, Marg McEwen



Dave Tate and John Eden



Chairman John Eden presenting trophy to Bob Findlay

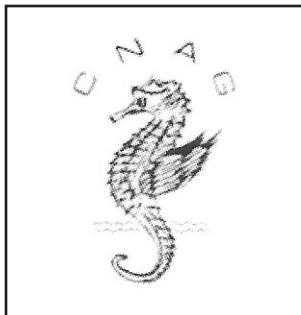
**ROBERT (BOB) FINDLAY
CNAG MEMBER OF THE YEAR – 2006**

The CNAG "Member of the Year" trophy is awarded annually to the member who has best exemplified the ongoing spirit and traditions of Canadian Naval Aviation during the past year or number of years.

The 2006 recipient of the award this year is Robert "Bob" Findlay of Trenton Ontario.

Bob is a dedicated and active member of Sea King Chapter who has served on the Chapter Executive for a number of years. He was the co-chairman and the driving force behind the very successful annual reunions hosted by Trenton in 1998 and in 2004. For the past 5 years he has been the National Secretary of CNAG performing all the varied and time consuming tasks necessary to ensure the timely and efficient operation of the organization. Bob has proven to be a loyal and hard working CNAG'er who can always be relied upon to offer wise council, sound advice and enthusiastic support to the many projects and endeavours of the Group.

BZ Bob for being awarded the *Tul Safety/Fred Lucas Memorial Trophy* for the year 2006.



CNAG - BOARD OF DIRECTORS ANNUAL MEETING

The Annual meeting was held at the Travelodge Hotel in Ottawa on 16 October 2006 with all chapters except Calgary and Vancouver represented.

The following items were actioned:

National Chairman John Eden and Secretary Bob Findlay stepped down after 5 years as head of the Group. The Ottawa Chapter has volunteered to be the National Headquarters for 3 years (2007 - 2010) effective 1 January 2007.

Toronto Tracker Chapter has elected to decommission effective 1 Jan. 2007

CNAG is one of 53 members of the National Council of Veterans Association of Canada (NCVA) and have asked for a permanent representative to their Council. John Eden was appointed for a 3-year period.

Peter Milsom gave a very informative briefing regarding the Naval Centennial Working Group who are making plans to celebrate the 100th Anniversary of the Royal Canadian Navy. The Group is planning a National celebration to include major cities across Canada.

Atlantic Chapter will host the 2007 reunion on Thanksgiving weekend.

Bud McLean appointed to SAM Foundation BOD for 2 year period

The Database of Canadians who served in Naval Aviation has now been update and is on the CNAG website www.ncf.ca/cnag

CNAG "Member of The Year" is Bob Findlay of Trenton Sea King Chapter.





THE FIRST FRASER DETACHMENT

Front Row L - R C2 Reage – Ron Zboril – Terry Wolfe-Milner – Barry Montgomery – George Laforme – Lee Myrhaugen – Scotty Grant

Second Row L - R Louie Fauteaux – Blackie Menard – Ted Procher – Nick Labuik – Butch Thorne - ??? – Paul Peacey – Dave Springer – Art Crawford – Yves Martel – Steve Urban – P1 ???.

Steps - Bottom to Top George Filshie – George Koch – Ernie Dables

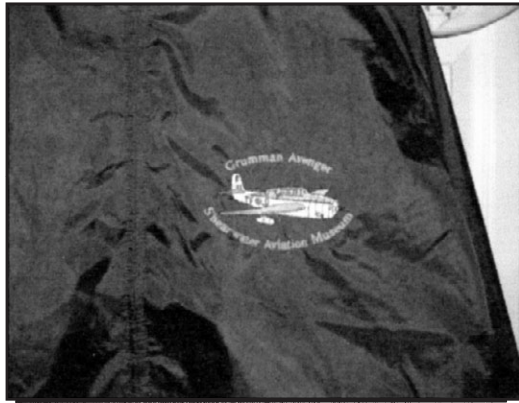
As memory fades with time these are only my recollections. We were not the 1st DDH Detachment but were the 1st to run with the ships cycle. We came aboard for workups in June/July 1967 and disembarked in May/June 1968. It was an adventure to say the least as the fish heads couldn't wrap their minds around Sea Kings didn't work in a 7 watch rotation. The ship barely got out of the eastern Atlantic for the entire cycle and that was to

Springboard in 1968. Starting with workups, much of it spent in Halifax Harbour below the Angus L in the fog we were rewarded with a Centennial Cruise of Digby – Shelburne and Yarmouth. One of the highlights of the year was alongside in Washington DC demonstrating the haul down for hordes of USN personnel and other hangers on. We also did the rotation at Expo '67 as it was closing down in October. On the sad side we were

in company with Bonaventure as she came out of the final refit and were part of the search for Kip Tully and Doug Mander when Leo Wolfe flew '02 into the water. I do remember the frustration we felt as being "sundowners" at the time we were not allowed to launch even though we were running up on deck.

Winter- spring 1968 we did the Springboard thing hitting St Thomas

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REMINDER - SAMF Membership Renewal Date: 31 December 2006

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

Option "A" One Quarter tile DISCONTINUED

Option "B" One half tile 12" by 12" by 17" and triangular in shape (isosceles), with up to 5 rows of ¾" letters for a maximum of 60 letters and spaces. The longest row can accommodate up to 20 letters and spaces. The remaining 4 rows will decrease as the border/edge of the tile dictates. It should be noted that the upper half of a tile will start with a short row and the lower half with a long row.

Option "C" The full tile with up to 6 rows of 1" letters for a maximum of 55 letters and spaces. The two center rows can accommodate up to 16 letters and spaces. The remaining rows will decrease as the edge of the tile dictates.

Option "D" The full tile with up to 10 rows of ¾" letters for a maximum of 120 letters and spaces. The two center rows can accommodate 20 letters and spaces each. The remaining rows above and below center will decrease as the edge of the tile dictates.

The colour of the tile will be "Belmont Rose". The only exception to this will be a black dedication tile. If submissions require any alteration, the subscriber will be contacted by phone or email (if you forward your own email address) by the coordinator for further discussion.

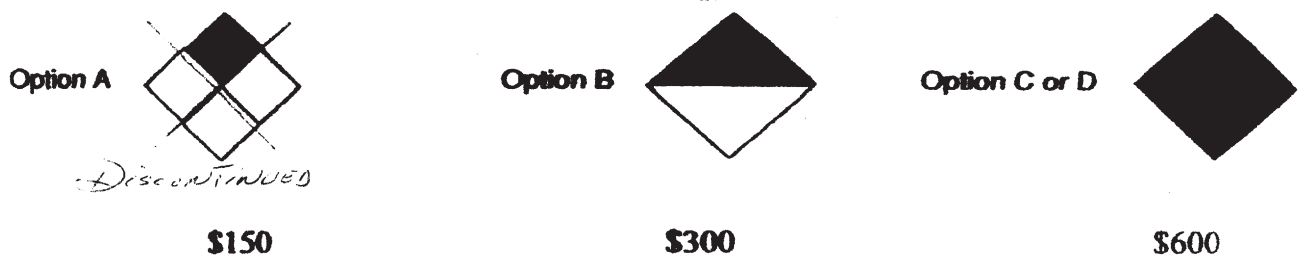
From:	Engraving Request:
Name: _____	_____
Address: _____	_____
City: _____	_____
Prov: _____ Postal Code: _____	_____
Telephone: _____	
Email: _____	

Option Choice: Option "A" (Discontinued) Option "B" Option "C" Option "D"

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

Visa/Mastercard Card# _____ Exp Date: _____

For further information, please call the SAM Secretary: Toll Free: 1-888-497-7779 or (902) 461-0062
 Fax: (902) 461-1610 Email: samf@ns.sympatico.ca Please check engraving details for accuracy before sending. We cannot be responsible for misspelled words on your order form.



Half and Full Wall Tiles may be purchased through monthly installments.
 Half Tiles - \$100 day of purchase - \$100 per month for following two months
 Full Tiles - \$200 day of purchase - \$100 per month for following four months

PLANNED GIVING

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

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

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

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

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

"Codicil Number One to the Last Will and Testament of _____

Which Last Will and Testament is dated this ____ Day of _____ 20__ I hereby add to that said Will as follows:

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

Signed and dated this ____ Day of _____ 20__

In the City of _____ Province of _____ Postal Code _____

Witness: _____ Witness: _____
Signature of Testator

Address: _____ Address: _____

and New Orleans, the latter a week after mardi-gras. To end our year we did a dry run with the Black Watch from Gagetown, to prove or disprove that we could with an operational Sea King and destroyer move the army to attack some un-wary foe.

The exercise went something like this: Day 1 army guys march aboard in dockyard, army guys leave for barracks in Windsor Park. Day 2 army guys march aboard more quickly in dockyard, ship sails for CFAD in Bedford. Ship ties up alongside where army guys and sailors load multi boxes of New Brunswick sand (make believe ammo). Sailors and air detachment pack Pongos & NB sand in various cubby-holes around the ship. Ship proceeds to Halifax approaches and bounces around overnight. Pongos get mal de mere, air detachment and sailors get many spillers. Day 3 Fraser attaches it's self to trot buoy in Halifax Harbour. Sea King flashed up and packed with Pongos (complete with kit weapons and all) NB sand stacked like cordwood and ferries loads to the button of a runway in Shearwater where the Pongos attack seagulls. Evolution finished in record time (about half of what the planners had budgeted). Senior Pongo invites Ships Company to beer call at Windsor Park that evening army buys Navy drinks, I don't think he understood how far sailors would travel for free beer 75% of Fraser attends. It's the end of another successful exercise.

PS Barry Montgomery and George Laforme went on to command 443. If memory serves, Barry was the 1st CO after the split of HS50 to 443/brand X

PPS All misspells are mine and the opinions expressed in the foregoing are mine, but thinking back 39 years does scramble the data bank

Cheers, Paul Peacey

Thanks to Jim Stegen for a new column idea called 'HAIRY TALE'. We know there must be lots of 'Hairy Tales' out there. The first one is submitted by Jim to start off this venture. Let's have your story please.

HAIRY TALE

SEA-SKIMMING TRACKER

by Jim Stegen

In 1960, my crew (Co-Pilot Al Horner, Snr OM "Knobby" Clark, Jnr OM Cliff Armstrong) were embarked in Bonaventure. On 19 July we were tasked with a Marlant Patrol. Our take-off would be a free-deck launch with us being the first in line. After leaving the deck, we sank to no more than five feet above the water.

I don't know how long it took us to get sufficient airspeed to climb, but eventually we managed to gain attitude. At that point, FLYCO asked us if we wanted to land back on but I declined and we carried out our four-hour patrol.

At the de-briefing after our return, I had a strip torn off me by the Sqdn Ops O for continuing the flight after hitting the water. I denied it and the heated discussion that followed was only ended when the Maintenance Chief came in and stated that he had inspected the a/c and there was no indication of it having hit the water.

Walt Morris was Pedro that day. In January 2004, he happened to make a submission to Navaigen. Seeing his name reminded me of the 1960 event so I emailed him a Happy New Year and asked if he remembered the event.

His reply is shown below. I include it because he had a clear view of the whole incident and describes what he saw. I sure as hell couldn't!!

Hi Jim: I certainly do remember the incident in "Pedro", during the "free deck" launches. I was used to seeing the start of main gear oleo extension just after the aircraft passed the forward "lift". When you went over the bow with obviously, the full weight of the aircraft still on the wheels - (they both "spronged" down as you left the deck) - it was clear you had a problem!

My situation was quite unique: I know that I'm certainly one of the few who have ever flown formation on an aircraft "living" in ground effect for what seemed like forever. I'm sure that for you, it seemed even longer.

Hard to forget the sight of a 16-ton vehicle literally churning up the surface below each of it propellor's, spitting up two "spurts" and a mist of seawater, leaving a wake that is now routinely associated with a hovercraft!

Thought I'd have made some sort of entry in my logbook but, alas, can find nothing - as a young 'Subbie' I was following orders not to clutter up my official flying document with trivia. So you can certainly help by sending me the details - date, sermo, crew, etc, and maybe even the "spot" you started from. As I recall, FLYCO would take the anemometer reading (which measured the wind near the top of the mast, not deck level), look at the T/O chart, add a 25 foot "Jesus" factor, pass the "spot" order down to the ACR for the FDO, and away you went!

Would love to hear from you.

Walt

The subsequent incident investigation was inconclusive as to the exact cause of my dropping out of sight. The main suspect was not enough deck. The take-off chart FLYCO used was apparently for a CS2F1 and had not been updated for the CS2F2, a heavier bird. I was flying a CS2F2. That alone would not have been the cause under normal circumstances. Secondly, the wind was not very strong as

evidenced by a relatively calm sea. It is possible that there was a momentary drop in the wind. Finally, the outside air temperature on deck was in the high 30s C. This could have had an effect on the power output of the engines in the initial phases of the deck run.

Should anyone have photos or film of the incident, I would appreciate a copy. Please contact me at jwstegen@ns.sympatico.ca

A TRAGIC ACCIDENT

BY Cal Withers

It was a warm August day in 1955 and HMCS Magnificent was at sea taking part in an anti-submarine exercise off the East coast of the United States. We had just embarked Commodore E. P. Tisdale as Senior Canadian Officer Afloat before leaving Halifax . The exercise also included RCN ships Quebec, Haida, Micmac, Huron and the RN submarine "Ambush"

On this particular day, aircraft were landing on after completing a sortie and were being parked forward and lashed down. I was on the flight deck just in front of the island with other technical types, awaiting information from the pilots about possible troublesome or unserviceable radio-radar units. One of a group of aircraft control men, having completed the tying down of an aircraft, stood up and stepped back a few paces, apparently not hearing or seeing an aircraft that had just landed on and had moved some distance forward. The pilot taxiing forward could not see directly in front of the aircraft because of its nose-up attitude on the deck and would not have seen the man. The unfortunate fellow was struck by the spinning propeller of the plane and sustained a catastrophic injury.

I was not immediately aware of the accident because of engine

noise, parking activity and the landing on of other aircraft. I happened to notice flight-deck personnel rushing to help someone who I thought had only been injured. How badly, I didn't know. The body was quickly covered after inspection by medical personnel. Shortly after the ship's company was informed that the person had perished.

I remember that plans were made to bury the man at sea since the ship had an agenda to complete the naval exercise with the other naval units before the scheduled visit to New York , which I believe was August 22nd. Signals were sent to Halifax apprising the authorities of the incident. Meanwhile, the man's body, in a newly built coffin, was placed at the open forward part of the ship under the flight deck where it was thought that the constant wind would keep the remains cool until a decision on the final disposition of the remains could be made. A traditional burial-at-sea ceremony was rehearsed, but before the actual body could be committed to the sea, a signal was received from Halifax saying that the family of the dead sailor had requested that the body be returned to Halifax for burial.

What to do? The exercise had to be completed, but this was August and it was hot even at sea.. The body would naturally begin to decompose and the attendant odors would be sucked into the ventilation system. It was determined that a steel coffin would be fashioned by the shipwrights and welded shut. The exercise was completed and we eventually tied up in New York . The steel coffin was off-loaded with due care and flown back to Halifax , probably accompanied by one of the Padres.

As a footnote to this tragic accident, those of us with duties that took us onto the flight deck at any time at sea were ordered not to wear uniform caps, which could be blown off easily and instinctively chased across the deck. The danger of running into a spinning propeller was a real one. We had to wear

berets or tight fitting khaki caps with built-in earphones and microphones. In addition, we were issued rubber soled shoes (we would call them "sneakers" today) to avoid being blown off our feet from prop wash during an engine power check and into other aircraft. I believe this happened on rare occasions anyway, but never with any recorded injuries.

It is my understanding that the dead seaman received a formal naval funeral back in Halifax . The body was carried on the traditional gun carriage pulled by naval ratings performing the slow march. A naval firing party offered up a farewell salute. A fitting tribute to a young Canadian who died in the service of his country.

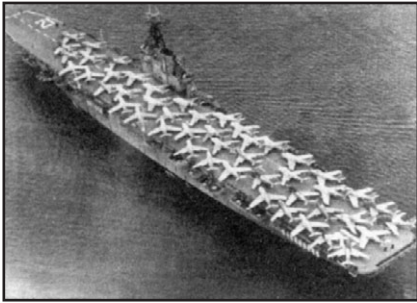
Where were you when.....



Aircraft Carrier Versatility

By Ron Beard

On the occasion of the 50th anniversary of HMCS Magnificent carrying out her United Nations role to the Mid-East War in Egypt and with so many hot spots around the world, it is more important than ever to have a capability for a fast



response to military situations.

In the past this was readily proven by the aircraft carrier HMCS Magnificent with the Middle East war in 1956 and HMCS Bonaventure in



Cyprus and Jamaica in later years.

The earliest showing of versatility was the requirement to move RCAF 410 Squadron of 47, F-86 Sabres from Canada to Germany in 1951. At that time HMCS Magnificent was sent to Norfolk VA to load the 47 Sabre aircraft for transport to Scotland.

"Maggie's" next excursion was to transport the Canadian peace-keeping contingent to Egypt in late 1956. This task included all the personnel with their support equipment lashed to her flight deck and four deHavilland Otters, with wings removed, safely stored in her

hangars. Also many, many bunks were welded to the deck in the hangars to accommodate the personnel.



Arriving in Egypt, all support equipment was off-loaded and the Otters were moved to the flight deck where the wings were re-fitted. Once ready, the aircraft were flown off using free-deck launches of approximately 300 feet, purported to be the first free deck launch of RCAF aircraft and pilots from a carrier.

When the off-load was completed, Magnificent proceeded to Glasgow



Scotland to pick up and deliver approximately 50 RCAF F-86 Sabres and return them to Canada.

Of the 50 aircraft 11 were to be carried in the hangars and the remainder on the flight deck. The flight deck posed no problems, but lowering the others to the hangar on the lift was a different story as the lift well was not wide enough to accommodate the Sabre.

The problem was solved by placing the aircraft on the lift at a 45

degree angle. Now the problem was how to get it off the lift once at hangar level.



Low slung, steel wheeled dollies had been manufactured. Steel rails for the wheels to run on were fastened to the lift which lined up with the rails on the hangar deck. The aircraft would be loaded onto the dollies, the lift lowered to the hangar deck, and then removed from the lift.

Once the aircraft was removed from the dollies it would be straightened parallel with the hangar and



positioned in the hangar and lashed down. The dollies would be pushed back onto the lift and returned to the flight deck.

This procedure was carried out by the ship's air department assisted by an Air Force detachment under the direction of CPO George Davey and CPO Bill Rennick

HMCS Magnificent steamed for home and the trip was made a little hairy when, south of Iceland, she



was forced through a bad storm with mast high seas breaking over her flight deck.

While on NATO exercise in the Mediteranean, HMCS Bonaventure was recalled to Halifax on 7 March 1964 to prepare transport a peace keeping force to Cyprus.

It was not readily known what the task consisted of but when the final plan came down, storing began. Included were 240 tons of replenishment stores, 160 tons of army stores and ammunition, 45 army vehicles and 95 army passengers as well as 12 Trackers and their crews.

On March 18th, just five days after her arrival in Halifax, Bonaventure sailed for Cyprus. After passing into the Mediteranean, Bonnie ran into a gale and the low pressure system had whipped up a sandstorm off the North African coast which plastered the ship with a coat of grit resembling prairie mud. After off-loading the army and it's

equipment Bonaventure sailed back across the Atlantic. Once clear of Cyprus VS 880 were allowed to fly off for the first time since leaving Halifax. Again the versatility of the carrier



came to the fore front when Bonaventure was called upon as a troop transport. The Royal 22nd regiment were scheduled for a tropical training exercises in Jamaica. In this light, 200 troops and their equipment were embarked.

While in the Caribbean, Bonaventure was called upon to act as a fleet oiler for the Canadian ships exercising there.

During the winter, Mobile Command had been on exrecise in Norway and on completion were required to bring the troops and equipment home. HMCS Protecteur was not able to carry out the task so once again "Bonnie" was called upon. There were some 200 hundred vehicles to load and the order to embark them was very precise. This turned into a non-stop operation with very successful results.

In conclusion one must admit that the Navy, Army and Air Force need and can use a new breed of carrier for the Navy to serve our new operational Expeditionary Force Command and Special Operations Force Command, including the Rapid Reaction Battalions and the Standby Contingency Task Force (SCTF). Some indications of things to come are the planned SCTF headquarters building at Shearwater and the embarkation in Halifax of the Royal 22nd Regiment contingent in the USS "Gunston Hall" for amphibious exercises with other NATO forces in Florida.

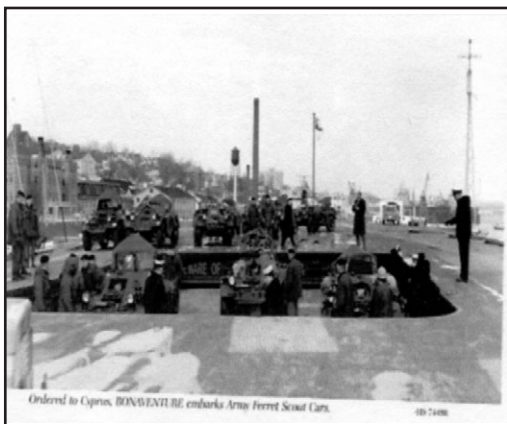
FLIGHT SAFETY

It was the practice in the days of internal combustion-engined naval aircraft -- Firefly, Sea Fury, Avenger etcetera to "run up" the engine prior to taxiing to the duty runway: this procedure involved running the engine for an appreciable amount of time while the various engine, propellor, fuel system, hydraulic system and several electrical generation and elcticity dependent components were tested. Flight Safety Officers insisted on these run ups prior to every flight. When one thinks about it in retrospect run ups may well have have impaired rather than enhanced safety. The Flight Safety Officers may have been dead wrong.

Needless to say, that running of the engine before take off consumes fuel that you might wish you had when your engine goes silent from fuel starvation just beyond gliding distance to the destination runway or ship -- and since "you know you're going to go anyway"-- why not save that gallon or two just in case? Forget the run up.

Anyway, if your aircraft does have a serious fault it will show up on the take off run or in the initial climb while you are still in relatively easy reach of the meat wagon and the fire truck.

Old Bold Pilot says " Remember, Fly Safe (ly)



Ordered to Cyprus, BONVENTURE embarks Army Ferret Scout Cars.

00-7406



CANADIAN NAVAL AIR OUR COMMON BOND

By Bill Moran

Most of us were very young when we came to our first important fork in the road and we chose to follow the road that led down to the sea. Some, like me, for a short time, others as a full time career. Our time in the Naval service was lived in what we accept as a normal life and we took our day-to-day experiences in stride.

Now, we are retired, and look back in wonder. We are amazed at what we then took for granted, was not always



normal, but full of adventure.

Enlisting began with a trip to the local Naval office to volunteer, some probably did this without the knowledge of their parents. The train trip across Canada to Naden or Cornwallis was for new Entry Training. My trip started from Montreal and it seems we picked up a new member at every major stop. During this trip, we bonded, and some became lifelong friends. I believe we had a couple of Petty Officers herding us and during the trip they could not have been nicer. Our Navy life really began when we arrived at the gate of HMCS Naden and it was at this moment that these PO's showed their true colours. They lined us up in three ranks and gave our first introduction to how life was going to be from that day on. The first rule was you never walked, but doubled whenever you moved from one place to another. This became a way of life until we completed the training and left the Base.

Most of us enjoyed the experience. At the time, the Canadian Navy had two light cruisers. They were tied up at the Naden docks when my group was there. There was a dry dock and when it was drained you would see trapped octopus and other sea life - interesting stuff for a city boy. We learned during the five months at Naden what was needed to survive in the Navy and whether you

ladies believe it or not, we had to learn how to sew and iron.

During New Entry Training we were always being molded and pushed. The surprising thing was as soon as we arrived at our next Station we were 'Sailors', we knew how to behave, were accepted and fit right in. The molding had worked.

We were all young. Although we never thought about it at the time, a very important part of our life was picking a mate. That happened. There were lots of girls and you thought you were in control. In reality they were in charge and one cut you out from the pack. Wedding bells, children and married quarters soon followed. It was wonderful and that young thing that picked you is now a beautiful grandmother. How time flies. Navy life was exciting and although it had its ups and downs, it was never dull. We traveled widely, we experienced life on aircraft carriers. It did not take long to realize that serving on carriers could be dangerous and I would venture to say that everyone who served in Naval Air knew someone who did not survive the experience.

I personally, for the short time I was in the service, had some great experiences. My group to our trade courses in England. In August 1947, we went over on the Warrior. I paid for my passage by chipping and red leading a major portion of that ship during the crossing. We sailed up the Clyde, spent a couple of weeks chasing girls around Greenock, and then we were dispersed to various Royal Naval Air Stations. I was sent to Worthydown just outside Winchester.

We enjoyed England and were given plenty of time to explore the major sites. Especially, over the 1947 Christmas holiday when they closed the camps and most of us landed in London for two weeks. There were not many tourists in England at that time and places that today are wall-to-wall visitors we had virtually to ourselves. The main places that come to mind that we visited were Windsor Castle, Hampton court, Westminster Abbey and Piccadilly Circus. Now hanging out in Piccadilly Circus was an experience on it's own.

Queen Elizabeth married Prince Phillip while we were at Worthydown and their train paused in Winchester on the way to the royal Yacht and the Honeymoon. We were given the day off to see her but my winger and I chose to visit the Winchester Cathedral where one of the highlights was the Knights of the round Table. The Table was hanging on one of the Cathedral's walls.

We left England for Canada via Southampton. Southampton, a port city, was where we got and insight as to what mass bombing can do. The city was in ruin in every direction with only the odd building standing here and

there. My first posting on return to Canada was to



RCNAS Dartmouth for a short period before being posted to the *Magnificent* attached to the Air Department. This was living. We had an area on the hangar deck that was at the stern starboard side and with this area I had a private locked workshop. You can bet it also acted as my perfect private goof off quarters. Our real job was on the flight deck in front of the tower during flying stations. During my stay on one cruise, we had on board a squadron of Seafires and Fireflies, on another we visited many ports in Canada including the far north then Quebec City. We also spent time in the dry docks of St John, N.B.

Alas, all good things come to an end. I was the only Rigger in the department on the ship. Gordon (Red) Lowes, also a Rigger, had met the love of his life while on course in England and as the ship's next port of call was going to be the UK, he wanted to return and get married. He asked if I would trade with him and I agreed. Red went off to England and married May, and I returned to RCNAS Dartmouth soon to be HMCS *Shearwater*.

Now for a "**Believe it or Not**". In the Fall of 1948 when the transition was in the works and the naval Air Station was to become the Navy Base HMCS *Shearwater*, there was no *Shearwater* Crest anywhere to be seen. So my buddy Guy Broulotte and I decided to increase our wealth by producing one. I wrote to a crest company in Western Canada and explained what we wanted and they sent us a design. Money was tight in those days so before putting ours on the line, I decided to show the design to my Divisional Officer. Not wanting to take the responsibility, he made an appointment for me with the Base Commander. The Commander reviewed my drawings of the proposed crest, and made one suggestion, that was, to give the rope a stronger presence by making it wider. With this, he gave us permission to proceed. When the new crests arrived we sold them one at a time at Z2 and I believe once at pay parade. It did not take too long to sell out. After that, the new crest showed up at the canteen and put us out of business. **Believe it or not.**

My last posting in the Fall of 1950 was to a *Sea Fury* Squadron. At some point during '50s or early '51, the Squadron was on the *Maggie* and stuck out in the Caribbean on a triangle course for weeks. In the heat and strong sun, the steel ship and flight deck would get hot and occasionally the Captain would announce that there was a rain squall off in the horizon somewhere, and he would then take the ship over and run it through the rain to cool it down. One particular time, after we got through the rain, there was a beautiful rainbow and it ended right in the middle of the flight deck.. Being of Irish descent I remembered that my mother had always told me there was a pot of gold at the end of the Rainbow. So, taking my buddy Guy, a disbeliever, which is understandable, as he was not of Irish descent but a French Canadian and he didn't believe in leprechauns, we went to where the rainbow met the flight deck and I stood right in that spot. I was standing at the end of the rainbow and it's true, there is a pot of gold, it's filled with a life time of good luck, and ever since that day, I have been a very lucky guy and my good luck leprechaun remains with me to this day.

In closing remember...."**YOU LIVED IT**"
Now....."**LOOK BACK AND ENJOY THE WONDER OF IT ALL**"



"NOSTALGIA..."

As far as we know, people were skylarking at sea before they were larking on land. "Skylarking" was originally a term used by seamen for their scampering about on the rigging of ships. The first known use of the word in print is from 1809, though the term was part of the sailor's vernacular before that. "Lark," meaning "to engage in harmless fun or mischief."

NICKNAMES

We were asked to print all the nicknames we received and here they are:

Apple Henderson	Gert Atkinson	Rocky Harris	displaying "nose art".
Baby Huey Ireland	Gino Briere	Roxy Carriere	One shows the name
Bagsy Baker	Goofer Frayn	Rummy Hogg	"DEKE" with an eagle
Bash MacGlaughlin	Gunner Campbell	Scaley Haley	above it. This has to be
Black Duck Swan	Hammer Donaldson	Scoop McKinney	Deke Logan's plane.
Blacky Menard	Harry "Nails" Jardine	Scotty Grant	Another has "THE DUKE"
Blondie Batten	Hoss Anderson	Shady Lane	above which is an old
Book Walker	Housedog Sargent	Shag O'shaughnessy	cowboy with a six-shooter
Boots Booth	Hugh "Two Gun" Roberts	Shiny Shoes Lynch	riding a thunderbolt. This
Buck Taylor	Igor Inkpen	Skin Coolen	one's interesting; I don't
Buck Rogers	Irish Belanger	Slim Thompson	know who 'THE DUKE'
Bull Mason	Jake the Snake Leonard	Spade Betters	was. It couldn't have
Bull Bremner	Jasper Wright	Spewy Carter	been Duke Muncaster
Bummer Miljus	Jerry Lewis Heartwell	Spider Webb	because he flew choppers
Bunker Hill	Jono Johnson	Spiv Niven	rather than Furies, as far
Bunny Houston	Jumper collins	Spook MacLeod	as I know. The third
Cabbagehead Smith	Kipper Stevens	Spud Hughes	photo has the words "THE
Chico Greco	Kips Flanagan	Stainless Steele	MENACE", featuring a
Country Cahill	Lugs Langman	Stripey Allan	painting of Dennis the
Crusher Krushen	Magdrop Kennedy	Suds Sutherland	Menace with a bottle of
Cutch Holland	Mario Lanza Oliver	Sunny Shah	hootch in one hand and
Daisy Farrell	Mickey 'Silvertip' Owens	Tailwheel or Mouse	what looks like a female
Daniel Boone	Monk Geary	Harkins	doll in the other . The
Deke McQuarry	Moose Mills	Tex McNab	smart money says this a/c
Deke Logan	Moose Allen	The Ax Axford	was flown by someone by
Dinger Bell	Nobby Clark (at least 3	Tiny Smethurst	the name of Dennis, but I
Dink Wilkins (& Bryant)	of them)	Torchy Smith	don't know who that might
Duke Windsor	Nugget West	Turk Knatchbell	have been either.
Duke Muncaster	Oily Roberts	Whacker Payne	Anyway, this all ties in
Dusty Vandahl	Peaches Davidson	Whitey Williamson	with the Nickname thing.
Dutch Vanderberg	Pin Pushion	Windy Geale	
Fish Salmond	Pony Moore	Wooden Boot Baak	
Foxy Reynard	Pop Roy	Zock Cant	
Fuzzy Grant	Puff Parfit		
Gabby Carver	Puffy Seal	Leo Pettipas wrote: Kay,	
Red Atkins	Rawhide Bell	if you have a copy of the	
	Rip Adams	book "The Hawker Sea	
	Robby Cooz	Fury in the Royal	
	Rock Matchett	Canadian Navy" handy,	
	Rocky Collins	take a look at pages 178	
	Lash LaRue	and 179. There are three	
		photos of Sea Fury	
		engine cowlings	

Who says Naval Air history isn't colourful?!

Bill Cody writes: I hate to admit it, but somehow I acquired the nickname of SOADY. Bill Munro was the first one I heard calling me that name. As to the reason, I can only guess. After Maggie's trip to Trinidad where we were entertained at the Planters/Oilers Club in Port of Spain, some of us who used to drink the accepted Rum and Coca Cola took the advice of the resident Planters/Oilers to use Soda Water rather than the sugary mix to prevent hateful "hangovers".

Goofer Frayn had to come from Bill Frayn's habit of perching in the "Goofers" Gallery whenever he was not flying. He and Roger Fink were close friends and we used to call them the Twins because they were always together ashore and afloat. However, they flew separate TBMs. LOL "DUKE" had to be Duke Wardropp.

Where did we ever get "DEKE" from J.W.? I don't know because he was always Deke to us.

(OK - there you have it - any ideas where the other nicknames came from? Love to hear them. Kay)



Let's try that again!

When Pop Fotheringham was Captain of *Shearwater*, he had one of his more incorrigible sailors before him on a charge. After hearing all the sordid details from the defaulter, Pop was so chagrined, he asked the man whether he thought he was guilty or not: he promptly answered "Not guilty, Sir." Incredulous, Pop bellowed angrily "Not guilty?!" whereupon the Master at Arms reflexively intoned "NOTGUILTYRIGHT-TURNDOUBLEMARCH!"

(From G.L. Edwards - as printed in *Starshell*)
(Cartoon from 'When Canada's Navy was Royal' by Stan Davison)

We note with great respect the courtesy of Col. Blair, Commander 12 Wing, in honouring the request of one of the original Naval aviators to have his ashes kiss the runway his wheels kissed so many times so long ago. Col. Blair went the extra mile, personally escorting this Pilot to his final touchdown. To Col. Blair, a Naval Bravo Zulu!

AN AIRMAN'S GRACE

By Father John MacGillivray

Lord of thunderhead and sky
Who placed in man the will to fly,
You taught his hand, speed and grace
To soar beyond mans dwelling place.
You shared with him the eagles view,
The right to fly as eagles do,
The right to call the clouds his home
And grateful through your Heavens roam.
May we assembled here tonight
And all who love the thrill of flight,
Recall with twofold gratitude
Your gift of wings, your gift of food.

Did you know....

Not all that many years ago, Shearwater was chosen as one of the Canadian Bases as a backup for landing the NASA Space Shuttle because of the long runway (16/34)?

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STANDBY SALVAGE CREW



Back Row: L-R: Jim Cochrane, U/K, Eric Mitchell

**Front Row: L-R: Simon Leo (Shorty) MacLean, Bill Elliott
Murray Harris MacDonald**



Hi there:

2006 has been a busy year - the Avenger is almost totally finished and we'll show it to you in our Spring Issue. The Firefly is moving along steadily. I'm sure you can appreciate the work required to get it to flying status. As you saw in the last issue of our newsletter, the Hauldown Project was completed successfully. Looks great.

Thank you to those of you who continually support the Foundation and therefore the Museum. This place is where it's at with regard to your Naval Air history. When you're not around to support it, they will be hard pressed to keep it up - there is no question about that. There are a few ways to ensure your Naval Air history will continue to be maintained. One is to get your family involved and another is to remember the Foundation in your Will. That's the bottom line folks. It's up to you.

We are still looking for photos for our web site.

www.samfoundaton.ca

My pride and joy is our Newsletter. Our Editor is still hanging in there - although he keeps threatening to leave us.

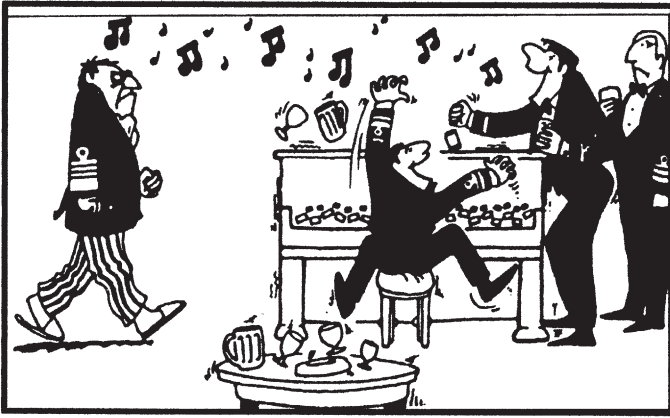
It would be great if we got an article from you. I'm sure you must have experiences you could share with us.

Lots of visitors this year. Ross Beck was one. Hasn't changed a bit. A very nice man.

And you, friends and readers, my wish for you is that you have the merriest Christmas ever and that 2007 will be good to you.

Kay

PS Don't forget it's membership renewal time. Regular membership is \$40.



(Sung to the tune of Seasons in the Sun)

Goodbye Pappa please pray for me
My helicopters crashing into the sea
I honestly don't mean to pout
But my future is in doubt
My Co-Pilot just fell out.

Goodby Papa it's hard to fly
When my airframe is cracking in the sky
For every hour in the air
It takes them thirty to repair
We fly these things on a dare.

*We had joy we had fun
We had Sea Kings in the Sun
But the engines are on fire
The Sea King must retire.*

Goodby Chretien my stingy one
You could have bought the EH101
Instead you blew five hundred mill
Just to cancel out the Bill
Now I need an airsick pill.

*We had joy we had fun
We had Sea Kings in the sun
We'll be lucky if we reach
A crash landing on the beach.*

*(Unfortunately we don't know who wrote the above.
Kay)*

THE SQUADRON CHIEF
by Rolly West

Each Canadian Naval Air squadron had its many aircrew, its engineers and numerous mechanics of all trades, but each squadron had only one Squadron Chief. When we look back over the years, we realize that the successful squadrons

became that way primarily because of the performance of the Squadron Chief Petty Officers.

Who were these men? First, in nearly all instances, he held the rank of Chief Petty Officer First Class, and usually an Aviation Technician. He had the most seniority in rank, the most leadership and technical training, and the most experience and qualifications needed to assume the leading NCO position on a squadron. His past performance and positive recommendations made by his Officers, weighed heavily in his selection.

His role required him to administer and provide the leadership for all the technical tradesmen required to maintain the squadron aircraft. He was their manager at sea, ashore or on some far-away deployment; he looked after his troops. He was also the primary advisor to the Squadron Air Engineer Officer (AEO), for whom his advice and experience were very important tools.

The RCN was blessed with some of the very best Squadron Chiefs that any flying organization could ever have wanted. Many of these very senior chiefs were transfers from the RCAF and the Royal Navy during the early days of Canadian Naval Aviation. Some were transfers from the ship's trades, while others worked their way up from Ordinary Seamen Naval Airman Standard to CPO 1st Class.

The Squadron Chief was not only required to be on top of all technical matters, but he also had to be a sound personnel manager. He had to know his men, understand their needs, show compassion and be a friend, and yet, had to be a disciplinarian when the need arose. The Squadron Chief had the respect of the Officers and men. He was source of advice to the CO, AEO and ALO, as well as the aircrew and technicians. There are not enough accolades to express how well our Squadron Chiefs performed their duties over the years. Their words of guidance and leadership in their respective squadrons did the RCN proud. Canadian Naval Aviation was extremely fortunate in having had so many exceptional people who rose to the position of Squadron Chief.

***Son, you're going to have to make up your mind
about growing up and becoming a Pilot - you can't
do both.***

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QUALIFYING DLs ON HMS ILLUSTRIOUS

BY John Arnold



"As I recall (after partying it up with my Dad), John Searle, Frank Willis and myself left Quebec City about the end of Sep'54, on the Italian Home Lines SS Atlantic (very nice in First Class-however socializing ? opportunities with sweet young things there; were limited). Then, a stop over in London for instructions, and started flying @ 38 (J) OFS, 736 Sqdn, RNAS Fulmar at Lossiemouth, Scotland, the second week of Oct. Being on the earlier Mid's course, Gord Edwards and Derek Prout had arrived before us. As Frank had contracted pneumonia, he didn't accompany us to RNAS Ford for the later carrier qualifications on HMS Illustrious, a famous wartime Fleet carrier. Since the war, she had taken part in the initial deck-landing trials for jet aircraft. Ford was about 25 miles east of Portsmouth.

Although a great a/c to fly, the Sea Hawk had a very narrow wheel base, and, a long fuselage which made for directional control ground handling problems. These were evident, especially in windy conditions; just trying to turn off the runway and back to the perimeter taxiway. One could only get around so far! Therefore the solution was to: undo harness; put in ejection seat pins; set electric parking brake (maybe); exit the a/c and push hard to uncock the nose oleo, to turn the a/c out of wind; re-enter, and proceed. This could get embarrassing if you couldn't out-run the a/c. Also made for extra work for a formation leader, pushing nos 2, 3 & 4 around the corner!

After practicing ADDLs (airfield dummy deck landings) at a nearby satellite airfield, we flew south separately on 27 Nov, under radar control to a very basic QGH approach, followed by a GCA. I had severe crosswind and heavy rain on landing, and with limited directional control then hydroplaned off onto the runway's grassy infield, killing many unfortunate seagulls. They were gathered there on the verge to witness my arrival in Sea Hawk sermo 152-which may have been damaged, but at least required a good wash! The three ruts were strewn with dead and flopping birds; and, as the tower couldn't see me, and getting

limited response, commenced walking in that direction. With help from Gord, Frank and Johnny, was able to reconstruct & clarify some events, dates and a/c sermos flown; since maybe (?) the "terrors" had overtaken immediate memory! We (and some of our Brit coursemates) all stayed over in an old barracks, with a few reserve RN officers. RNAS Ford was about 25 miles east of Portsmouth, and over the next couple days we did area famils, GCAs, circuits, etc.

Using vectors from Ford to the carrier, the DLs started on Dec 1st in sermo 156, with my 20th achieved on the 3rd, again in the same a/c. Must admit that on that first pass, the flight deck looked mighty small; and, an impossible landing site. But then, thought that the 2 + years leading up to my first arrest was not going to be thrown away on mere fear and trepidation! The RN/RCN contract was for 20 DLs @ 1,000 pounds each per pilot on the course. However on one series of arrests, my stbd gear (notoriously weak) collapsed, and my a/c + tender 21 year old body went partially over the stbd side; hanging on by the wire. There I was, staring at the waters rushing by, 40 feet below my butt and don't think that much of a dent was made in the 3" armoured deck! A large Aircraft Controlman, shinned along the fuselage, and bodily lifted me out of the cockpit and hauled astern! A very thoughtful first "prang" pilot (a Harvard mini groundloop doesn't count-does it?), then seriously contemplated his future prospects in the RCN. However, after a perfunctory u/c retraction check, and some tin bashing, I reboarded and was pushed back to the round-down for another free deck TO. In an earlier and separate incident; and following an arrest, didn't like the relative speed as I was going past the island on take-off. So I stop-cocked the engine, and applied the anchors. The pointy end loomed large in front! A brake & engine check seemed (?) to indicate all was OK, so I had another go!! Maybe by then, the powers that be felt my confidence needed a boost, so was "awarded" 7 extra DLs in sermo 196, later that same day, much to Her Majesty's pusser's displeasure. So these recollections are somewhat imperfect (and probably clouded by the fear factor), as to exactly when the events occurred. My logbook date/entries for Dec 2nd/3rd do not indicate the day of the prang (which I should have recorded and there was no A 25!). And, being an official document, was reluctant (early on) to make any more entries than were allowed or necessary. So I had HMS Illustrious' last accident; and, Gordie had the last DL; and immediately afterwards, the ship proceeded back to harbour (Portsmouth). Two years later she was towed to Faslane, to be broken up for scrap! Both Gordie and Johnny flew back to Lossie, with stopovers at Acklington, while I took it easy on the train. We then recommenced training on Dec 7th, continuing our preparations for an appointment to an operational squadron. Which in our case, was VF 871 early in the new year."

READER'S COMMENTS

Barry Keeler writes: G' Day Kay, Just read the SAMF Newsletter Summer 2006 and it is a splendid piece of work. Congratulations and a hearty well done to you and the others who contribute their time and effort to make the Newsletter a first-class publication.

On a minor note, and in the interest of accuracy, page 16 makes reference to Vice-Admiral William Landymore. This fine officer, while fully deserving of three stars, departed the Navy in 1966 as a Rear-Admiral.
Best regards.

From Ralph Fisher

A personal View of the Tragic Circus and Consequences of Paul Hellyer's Reign of Error.

We are indebted to the Shearwater Aviation Museum Foundation Newsletter for the 'Unification' gem by Ed Smith.

None but the few who served in Ottawa during the 1965 to 1972 years however, will truly know and understand the chaotic course and tragic consequence of Hellyer's single minded, "damn the torpedoes, full speed ahead" drive to enforce his fatally incompetent and thoughtless "grand design"..

Ed Smith's remarkable account of his own personal experience is one that resonates strongly for those who served in those turbulent and depressing times. It is one for the books and the lessons of history. As he and others have noted, despite some corrections and reforms, there remain deeply entrenched systemic problems that are not entirely the legacy of Hellyer and his then gray eminence, a former PR flack. . One of the most fundamental is the post-Hellyer abolition of Canadian Forces Headquarters and the shift from professional military leadership entirely separate from the civil administration, to their subsequent "integration" in NDHQ.

During the incessant ad hoc chaos of weather vane changing of organizations attempting to fit Hellyer's "novel" concepts, the late George Hopkins and I were charged with the management of ship repair and maintenance respectively. The Director General had disappeared, swallowed up elsewhere in the replay of Alice in Blunderland. One day, a rather embarrassed Group Captain flanked by two equally confused engineer Wing Commanders came in to see us. He announced that they had been ordered to "integrate" our positions. We explained what our jobs were, and gladly offered to take over the Wing CO's for which we were well fitted as dually qualified air and marine types. They recoiled in horror. We never saw them again.

Both George and I opted to remain in the remnants of the soon to be "Sea Element", donned the jolly green jumper suit and shared the great hilarity at conferences where our place cards at the table bore the rank of "Lieutenant Colonel". Wishing to remain a pilot, Ed had no choice and took the required transfer to the "Air Element". Thus was dually qualified talent lost to the Navy. It was then made more binding by the scrapping of our last carrier after a mid-life, refit followed by the final disbanding of Naval Aviation in 1975 and the hand over of remnants to the "air element", now marked by the 43 year old Sea Kings.

Ed reminds us of the consequences to leadership and culture in NDHQ. One can only hope that these will be effectively addressed by men of the calibre and resolution of Generals Hillier and Leslie, their current associates and successors in the CDS organization.

My name is Patrick Martin of Langley BC.

For the past two years I have been working on a book covering the paint schemes and markings of RCN aircraft up to Armed Forces unification. Several of you have been contacted already by my assistant Leo Pettipas and have kindly contributed in this work. This is a general plea for assistance from those of you who have not been contacted before. We are fairly close to completing the book of about 300 pages. What I am asking is: if any of you feel you could contribute in the photo or information search, in the areas listed below, could you please contact me.

Photographs. A few types of RCN aircraft seem to have been rarely photographed; thus, the same photos show up repeatedly in books and magazines. We seek pictures of:

Ansons I only have the same four shots that have been published many times before

Avengers Target Tugs

HUPs With side numbers 921 922 and 923

Sea Fury Serial number TG117; was used in cold weather testing at Watson Lake

Seafire III's

Glider TG-3A I have no pictures of this at all

Tiger Moth I have only one -- air-to-air starboard side shot of an RCN Tiger Moth

Tracker (1) I'm looking for a picture of the first USN loaned aircraft in the overall blue scheme

(2) Also the Grey/white-painted Tracker, serial number 136519, loaned by the USN

Walrus The same three photos are used in books over and over, any others?

Colour photos: any clear colour photos of the Firefly, Seafire and Sea Fury; also the RCN target tugs (any type)

Information sought -

Banshee Grey Ghosts dates they performed for the public

Expeditor Reserve squadrons confirmation on whether or not any were used by Quebec City or Calgary

Firefly Need to solve the enigma of how FR.I MB694 and PP408 came to Canada

Which aircraft were loaded aboard HMCS Warrior in Glasgow, way before, No.825 Squadron flew aboard in the English Channel.

Which aircraft were loaded aboard HMCS Warrior in Glasgow, way before, No.803 Squadron flew aboard in the English Channel.

Seafire Watson's Circus - dates performed

HMCS Warrior Would anyone know where a ship's log of voyages could be found.

HMCS Magnificent Would anyone know where a ship's log of voyages could be found.

HMCS Bonaventure Would anyone know where a ship's log of voyages could be found.

Would like to hear from anybody in the RCN aircraft paint Refinishing trade. Thank you

(From Kay - the book is close to completion and he still needs all this info? Anyone out there willing to do his research work?)

Frank Dowdall writes:

When the Spring 06 Newsletter arrived with Bill Gillespie's challenge to support the bear Trap Exhibit, I decided that was something I should do and then promptly put that thought on the back burner. The Summer 06 Newsletter comments plus speaking with Bill at the reunion in Ottawa got me fired up again and, finally, here is my donation towards the project. I was on VX10 when the Bear Trap was being developed and I recall spending several days over the Christmas holidays (we got the big day off) in the early sixties (it may have been 1963) working on HMCS Assiniboine assisting civilian contractors in the installation of electrical components of the Bear Trap. So I have an interest in this project and look forward to seeing it on my next visit to the Museum. The Newsletter is always a great read. Keep up the good work. Cheers

Vice Admiral Ralph Hennessy Ret'd writes:

Dear Kay:

Having been associated with the development of the new Canadian War Museum for the past 8 years, I know how important it is to be able to house one's artifacts properly. It was a joy to move into the new building and get our artifacts out of a leaky old street car barn, and put in proper storage or on display. Perhaps the enclosed donation might help to prime the pump! *(From Kay - a wonderful donation, many thanks.)*

Vic Dawson would like to hear from Earl Cale. They were shipmates. vdawson2000@yahoo.com

Or at 519-442-0989 Perhaps Earl can convince Mr. Dawson to join SAMF.

From **Mike Pinfold**:

Living so far from Shearwater, I regret not being able to participate in SAMF activities. However, I do appreciate the newsletter, not only for update information on aircraft restoration projects but also the articles about our heritage and the personal recollection.

I noted Wayne Halliday's recollection in a recent issue, of his aileron problem while trying to recover aboard *Bonnie*. I was always of the opinion that he deserved a "Flight Comment" Good Show Award for his exceptional flying on that occasion. But what do I know!

In any event, keep up the good work and please find my annual dues and a little extra to be used as needed.

(From Kay: Thank you Mr. Pinfold. You can participate in SAMF activities by sending in an article or two for our newsletter. And, thanks very much for the extra you sent in with your dues. We are trying to get extra space, ie an additional new building, for the Museum.)

Mike Patterson writes from Spain:

A Tango Tale for Editor Bill Farrell, resting but still wielding his restless pen. Strange things re done in the land of the midnight sun by men who toil for gold. And, even stranger things are done on the flightdeck by the men who toil for takeoff. Bill reflects on the small - difficult to land on - WW2 carriers. Agree, saw many hairy landings. My last escort carrier was HMS Activity in the Pacific. As AEO was lucky to keep my feet on the rolling deck.

Don McClure writes: Reference an email of 11 Sep entitled "80 years ago today".

With all due respect to Chuck Davis of the "Vancouver Sun, the flight of Sep 11 1926 was not "the first flight ever made across Canada".

The first flight across Canada was from Halifax to Vancouver and was completed in 49 hrs. 7 minutes flying time. The flight left Dartmouth, NS on Oct 7, 1920 with Robert Leckie, A Wing Commander in the fledgling Canadian Air Force, at the controls of a Fairey seaplane. When the machine developed mechanical problems, he switched to an H2SL flying boat at Whelpley's Point on the Saint John River in NB. Leckie flew his craft as far as Winnipeg, where the journey was taken over by F/L I.B. Home-Hay, flying a dehavilland DH9A. Other pilots flew the remaining legs over the Rockies to the Coast, arriving there on Oct 17th. (Ref. Manning, W/C RV - The first Trans Canada flight. Can. Geographical Journal, Vol. LXIX. No. 3 - Sept. 1964)

In July 1970, I had the privilege to co-lead a mass flight of 27 aircraft across Canada, under the sponsorship of the Royal Canadian Flying Clubs Assoc., in order to commemorate the 50th Anniversary of this epic flight. Our flight started at Shearwater, NS and terminated in Victoria and also took ten days to complete.

As an interest aside, one of the aircraft, a Cessna 337, on this flight was flown by a Varian Green, from California, who, at that time, was 74 years old. Mr. Green, who had been a pilot in the RNAS in World War 11, had served under Robert Leckie but had never been in touch with Leckie in the last 52 years. A banquet had been organized for us in Ottawa and an invited guest was Mr. Leckie and it was a very touching scene when these two fine gentlemen embraced, with tears in their eyes, at this nostalgic moment.

Jerry Watson writes: Uneventful trip south, but it seems a longer drive every year. Please add this new e-mail address for us until April 07, all being well. Cheers (chimo@cox.net)

Hello— Delighted to see Mr McQuinn's pix of the McEwen Field Sea Furies in the recent Newsletter. I'd never seen a definitive listing of serials and codes for those before, either.

It may be of interest to note that the ex-Brian Baird Fury from this batch (which ultimately incorporated parts of three McEwen Furies) won the Gold race at the Reno National Air Races this month, at an average speed of over 480mph! Now on the US register as N232MB, she is much modified for racing and sports a Wright R3350 engine (Douglas Skyraider powerplant), is owned and flown by Michael Brown of California and named "September Fury". The airframe is based on that of TG114, but a crash in the late 60s made an infusion of spare parts necessary; thus one of the wings is from VR918 and the aft fuselage is from VR919 (all three of those serials are on Mr McQuinn's list). Cheers.

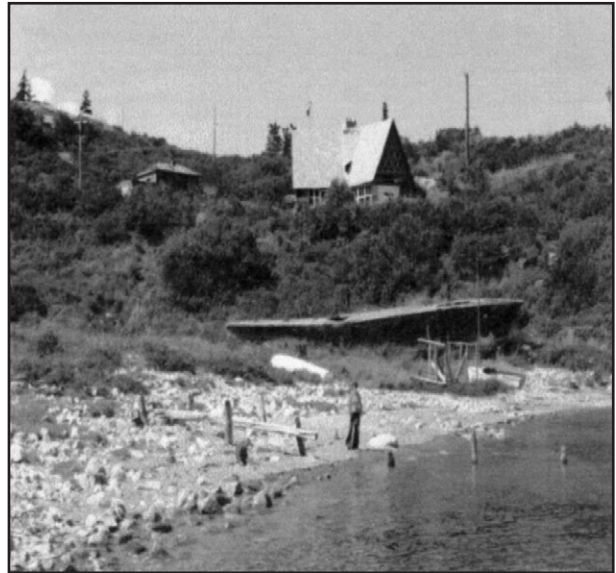
Steve Tournay (avid Furyphile)

Barrie MacLeod writes:

Hi. I am just a Haligonian who has been sailing on Halifax Harbor for 55 years.

Of all the sights over the years, the Banshees and the High Speed Launches were the best. Roy & I still talk about those black & yellow "PT Boats" coming around McNab's and heading out at 30+ knots. What a sight for kids who had just been to the drive-in to see Monsarat's "The Ship That Died Of Shame." In your summer 2006 issue Mr. Black mentions them ending up on the trot buoys under the bridge. One blew ashore from there and was eventually beached near Wreck Cove behind McNab's Island. One became a houseboat in Melville Cove and I heard it went to the southern states. Canadian WW II MTB skipper and Nova Scotian war artist Commander Tony Law painted a picture of it that is on display at Armdale Yacht Club. One ended up in Duncan's Cove on the other side of Chebucto Head where I and my son played on it in the 1970s. The stern is still there.

I was a civilian air traffic controller and when working in Moncton would go to McEwen's to see Sea Furies, spray Avengers, Neptune wings and rows of Sabres. The last



Fury there was TF994 in 1979.

Some of the newsletters mention the carrier jetty. What I remember, and have a few poor photos of, is Bonnie under the bridge. A Glen class tug would push a small barge with two Trackers on it over from Shearwater and a crane barge tied up to Bonnie would lift the Trackers on deck. I do not know the date of the B/W photo but you can see the #s of all the Trackers on that cruise.



VS8
80s 551, 555, 557, 560, 561, 563, 569, 570, 576, 577,
579, 581 and the COD bird 534

Bill Scobie writes: I am back working on my Avenger project after some time off (other work on the go). Now I have some good photos found in Leo Pettipas book 'The Avenger in the RCN', and there are shots of the two test aircraft 53078/386 and 53227/421. What I am not clear on is how wide is the glasshouse in the observer's Mate station. Does anyone have any photos or other info of these two birds that I may look at? I did get some info from the Archives but they do not show any detail of the OM Station. Thanks for any help you can provide.

Cal Withers writes: Hello Kay, I was pleased to see a group photo of my old squadron (VS 881 Guppy Sqdn) in the summer edition. I can identify three of the UNKs in the picture. One of them is me, Cal Withers: I'm in the back row standing second from the right as you look at the photo. Standing next to me on my right side (third from the right end) is my old winger, Ken Walker (deceased). The third person I recognize is standing at the other end of the back row (the very end). His name is Joe Nadasdi. Just in case you didn't notice, there is a PO in the back row between CPO Bush and PO Tonks that should be identified or shown as UNK. I can't remember his name. They were a great bunch. Thanks for all you do.

A. Barbeau writes:

Included are membership dues (grossly neglected in the past). I trust my lack of response these last many years is not being misconstrued as a lack of interest or care. Given the unespired and in some cases colossal ignorance and self serving inclinations of the political leadership this country has been cursed with these last

few decades, the heartbreaking decay of the vibrant and dynamic Armed Forces we once knew was inevitable. I chose, in order to maintain sanity, to make a mental abstraction of the whole matter.

Your Spring issue of the SAMF Newsletter point out the viability of the Shearwater complex as a unique set up for the defence of this country is so obvious to anyone who can think! It is my most fervent hope that such an individual in Ottawa will stumble upon the argument so ably presented.

PS. My comments regarding the political leadership does not apply to the present Federal Cabinet and certainly not to the present Prime Minister.

From Brian MacLeod: It is raining and I have a cold so I am indoors and not sailing for the first time in a long time.

I was one of those who founded the Atlantic Canada Aviation Museum Society before there was an Atlantic Canada Aviation Museum.

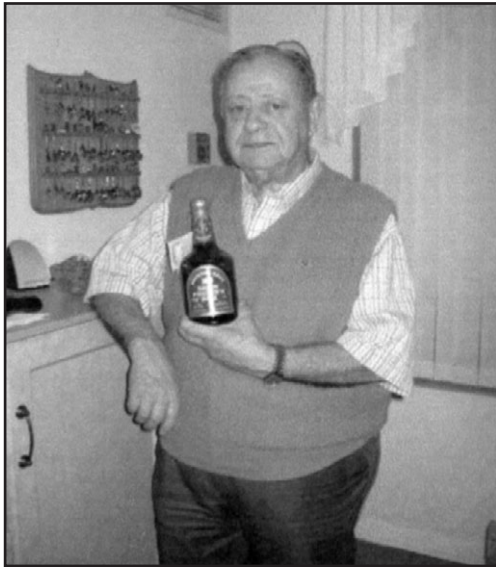
When I heard there was a Shearwater Museum in Warrior Block I walked in and said - "How can I help?" because it was the Naval aircraft I was really interested in. I used to have most copies of "The Navalair" and "Wave Off" but they disappeared in a divorce. Anyway I spent a lot of time with Martin Hamilton painting display cases and such. He had great stories of training in Scotland, where I had just been on vacation, and running up the Sea Fury & Firefly's stored at Debert/Scodouc. I wish I had the little mini recorders that we have now that are the size of two cigarettes and record 27 hours! Ex-navalair types came in and chatted to him for hours! Major Delisle was a helicopter pilot who was curator for a while as well. I forget the other names. When the chap was hired from the Citadel Hill Museum and he was not really interested in Naval Air I stopped going over. I am sure he was good for the museum in getting it organized to save the stories.

About twice a year I go to the library in your museum and read the newsletters and look through the photo binders.

A friend just built a house on the former site of the control tower for the air to ground firing range at Grand Desert and one of your Christine's copied some photos of the area for me to give to him.

About 22 years ago I bought a new sailboat and stopped my involvement with all the museums and societies that want to do things on summer Saturdays. I get enough management meetings and work parties at the yacht club to keep me occupied.

I used to go to air shows all over the world from the Farnborough display in England to the Miami Air Show. About 10 years ago at the Miami show at Opa Locka I said to myself - "What am I doing here in the 100 degree heat when there is a beach and cool water and a wine bar just over there?" Have not been to an air show since even though I was an air traffic controller for 35 years and could sit in the tower at YHZ for the current shows. I did organize the yacht club's on-water poker run's first stop at Timmons' Cove, opposite the Shearwater Jetty, to watch the Shearwater International Air Show from the water but now we go there only long enough to pick up the card and head for the next stop with the idea of getting back to the club for a wine.



Bill
writes:

I Cody

Kay; You asked for pics, so here's a beauty. This is Bill Cody celebrating an election wager with a staunch Liberal supporter who sent a bottle of Pussers Navy Rum in payment of the wager. To be fair, I sent him a Liquor Store Gift Certificate for him to buy a bottle of Madeira Wine as consolation for his loss. I did this also to support the wine industry of my Birthplace.

A little background on that Liberal supporter. His Family was very close to C.D. Howe during the War 2. C.D. Howe's Daughter Barbara, was non other than the mother of our own Robert Stewart. Also, that Liberal supporter is the husband of a former Nurse at the Nova Scotia Hospital where my wife Mary also worked as a Nurse (both RN's) . They were frequent guests at our old Wardroom for dances and parties. Both of them joined the original Trans Canada Airlines as Stewardesses (RN's required in those days). My Mary came back to Nova Scotia when we decided to marry. The other Mary met her husband during her airline activities. Hence our continuing friendship despite our Political differences.

Coincidentally, My Liberal friend was on Corvettes in and out of Halifax, St. John's etc at that time as was another friend of his who is also married to a former WREN, who also maintained the National Record of all Canadian WRENs until she handed the project to another individual. It was through those records that I became aware of Trixie's family name. Additional unrelated note, My wife Mary and myself had tea and biscuits with Trixie Geary a couple of weeks ago. Trixie is just fine and still ski's. Trixie was a wartime Canadian WREN who did Semaphore and Aldis signaling from the Signal Tower in Halifax. Small world.

The SAMF website is just marvelous.



Andrews, Mike
Charlton, Peter
Dixon, Josephine
Ferguson, Betty
Hunter, Don
Hyde, Peter
Keindle, Bill
Jackson, Pat
Lawrence, Ron
MacKenzie, George
McInnes, Lloyd
McSweeney, Ed
Scrimshaw, Robert Douglas
Tough, Jim
Walton, Rod
Westwood, Alvina "Al"
