



SHEARWATER AVIATION MUSEUM FOUNDATION NEWSLETTER

Spring 2008

**We STILL Stand on Guard
Since 1963**

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

Joseph Howe, 31 August 1871

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EDITOR'S GRUNTS

Written by *Bill himself*. (In part)

'Bill joined the RCN in 1944 in which he served 24 years. He served in Naval Aviation in the Carriers - WARRIOR and MAGNIFICENT and in several Frigates and

Destroyers, none of which he had sent to the bottom. His last sea appointment was in the destroyer, IROQUOIS during the Korean War. While never decorated for bravery in combat, he was, nonetheless, frequently mentioned in Dispatches - although not always desired.

In his retirement years, Bill chose to take up flying as a second career resulting in the loss of only several aircraft with no loss of life. Having learned what not to do, Bill moved into the area of flight instruction and it is believed most of his students still survive. Bill's last position was as C.F.I. for the Shearwater Flying Club.

Bill was also a great supporter for improving the capabilities of Canada's Military and spent many tireless hours championing for 21st century ships, supported by improvements to the Shearwater Naval Air Base.'

Now you can rest, Bill.

(Don't bug me on the Ouija Board either. K)

From the Curator's Desk

2008 has given us all kinds of reasons to celebrate! Shearwater is celebrating the 90th of the opening of the United States Naval Air Station Halifax at Baker's Point in 1918, and that milestone coincides with the SAM celebrating a birthday too: we're 30 years old now (on paper anyway: 1978 was the year we were created on paper, with a constitution and by-laws, and formal Board of Trustees struck)! Oh, how we've grown...

The HUP team made great strides over the winter! The old girl looks great, thanks to the team of John Webber and Duncan Mason who painted the HUP over the holidays to avoid fuming the staff and visitors. Cpl Keith Penney and Pte David Chretien from the Gerber shop at 12 AMS have cut the decals for the helicopter's markings and even volunteered to apply the decals. A nice bonus, to have serving technicians actively involved in the Museum's volunteer projects. The Firefly Team have also been beavering away

over the winter, preoccupied with seals and reassembling the tail strut, as well as coaxing the fuel gauge to operate properly. All who saw the Firefly since November have remarked on the positive surge forward the project has taken, especially seeing the propeller installed. It does make a much more attractive display for those who return to see the progress of the restoration.

Other reasons to celebrate include finally receiving our new collections database back from conversion in Ottawa, after a year, and for those who've donated artifacts in the last year or so, you can expect to hear from me soon with your donor packages as we get through the cataloguing process. (Some real treasures appeared during the CNAG reunion - keep 'em coming!) Your donations, both financial and artifacts, allow the work restoring aircraft to continue and allow upgrade and improvement of exhibits. The exhibits allow us to tell *your* stories and artifacts are tangible proof of those stories. Financial donations also allow us to properly preserve *your* artifacts in conservation grade showcases with materials that will slow the effects of time. As we are not able to have a perfectly climate-controlled building with high-end HVAC systems in place, we must be more diligent about monitoring the artifacts for deterioration and damage, using pricey monitoring equipment and staff time to complete condition reports are all the more required. You've entrusted your legacy to the SAM team, and we take the responsibility of caring for these wonderful artifacts, big and small, very seriously. Thank you for supporting our labour of love.

We open for the season on 5 April 2008 this year; all of us on the SAM team hope you can join us in the coming months and check out our progress.



*Curator
Christine Hines*

President's Report

Greetings for the year 2008. Old Man Winter has really hit us with his stormy blast!

Bill Farrell, the Editor of the Foundation Newsletter for many years, passed away in January. On behalf of the Board of Directors for SAMF, I pass on condolences to his family. Bill worked diligently with his vision to preserve the future of Shearwater and I thank him for his tireless endeavours.

Membership is a very dear cause to the Board of Directors for SAMF. Presently we have 937 members, this includes 163 Life Members. To date we have many who have not renewed membership for 2008 - in fact we have some who have not renewed for several years! The membership list is being revised and in the future, unpaid members will not be receiving any more publications. To overcome this situation - become a Life member! Kay will set you up on an payment program, if you wish. Any time during the year you could send a donation to the Museum as many current Life members are now doing.

At the most recent SAMF Directors meeting, Kay Collacutt was voted in as the new Editor for the newsletter. I am very pleased with this and encourage each and everyone of you to forward some stories, articles, jokes etc to Kay to publish - so you will become a contributing part of "your Newsletter". Good Luck, Kay!

The Foundation Tile Program, under the leadership of Ken Millar is progressing well as it has in the past. The Wall of Honour was founded by Al Moore many years ago and I thank Ken for his continued success. We have ample room for more tiles and if your name is not there - WHY NOT. In the future, when relatives visit the Museum, they will wonder why your name is not on the Wall of Honour. Wall tiles may also be purchased on a payment plan.

Don't forget the next Fund Raising event. The Annual Dinner/Auction will be held the 14th June 2008 in the Shearwater WO's & Sgt's/CPO's mess. Check with Kay for tickets and for more information. Plan to attend!

As you read through the newsletter, you will notice an item regarding the second HMCS/CFB Cornwallis Reunion to be held August 22nd, 23rd and 24th 2008 on the former Base now the Annapolis Basin Conference Center. We had a great reunion in 2006 - met lots of old cronies and made new friends. For more information call me at 902-765-3292. The reunion is open to all Military and Civilian personnel who served there between 1942 - 1994. Did you take your training there? Have you ever returned since? My wife Minnie and I are Board members for the Cornwallis Reunion Association and we welcome you all to attend!



In closing, I thank all the current SAMF members, the Board of Directors and all volunteers who help in any capacity to support the foundation. Have a great Spring, keep happy and healthy and enjoy life.

Eugene 'Buck' Rogers
President



Commissioning of HMCS MAGNIFICENT

by Peter Lawson

Sixty years ago, Apr 7, 48 HMCS MAGNIFICENT (Maggie) was Commissioned into the Royal Canadian Navy (RCN) during a noon hour ceremony held in Maggie's hangar while at the Harland & Wolfe shipyard in Belfast, Ireland.



On a somewhat dismal day, dignitaries and guests were welcomed by Commodore Henry G. DeWolf, C.B.E., D.S.O., D.S.C. and a royal salute was given to the Governor of Northern Ireland, James Albert Edward Hamilton, KG, KP, PC who inspected the honor guard and addressed the crowd.

Then, Admiral Sir Frederick Dalrymple-Hamilton, K.C.B., R.N., Flag Officer, Scotland and Northern Ireland, and the Right Honourable Norman A. Robertson, High Commissioner for Canada in the United Kingdom were invited to speak after which, Commodore De Wolf Maggie's Captain ordered the Executive Officer to hoist the Commissioning Colours.

Her Chaplains then blessed the ship and Commodore De Wolf, also serving as Senior Canadian Naval Officer Afloat, addressed the Ship's company. After the General Salute, the Band of the Royal Ulster Constabulary played the "O Canada".

The happy event culminated with a reception.

MUSEUM REFLECTS SHEARWATER HISTORY

Colonel Ernest Cable OMM, CD (Retired)
Shearwater Aviation Museum Historian

With the integration of Canada's three armed services in February 1968 the heritage and traditions of Canada's naval air arm were on the verge of becoming nothing more than proud memories. The paying off of *HMCS Bonaventure* on 3 July 1970 sounded the death knell for Canadian carrier borne aviation. Fortunately, in 1978, a few enterprising officers at the Shearwater air station realized that Canada's proud naval aviation heritage had to be preserved and created the Shearwater Aviation Museum.

The museum recounts how Canadian manning of the British aircraft carriers, *HMS Nabob* and *HMS Puncher* established RCN experience levels that were necessary for Canada to commission its own follow-on aircraft carriers, *HMCS Warrior*, *HMCS Magnificent* and lastly *Bonaventure*. The evolution of Canadian naval aviation from the early Seafire fighters through to Tracker submarine hunters is also displayed. Although *Bonaventure* no longer comes along side the Dockyard jetty to remind us that Canada had a naval air arm, visitors to the Shearwater museum can view exhibits displaying the unique 22 year naval segment of Canada's aviation history. Originally built 1918, Shearwater is second only to Borden as Canada's oldest air station and is the birthplace of Canada's maritime military aviation. The long history of the RCN's only naval air station parallels the history of aviation in Canada from its early beginnings to the present day.

The museum portrays the history of Shearwater from its founding in 1918 when Lieutenant Richard E. Byrd of the United States Navy Flying Corps established United States Naval Air Station Halifax, a seaplane base at Baker's Point near the present site of the Shearwater jetty. Lieutenant Byrd was the air station's first CO who became Admiral Byrd renowned for his polar exploits. The USN presence was an interim measure until the Royal Canadian Naval Air Service (RCNAS) could be recruited and trained to patrol for German submarines operating south of Nova Scotia during the First World War. However, the war ended before the embryonic naval air service was trained and the RCNAS was still-born. The founding of the base marked the beginning of air reconnaissance in anti-submarine warfare in Canada and portended the base's primary role of supporting maritime air operations throughout its 89 year history.

In the 1920's and 30's, the Royal Canadian Air Force (RCAF) operated flying boats and float planes from the Dartmouth seaplane base where most flights were in support of other government departments. These

flights included photographing new sections of the interior, transporting officials to inaccessible regions, blazing new air routes, carrying treaty money to the Indians, conducting forest fire patrols, assisting the RCMP in the pursuit of rumrunners and flying the sick and injured to places where medical attention was available.

The museum portrays the important role that RCAF Station Dartmouth (later Shearwater) played in the Battle of the Atlantic during the Second World War. As Eastern Air Command's major air base in Atlantic Canada, the Dartmouth air station was home to numerous long-range RCAF Bomber-Reconnaissance squadrons. These maritime patrol aircraft flew thousands of hours of anti-submarine and convoy escort patrols that were instrumental in the safe arrival of thousands of merchant ships sailing between Halifax and England. Similarly, the RCAF's No.1 (Fighter) Squadron flew from the Dartmouth air station to protect Halifax's strategic harbour from air attack. When the threat of German air strikes to North America diminished, the squadron was transferred to England where it was the only Canadian squadron to fight in the tumultuous Battle of Britain. The squadron was later renumbered to 401 and became the RCAF's highest scoring fighter squadron in the Second World War. Also during this era, the naval presence re-emerged when RCAF Station Dartmouth hosted *HMS Seaborn*, a Royal Navy lodger unit that provided maintenance and shelter for Fleet Air Arm aircraft while disembarked from their parent Escort Aircraft Carriers and Merchant Aircraft Carriers while along side in Halifax harbour.

Although *HMS Seaborn* was disbanded immediately after the war, the naval presence at RCAF Station Dartmouth was soon re-established when the RCAF agreed to provide shore accommodation for the RCN's second attempt to form a naval air arm. The Royal Canadian Naval Air Section was established in time to receive the RCN's first aircraft on 31 March 1946 when the Seafires and Fireflies flew ashore from the RCN's first aircraft carrier, *HMCS Warrior*.

In December 1948, the RCAF turned the air station over to the RCN with Captain Fraser-Harris assuming command as the station's first Canadian Naval Commanding Officer. Although the base became officially known as Royal Canadian Naval Air Station Dartmouth, the RCN followed the British custom of naming air stations after sea birds and commissioned the station *HMCS Shearwater*. Shearwater became home to the RCN's Naval Air Arm squadrons when not embarked on the aircraft carriers *HMCS Warrior*, *Magnificent*, and *Bonaventure*, which the RCN operated in succession throughout the station's naval tenure. The

RCN's greatest contribution to naval aviation was the development of the Helicopter Haul Down and Rapid Securing Device, more colloquially known as the "Beartrap". This innovation pioneered the deployment of large helicopters on small destroyers, a concept that was adopted by many navies of the world including those of the United States, Australia and Japan.

With integration of Canada's armed forces in 1968, *HMCS Shearwater* became Canadian Forces Base (CFB) Shearwater. In 1993, the Canadian Forces Air Command re-named CFB Shearwater "12 Wing Shearwater", a name that historically links the former RCAF's 12 Group of Eastern Air Command and the former RCN's Shearwater naval heritage. No. 12 Wing is home to Canada's Sea King helicopters which while embarked on Maritime Command ships have played a salient role in Canada's peacemaking operations in the Persian Gulf, the Red Sea, Somalia, Haiti and the Adriatic Sea, projecting Canadian interests abroad and contributing to the UN and NATO presence.

The above are only a few examples of Canada's maritime military aviation heritage preserved through a collection of vintage naval aircraft and exhibits unique to the Shearwater Aviation Museum. The centerpiece of the museum's aircraft collection is a Fairey Swordfish which arrived at *HMS Seaborn* in 1942. The Swordfish are best remembered for their crippling attack on the Italian fleet at Taranto in 1940 and later becoming the scourge of Axis shipping in the Mediterranean Sea. However, Shearwater's Swordfish had a less auspicious existence in that it was shipped to Dartmouth in a crate, reassembled at *HMS Seaborn* and sent to RCAF Station Yarmouth NS where it served as training aircraft at the Royal Navy's No. 1 Telegraphist Air Gunner School. When *HMS Seaborn* was disbanded the Swordfish was given to the RCN and eventually sent to one of the Reserve Naval Air Divisions as a maintenance training aircraft before being sold for scrap. After languishing for many years in a farmer's field the Swordfish was restored to flying condition by a group of naval aviation enthusiasts in Toronto and donated to the Shearwater museum in 1994. At the time of donation this Swordfish was one of four in the world that was flyable.

Another prized aircraft in the collection is a Fairey Firefly FR 1 strike-reconnaissance fighter. This is one of the RCN's first aircraft that arrived at the Royal Canadian Naval Air Section on 31 March 1946 after flying off *HMCS Warrior* during its maiden voyage to Canada. This Firefly flew from *HMCS Warrior* and *HMCS Magnificent* while serving at Shearwater and was struck off RCN strength in 1954 when it was sold to Ethiopia. In 1993, the Canadian military attaché accredited to Ethiopia noticed a group of five ex-RCN Fireflies languishing in the dessert. He was instrumental

in the two best preserved aircraft being repatriated to Canada; one aircraft was given to the Canadian Aviation Museum in Ottawa while the second Firefly was returned to its original Canadian home at Shearwater. Currently, a group of dedicated museum volunteers is painstakingly restoring the Shearwater Firefly to flying condition. It is planned to have the first flight in 2009 to commemorate the hundredth anniversary of powered flight in Canada. Should there be unforeseen delays the first flight may celebrate the RCN's centenary in 2010. When the Shearwater aircraft takes to the air it will be the only flyable Firefly FR 1 in the world.

A group of museum volunteers recently completed the restoration of a Grumman Avenger; 125 Avengers served at Shearwater making it the most numerous aircraft type in the RCN's inventory. The museum's Avenger was a former USN aircraft taken on RCN strength in July 1950. Shortly after take off in August 1953, the Avenger unfortunately crashed into Bedford Basin where it remained for 19 years until raised by the Fleet Diving Unit during a training exercise in June 1972. The Avenger was refurbished by VT 406 Squadron and joined the line of Shearwater "Gate Guardians" along Bonaventure Boulevard in October 1975. As an outdoor "Gate Guardian" the Avenger suffered severe deterioration in the corrosive maritime climate and in 1999 had to be stored in a 12 Wing hangar to protect it from the elements. In March 2005, the aircraft was moved to the museum where it was restored in the traditional RCN dark gray and light gray paint scheme with the "TF-D" markings of Fleet Requirements Unit 743; the same as when it crashed in 1953.

Other aircraft in the museum's collection that reflect Shearwater's history include: a Harvard trainer; two HO4S Horse helicopters that pioneered the use of helicopters in the ASW role; a Piasecki HUP 3 twin rotor helicopter that provided a heavy lift capability during *HMCS Labrador*'s arctic operations; two T-33's that were used to exercise ships' air defence capabilities; a F2H-3 Banshee, the RCN's first and only jet fighter; two Trackers, one of which is the original X-500 prototype used to proof the Canadian version for the RCN and a CF2S-3 that was an ASW aircraft converted to the maritime reconnaissance role; and a Canadair Tutor in the Canadian Forces "Snowbird" paint scheme that thrilled audiences at Shearwater International Air Shows for more than 20 years.

There are also several large static exhibits that illustrate significant events in Shearwater's history. A large 10 x 13 meter wall map replicates the map used in Eastern Air Command Headquarters at Halifax during the Second World War. The map was used to plan convoy escort patrols and the air campaign against U-boats during the Battle of the Atlantic. The map

illustrates how Dartmouth-based aircraft played a critical role in the U-boat battle against the convoys and with increasing cooperation with the RCN's escort groups ensured the safe and timely arrival convoys at their destinations. The map also illustrates the commitment of Dartmouth aircraft to the U-boat campaign in the Battle of the St. Lawrence and the role of the Dartmouth air station in Eastern Air Command's continental air defence network that provided the blueprint for the later NORAD system.

Models of *HMCS Bonaventure* and *HMCS Assiniboine* feature in a 10 meter long seascape diorama that illustrates the angled flight deck, steam catapult and mirror landing system, the latest 1950's aircraft carrier advances incorporated into *Bonaventure*. Similarly, *Assiniboine* was the project ship for the development of the prototype "Beartrap" system that revolutionized shipboard aviation. Another exhibit is a one third scale diorama of a Sea King helicopter hovering over the flight deck of the frigate, *HMCS St. John's*, that illustrates the features and operation of the Canadian designed and built "Beartrap" helicopter haul down system.

The above describes only a fraction of the Shearwater Aviation Museum's more than 10,000 artifacts, not to mention its extensive aviation library. The museum has a ten year development plan to create more exhibits and to acquire additional aircraft to better portray the heritage and history of the Shearwater air station.

The Canadian Forces rely on their accredited museums to preserve our nation's military heritage and history. This, of course, requires financial support; however, except for a small operating budget no money is provided to acquire artifacts. Therefore, the museum must rely on the "Shearwater Aviation Museum Foundation" to provide financial support through various fund raising endeavors. As accredited non-profit charities, the museum and the foundation are authorized to issue tax receipts for donations of work in-kind and financial contributions that support its continued growth.



B.C. COAST TO HALIFAX FLOWN IN UNDER 6 HOURS

A Woodstock pilot was one of two Naval Officers who flew a T33 jet trainer from Vancouver to Halifax Sunday in five hours, 45 minutes flying time, the fastest time recorded by a T33 on a Canadian cross-country flight, the Navy said yesterday at Halifax.

Fueling Stop An hour and 10 minutes fueling stop at the Lakehead brought the overall time for the 2,800 mile flight to six hours 55 minutes.



*Lt. J.V. Searle
....new jet record.*

The aircraft, piloted by Lieut. J. V. Searle, of Woodstock, and Lieut. Derek A. Prout, of Vancouver, left Vancouver at 9:15a.m. EST and arrived at Shearwater Naval Air Station at nearby Dartmouth at 4:11pm EST. The pilots, attached to Shearwater Station, were on a cross-country navigational flight.

A year ago, Lieut. Searle was pulled from the cockpit of a burning Sea Fury when it crashed and caught fire at Dartmouth, N.S. while he was practicing field carrier landings. Lieut. Douglas A. Muncaster, of Montreal, a helicopter pilot who pulled Lieut. Searle from the plane seconds before it was engulfed in flames, subsequently received the George Cross in an investiture at the Palace.

Woodstock Family - Lieut. Searle is a son of Mrs L. G. Searle, of 518 Edward Street, Woodstock. His father, a member of the Royal Canadian Navy during World War II.

Lieut. Searle, 27, was born in Ingersoll after his family moved from England to Canada. He was educated in Ingersoll elementary schools and is a graduate of Woodstock Collegiate. He joined the navy three and one half years ago. He had taken up flying prior to entering the Service. *Woodstock Newspaper 27 Mar 56*

For My Dad

CPO (Ret'd) Samuel Peet

On His 90th Birthday - November 18th, 2007

On the Foc'sle of a Destroyer in the Middle of the North Atlantic

*On the Foc'sle of a Destroyer in the middle of
the North Atlantic*

*I froze my face and fell asleep while standing strait, and
cursed the surrounding sea, but not a soul could hear
my voice pathetic,
Through the howling wind,*

*On the Foc'sle of a destroyer in the middle of
the North Atlantic*

*There were days in fog I could not see the heaving of
the swell,
But still I stood, and stared ahead to sight the enemy
frantic,*

*On the Foc'sle of a destroyer in the middle of
the North Atlantic*

*Soaking wet, froze to death with fingers too cold to
smoke,
And dreaming dreams of fields of green where once I
used to frolic,*

*On the Foc'sle of a destroyer in the middle of
the North Atlantic*

*Remove me please from this horrific place is what I
cursed aloud,
I can barely stand or hold a hand while guns blaze,
over seas that are gigantic,*

*On the Foc'sle of a destroyer in the middle of
the North Atlantic*

*Now here I sit in my chair, proud for what I've done,
fought a war, raised the kids and become somewhat
prophetic, still I close my eyes, and I proudly stand...*

*On the Foc'sle of a destroyer in the middle of the North
Atlantic*

*Captain Stan Peet
Master Mariner*



ACROSS THE FLIGHT DECK

Canadian Naval Air Group

Plaque Presentation Speech at the National Air Force Museum of Canada, CFB Trenton by CAPT(N) Steven Luce, U.S. Naval Attaché to Canada



L to R: Peter Milsom, Bob Findlay, John Eden, Navy Dave Woods (USN NRA), Steven Luce (USN Attache' to Canada), Fern Philippe, Paul Baiden, Gord Moyer, and Ken Brown (Desoronto Public Library Archives.)

The unveiling of a commemorative plaque, honoring the 24 WW1 American Pilots, that were trained at Deseronto, Ontario, in 1917, took place on the 31st of August 2007, at the National Air Force Museum, Trenton. The presentation speech made by Captain USN Steven Luce, details the history of this milestone in Naval Aviation and the future exploits of those Airmen. The Six CNAGERS in the presentation photograph were proud to be a part of this dedication ceremony.

Good morning, and thank you all for attending this great event on such a great day for aviation – not a cloud in the sky. I never realized when I reported as the U.S. Naval Attaché to Canada that I would one day be the guest speaker at the National Air Force Museum of Canada to help present a memorial plaque to recognize Canada for training some of the early U.S. Naval Aviators, but this job is full of surprises. I am flattered and honored as the senior active duty U.S. Naval Aviator in Canada to be a part of today's event.

There are two great stories to tell today. One is the history of 24 U.S. Naval Aviators who received their flight training in Canada, and we'll talk about that shortly.

The other story, which I will share first, is how we got here, today, to celebrate the aforementioned history. It is a story of persistence and imagination. Actually they both are. The journey to this day is pretty interesting, and there are two gentlemen in particular who I must recognize as key to making this happen.

Before that, though, I would like to acknowledge two distinguished groups represented today who have expressed much interest in this project, the Naval Officers Association of Canada, particularly Executive Director Bob Nixon who first suggested this fine museum as the venue for this display, and the Canadian Naval Air Group National Chairman Paul Baiden. Welcome one and all. Additionally, I would like to express my thanks to Dr. Georgianna Stanciu, Curator of the museum, who graciously agreed to provide a home for this project. Thank you one and all.

When I assumed my duties in Ottawa 16 months ago, I inherited a file that had not made much progress. It was initiated by a gentleman in Deseronto who knew about this Canadian/U.S. aviation history, and wanted very much to establish a memorial, but didn't have the funds. He had persistently contacted the U.S. Embassy since July 1st, 2004 for assistance to no avail. He even wrote a letter to the former U.S. Ambassador. I am sure this was very frustrating for him, but he never gave up. I received the file in October 2006, and once I contacted him in November, I commenced my own journey to try and help. I was lucky, and found the second gentleman who has dedicated himself to this project for the past eight months. The road has been long, with many challenges, but here we are, to honor the history, to thank Canada for collaboration and assistance in 1917, and to emphasize appreciation for the long and positive relationship between the Canadian and U.S. Armed Forces.

The first gentleman is Ken Brown of the Deseronto Public Library Archives who brought this history to light and conceived this project. Ken, please stand up and take a bow. The second gentleman is "Navy Dave" Woods as the man who realized the dream. Dave, please take your bow as well. Thank you, gentlemen. This would not have happened without either one of you. Now, briefly, the historic tale of 24 American college boys who became U.S. Naval Aviators at Royal Canadian Air Force training bases in Ontario, Canada.

In 1917, Canada had already been involved in WWI for three years, but the United States had only just



committed in April of that year. There was an aviation training program in the states that had graduated out some hundred and forty or so Naval Aviators. These early aviators received various assignments, but the three main categories were: fighter pilots with the Marines, who flew air cover for bombers; bomber pilot or co-pilot with the Royal Air Force (A unique, early joint international program that we need to learn more about); and seaplane patrol craft (most likely the U.S. Navy's main mission). Many of us today associate Naval Aviation with aircraft carriers, but they did not come into operation until the early 1920's. They made their mark later, in WWII.

Back to 1917 when 24 new USN enlistees were sent to Canada for flight training. They came from many universities in the northeast US. Eleven were from Princeton, in New Jersey; five were from Harvard in Massachusetts; there was one Yale graduate who had entered Harvard Law School; one was from Dartmouth, and the college affiliation for the other six is unknown to me. Most had enlisted in response to advertisements published in April 1917 after America's declaration of war. They had expected to go to the newly established Naval Air Station Squantum in Massachusetts, but were ordered to active duty under a new program with the Royal Flying Corps in Toronto. Most had never seen an airplane.

Their first two weeks while berthed in the dorms of the University of Toronto, much to their surprise, consisted entirely of military drill, four to six hours per day. Of note, your Canadian Forces, including the Navy, march and drill much more than their counterparts in the U.S. Forces. The rest of the days in July and August were filled with ground school lectures in theory of flight, rigging, engines, machine gunnery, bombing, aerial photography, meteorology, instruments and astronomy. After a week camping in tents on the shore of Lake Ontario awaiting their turn in flight training school, the Ensigns were on a train to Deseronto, where Ken Brown brought this story to light. The flying school was at Camp Rathburn, long since turned to farmers' fields, but a busy aviation hub in 1917.

One of the officers, J. Sterling Halstead wrote an article for the U.S. Naval Institute magazine Proceedings, in 1965, and described one of his classmates, probably the most famous of this initial cadre, James V. Forrestal, who went on to become the Secretary of the Navy and first Secretary of Defense, for President Franklin D. Roosevelt.

Halstead says of Forrestal, "...who was both capable and careful, at first found it exceedingly difficult to make landings. He broke the back of one plane, demolished the undercarriage of another, and spoiled a third, fortunately without any injury to himself. After that, he had no further difficulty."

You must understand that there were no standardized operating procedures, designated emergency procedures, no simulators. They all learned by watching and mimicking their instructors, and by the "seat of their pants". They soloed after periods of dual instruction that ran from to a maximum of six hours to as little as 45 minutes, compared to ten hours dual instruction required by the flying schools of the U.S. Army and Navy. They crashed many planes, however take off and landing speeds were so slow that rarely was anyone hurt.

After 50 landings and ten hours of solo time, they were ready for advanced flying school at Camp Borden near Barrie in the Georgian Bay and Lake Simcoe country. The course there comprised 40 hours of flying. They finished in October 1917 and were told they would be assigned as instructors in the U.S. Navy's flying schools. Towards the end of November, they received commissions and orders. They proceeded to two Naval Air Stations to qualify on seaplanes and flying boats, and from there were scattered throughout the states. A large contingent proceeded to Pensacola, the birthplace of Naval Aviation, to develop an advanced flying and aerial gunnery school. One received a command in Miami where he remained throughout the war. Several were assigned to stations in England and France – two of whom were killed in action and posthumously received the Navy Cross Medal and one pilot, and one, Richard H. McCann who received the Distinguished Service Medal, the nation's fourth highest personal decoration, for a seaplane rescue at sea.

Two of the young aviators were assigned to San Diego to assist in founding Naval Air Station North Island. This is particularly interesting to me, as I spent almost 22 years of my Naval Aviation career at that station. When I was a young Lieutenant, I purchased the book, "Jackrabbits to Jets", the history of NAS North Island, and, lo and behold, there are pictures and words about the two Naval Aviators in the book!

James Forrestal and one other transferred to the Navy Department in Washington, D.C. to help in the task of spreading the lessons learned and the material brought back from Canada. Forrestal worked under the Assistant

Secretary of the Navy, Franklin Roosevelt, who years later as President would appoint Forrestal his Secretary of the Navy, and later Secretary of Defense.

This story is but one small chapter in our cooperative military relationship, which has only grown larger and stronger over the decades – particularly in the years since WWII. NORAD patrols the skies over both our countries and keeps us safe from air and space threats. Our navies train, exercise and deploy together around the globe. Our land forces train and fight together in international missions.

I am proud to be a part of our military partnership, and delighted to be here for today's event. Thank you.

Canadian Naval Centennial 1910 – 2010

All CNAG members who have planned an Annual Reunion know just how quickly time passes and how important it is to plan and manage events and targets well in advance to make certain everything comes together on time. The 100th Anniversary of Canada's Navy is rapidly approaching us and we need to decide how CNAG as a national association will participate in this important milestone event.

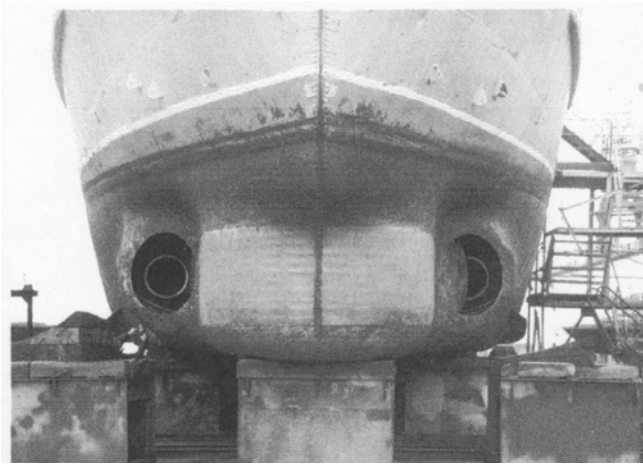
My four prior briefings to members have outlined in some detail the types of activities and events that are being planned, i.e. there will be major events in Halifax, in Victoria and in Ottawa most likely to include Fleet Reviews, possible Royal Visits, formal dinners, Gun Runs, Sunset Ceremonies, and the like. Committees are looking at the possibility of a Centennial sword and cutlass, and 2010 crested merchandise is being organized with Canex and selected suppliers. Special releases of coins, stamps, etc. are being actively negotiated and Captain (N) John Pickford, the Project Manager for the Canadian Naval Centennial Project, and his team are heavily engaged in a demanding round of briefings and coordination activities.

CNAG has the added responsibility of ensuring the event properly acknowledges Naval Air and the Fleet Air Arm of the Navy. It is our job to make this happen by participating, at national and local levels, with the committees who are planning and preparing for the year's celebrations. How to be meaningfully involved is outlined in detail in my previous briefings/articles.

We should perhaps focus on three main elements for CNAG involvement in 2010. The first is a national initiative which will likely take the form of a Road Show which will take static and multi-media displays to depict current and past naval service on behalf of Canadians to cities, towns and villages across Canada. We must be involved in this. At the local level (see past briefings) Chapter Executives must get directly involved to help their members get the most out of the celebration. Finally, we have to plan and organize our 2010 Reunion, perhaps even one on each coast, to ensure every one of our members has a great experience.

We need a representative nominated from each Chapter, we need your views about meaningful participation, and we will very likely need your personal involvement at the local level to support the Naval Air display by providing an informed presence. I will be in touch with Chapters shortly for input and I look forward to working with you to make this a great celebration for all of us.

Peter S. Milsom
National Chairman
Canadian Naval Air Group



This Russian Trawler was photographed in St. Petersburg. What is it, and what lies below its waterline?

(From Captain "Skip" Ryler's Corner - CANADIAN NAVAL REVIEW (Naval.review@dal.ca))



Back Row: L - R George Fleming, Donald Williams, Ronald Gallant, Roy Masales, James Gould

Middle Row: L - R John Knudsen, Henry Boyce, Adam Hiltz, Yves Belzil, Douglas Morley

Front Row: L - R PO1 Boss, Lt Brushett

ON or IN?

Crowsnest - April 1958

A fine point of nautical grammar is resurrected in the March 1958 issue of *The Nautical Magazine*, that ever-interesting merchant service journal published in Glasgow, Scotland.

Does one serve “on” or “in” a ship?

This is the way *The Crowsnest* once heard the matter put: A ship is a vessel; a vessel is a container. Therefore, one serves “in” a ship. Similarly, one does not live “on” a house?

That should settle the problem and, in fact, the question would never come up at all, if all sea-going vessels were submarines. However, in these days of aircraft carriers, which are essentially floating platforms, some sort of case can be made for the occasional use of “on”.

The issue can be beclouded further by drawing attention to the expressions “on board” and “aboard”. (By the way, which of *those* terms is to be preferred?) Certainly no sailor would claim he sailed “inboard” a ship.

But to get back to the original question: “On or in?” - here is what *the Nautical Magazine* has to say: “Many years ago when we were very young we were severely reprimanded by an old seadog for saying that a man was serving ‘on’ a ship. ‘Is he a barnacle or something?’ the old seaman wanted to know. But nowadays almost every seems to be sailing on a ship or serving on a ship and we wonder how they manage to attach themselves to the hull, for obviously if one sails ‘on’ a ship then presumably you must be somewhere on the outside. For this matter of ‘on’ or ‘in’ has always tickled our fancy and, while not wishing to sound pedantic, we have noted in recent months how the usage of ‘on’ has grown in some leading shipping magazines and even *Lloyd’s List*, not to mention house magazines.

“Perhaps some of our more knowledgeable readers will have some comments on the matter, but apart from that old seadog, we were told by men who know the King’s (or Queen’s) English that a person sails ‘in’ and never ‘on’ a ship - unless he happens to be a barnacle or something like that.”

(Here it is 50 years later; has it ever been decided which is the right word? Please advise. Ed)



2007 NAVAL AVIATORS’ MESS DINNER

Thanks for a most informative issue. I am enclosing a picture of Peter C Newman, who was the guest speaker at our 2007 Naval Aviators' Mess Dinner in Esquimalt. Peter is an avid drummer, ergo we presented him with an appropriately decorated instrument. Malcolm McCulloch, the President of last year's function which attracted 69 attendees from the entire continent, stands to Peter's right. *George Plawski.*

A RETIREMENT REFLECTION

When you retire you have time to reflect on your previous life and if you live in an area that becomes snowbound you have even more time to do just that.

I served for over forty-five years and have been posted to some great locations. I have flown some great aircraft but in the end my thoughts always go back to the Navy, 880 and “the Ship” as the best of times.

The other day I was lounging in my “I love me room” reflecting, when an incident which took place in VU32 some forty years ago came to mind. I had recently completed a tour in 880 and had received the posting of my choice to VU32 thanks to Wally Sloan. There I was to fly the T-33 primarily and stay current on the Tracker. I was of course hoping to follow Monk and O’Brien into the 104 Programme but that’s a different story. I was having a great time flying, having been checked out in the T-33 locally by Ferguson and Fischer. As if this wasn’t good enough, I had been selected for the UICP course. Unfortunately that course required a formal RCAF checkout in the T-33, the checkout by the two Navy

was not good enough for the RCAF. To top it off, the checkout had to take place in January at RCAF Station Gimli (where?) if I was to attend the UICP course in February. Have you ever survived a January in Gimli followed by the UICP course in February in Winnipeg? Having now filled those x's, I said, "never again". What was my next posting? You guessed it, RCAF Station Gimli! Another story!

Now, having survived the checkout and the course I was back in Shearwater and life was good! Of course, with the good also comes some not so good. One of the not so good was the requirement to stand duty. There I was late on a Friday afternoon standing Squadron Duty while most of the other officers were off at beer call. I recall that Commander Rod Lyons was the only other officer in the hangar and he was quietly beaver away in his office. Therefore I was somewhat surprised when he poked his head into the crew room and said, "I just received a call from Ops about a Tracker beating up Bedford Basin. Find out about it; if it's ours have the pilots report to me". "Aye Aye Sir" I replied.

I started the investigation by calling Base Ops. I found out that no aircraft number had been reported even though the aircraft had made multiple passes (wrong) but the really interesting bit of information was that there was only one Tracker airborne in all of eastern Canada! "Should be easy" says I. Next, off to Sqn Ops to check the sign-out sheet to find out who the guilty bastards were. There it was in black and white, MacLean and Snowie. I heard the aircraft taxiing back into the line so I wandered out onto the ramp to watch. I wanted to confront the two wannabe "Nasal Radiators" before they disappeared for the weekend. The two of them appeared from behind the aircraft practically rolling on the ground obviously sharing a joke or more probably discussing their daring-do which they thought was going to be the highlight of their day. Then they saw me standing there!

"Hi guys, how's it going" I asked?

"Just great, why" they squawked in unison.

"Well, an aircraft was reported beating up Bedford Basin and I was just wondering where you've been flying and what x's you accomplished"?

You could see the expression on their face's change as they decided to brazen it out. I cannot remember which one, but one of them piped up with, "Well it wasn't us, probably one of those jerks from 880."

I thought about it for a minute and then said, "Ok here's the deal. Although there was no aircraft number reported, smiles broke on the two shiny faces, there was a type, and your aircraft was the only S2F on all of Shearwater that was airborne at the time! The Commander is waiting for you in his office". I had never seen faces turn white before (night deck landings don't count) but these two young Subs' realized that they were scr---- and could see their careers going down the tube before they had even got started. One quickly asked, "What do you think we should do?" "Well," I said speaking with the lofty experience of a whole tour under my belt, "I'll tell you one thing. I have been told that the Commander is a fair guy but he is old school and if you walk-in there and try to bluff or lie your way out of this, he'll crucify you. Just go in tell him what you did, how you succumbed to stupidity and the thrill of the moment and take your lumps."

That's what they did. Probably being stared at by the Commander from under those bushy black eyebrows waiting for the axe to fall was punishment enough. I cannot remember the punishment but the final action could not have been all that severe as they both continued in the Service, one for a long time and both had successful careers in their chosen fields.

As a footnote, I worked on CFB Comox, 19 Wing, when BB was the Wing Commander and I was running the Air Cadet flying programme. He was very supportive of that programme and for that I will always be most appreciative. Late one evening after a cocktail party in BB and Mary's quarters, the hangers-on (mostly Navy) had gathered in the kitchen and were swapping stories(insert lies). BB and Bill Ainslie were having at each other, crew commander (Bill) and sprog co-pilot (BB) stories, when BB recounted the above anecdote remembering that I was SDO and everything about the interview with Commander Lyons. He acknowledged that he and Al (?) had dodged a bullet and was thankful for the old style senior officer who handled such incidents with common sense and fairness and without the interference of the NIS – the present military watch dog who now assists senior officers in making these kinds of decisions.

Cheers, *Tom Byrne*

CANADIAN NAVY FIGHTS 'REAL' THREAT

One of our warships quietly patrols troubled Mideast waters 'protecting Canada as far away from our borders as possible,' writes Matthew Fisher The Ottawa Citizen
Published: Friday, February 08, 2008

ABOARD HMCS CHARLOTTETOWN, in the Strait of Hormuz - It's the most dangerous maritime battle zone in the



world, a shipping bottleneck through which a fifth of the world's supply of oil passes every day.

Aboard the Canadian frigate HMCS CHARLOTTETOWN, the sailors were at battle stations as the ship steamed through the Straits of Hormuz, barely 1,500 metres from Iranian territorial waters. "The potential for trouble here is high because the strait is a very strategic choke point," said Cmdr. Patrick St. Denis, who has been skippering the CHARLOTTETOWN on a 65,000 - kilometre, six-month cruise to the Middle East as part of the USS Harry Truman carrier strike group.

Tensions, which have been escalating since Iran's Republican Guard kidnapped a Royal Navy boarding party in the Gulf last year, rose again after speedboats operated by Iran's Republican Guard swarmed several U.S. warships early last month. As well, someone who may have been an Iranian Republican Guard radio operator -- a radio prankster derisively labeled by sailors a "Filipino Monkey" -- threatened to attack the ships with a bomb very near to where the CHARLOTTETOWN was sailing into the Persian Gulf from the Gulf of Oman.

Because of these incidents, which infuriated Downing Street and the White House, the CHARLOTTETOWN and its 253 sailors were on alert as the ship made a sharp

turn to port in the strait to stay in international waters. The manoeuvre, which was performed at dusk, is always difficult because there are as many as 130 other vessels and small craft in the area, all moving at different speeds and in different directions, in addition to the dozens of supertankers with their lifeblood of crude oil.

Gunners manning battle stations on the CHARLOTTETOWN's deck wear combat gear, as they always do during the transit. But there are new force protection measures, too. Sailors on the frigate's bridge were ordered to don helmets and flak vests so that, if required, they could instantly go to war.

This time, there were no Iranian speedboats and the "Filipino monkey" limited his harassment to briefly jamming the international distress frequency with music. "This is their back yard and they want to know who is in the strait," the CHARLOTTETOWN's 38-year-old Captain said. "The Iranian navy has been very professional with us when we have exchanged identities on VHF radio. Even so, there would not be a lot of warning time, so we have taken precautions."

There was a formula to this cat-and-mouse game for the Canadians, who left Nova Scotia at the end of October. The Iranians have routinely demanded to know the name and position of coalition warships, where they are headed and sometimes more specific questions about what they have on board. They were usually only given answers to the most basic questions.

"The big threats are from aircraft and from the surface," said Lieut. Colin Matthews, the CHARLOTTETOWN's Operations Officer. "When we are here, it is a training opportunity for the Iranians, with live assets. We have not seen anything yet on the surface, but Iranian pilots have come out on maritime patrols, flying very low."

Keeping an eye on the Iran military as it kept an eye on the CHARLOTTETOWN was only part of the Canadian crew's duties. They were on call earlier to assist thousands of Muslims crossing the Red Sea to make the hajj to Mecca and are always on the lookout for pirates and human smugglers. They have also provided close escort for the Truman, whose warplanes have flown nearly one-third of the recent combat missions over Afghanistan.

"At the end of the day, it is all about protecting Canada

as far away from our borders as possible. That is the essence of what the CHARLOTTETOWN is doing," said Lt.-Gen. Michel Gauthier, who heads Canadian Expeditionary Force Command, which is responsible for all military deployments overseas.

While Canada's part in the war in Afghanistan has received far more media attention, deployments such as that of the CHARLOTTETOWN, where it has been part of a 50-ship armada, were a key part of a complex picture, the CEFCOM commander said. "They're at sea and it isn't that easy for journalists to get to them, so it is harder for our sailors to be in the public eye," he said. "But Canadians should know that our Armed Forces are doing more than just Afghanistan and that we consider this important."

Lt.-Gen. Gauthier, who visited the CHARLOTTETOWN before flying to Kandahar, said the frigate and 20 other navy ships that Canada has sent to the Middle East since 2001 had two overlapping missions. "This is part of the campaign against terrorism and protecting the free flow of commerce," the three-leaf general said. "This is in our self-interest, but it also about being part of an international operation. Canada's security at home starts overseas."

It was a theme that was heard over and over again in all the messes on the CHARLOTTETOWN.

"9/11 changed the world and changed the way we operate as a military," said Chief Petty Officer First Class Mike Gourley, the ship's coxswain and senior enlisted sailor. "The threat is real and I believe that Canadians believe that more and more every day, too."

With about two months left before it returns to Halifax, the CHARLOTTETOWN has already been involved in several rescue operations that probably saved the lives of several dozen Arab and Pakistani sailors whose vessels were adrift without food, water or fuel, including a drifting barge that had overturned, resulting in the drowning of five sailors.

However, the highlight of the CHARLOTTETOWN's tour occurred two weeks ago when the warship intercepted a dhow ferrying 2,000 cases of whisky with a street value of \$1 million. When the smugglers saw what was coming, they abandoned their vessel and its lucrative cargo and fled in motorboats. They were forced to surrender by the Canadian ship's Sea

King helicopter, which scared them with the wash from its rotors.

"We have been building intelligence which proves that the smuggling of drugs and alcohol has direct links to terrorism and we were able to intercept a vessel that was involved in this," Cmdr. St. Denis said. "What we are doing here could stop an IED in Afghanistan. It's all connected. We are fighting terrorism every day."



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Jake was dying. His wife sat at the bedside. He looked up and said weakly: "I have something I must confess."

"There's no need to," his wife replied. "No" he insisted, "I want to die in peace. I slept with your sister, your best friend, her best friend, and your mother!" "I know," she replied. "Now just rest and let the poison work."

A BONAVENTURE HAIRY TALE

The first deployment of the “new” BONAVENTURE with a full Air Department aboard was a return to her builders yard in Belfast, Ireland for a little warranty work. The year was 1957 and Sputnik one was in space going ‘Beep Beep’ every 90 minutes as we rounded northern Ireland into the Irish Sea. Upon departing Belfast, the ship had some RN submarine time scheduled and we wanted to make the most of it. With BONNIE’S angled deck, mirror landing system, steam catapult and new Trackers, everyone was keen to try sustained operations (SUSTOPS), that is, keep two aircraft airborne for a sustained period of time. With 12 aircraft aboard and 18 crew, it sounds simple enough. However, there were known problems arising from the relatively small size of the ship and the ability to store or park the non-flying aircraft. There was always a deck park and for every launch and recovery cycle the entire deck park had to be moved twice. Moving aircraft on a flight deck is very labour intensive and requires great skill and concentration. It is also dangerous and more so when the ship is pitching and rolling on a black-assed night as it was at the time of this event.

In the early morning hours of 6 Nov, the wind was howling, no stars, no moon, no horizon - black as the inside of a cow. It was coming up time for the 0400 launch/recovery cycle when someone came up with the idea, lets launch and recover from the angle deck - there would be no deck park to move in this nasty weather.

Two factors come into play here. First, this would be a free take-off with no catapult assistance. There is not enough room to spot one aircraft to the side and one fully aft to achieve maximum take-off run. The aircraft were spotted in tandem which meant that aircraft number one had one aircraft length less take-off role than number two. If the reader has a picture of BONNIE handy and particularly if there are aircraft in the angle deck area, one will see that any loss of take-off role length could be critical. But, we had lots of wind so not to worry.

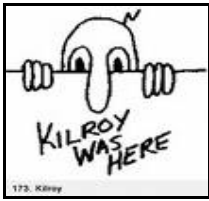
That strong wind is factor number two. In order to put the surface wind straight down the angle, the ship steers slightly to starboard of that wind. Thus the surface wind strikes the ships port side at a slight angle forcing it up and over the flight deck creating what has been called “cliff edge effect”. It follows that the stronger the wind, the stronger the effect.

Sandy Dewar and I are assigned aircraft number one and if I recall correctly, Gerry McMillan is number two. Strapped into the cockpit I could see the Flight Deck Officers wand to stbd, nothing ahead and very faint whitecaps to port. I felt some unease as I seemed to have no runway ahead, but there was lots of wind and I had great faith in FLYCO’s calculations. Receiving the “Go” from the FDO, I opened the taps full, released the brakes and went. Here I probably contributed to my impending problem by heaving back on the control column, thus increasing lay induced drag just at the time I wanted it to decrease but I was trying my best to lift that aircraft into the air. I seemed to have barely moved when my port wing encountered the aforementioned cliff edge effect and the aircraft rolled violently to stbd. How the stbd wing did not strike the flight deck and that I am in a steep bank turn to stbd manage to miss the aircraft in to For’d deck park, I will never know. Being at very low altitude in a steep bank turn at very low airspeed on instruments is not a happy place to be and my heart knew it. It was banging a hundred miles per hour as it tried to exit my body via my throat. I managed to roll the aircraft level, clean it up, climb to 1000 ft, punch in the autopilot and try to stop trembling. I was shaking so hard that I could hardly believe that the crew did not notice, but they proceeded about their business as though all was normal. I managed to settle down, but I am sure that the training value of that trip was a dead loss. Eventually twilight arrived, the sun rose and the recovery aboard was normal.

I have quite a bit of carrier time but “Little F” has only attended a debriefing once. He was there to tear a strip off me for what appeared to him to be a Hot Dawg Take-off. I have done my share of those, but I don’t do them at night on instruments. I tried to explain what happened but I did not convince him for as he departed he said, “Yeah, well don’t do it again!” I will not repeat what I muttered to myself. *Dos cervases mass por favor. Submitted by David Williams 4 Feb under a palm tree on a sandy beach somewhere in Mexico.*



KILROY WAS HERE!



In 1946 the American Transit Association, through its radio program, 'Speak to America,' sponsored a nationwide

contest to find the REAL Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article. Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts had evidence of his identity.

Kilroy was a 46-year old shipyard worker during the war. He worked as a checker at the Fore River Shipyard in Quincy. His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet. Kilroy would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark. Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters.

One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then that he realized what had been going on.

The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his checkmark on each job he inspected, but added KILROY WAS HERE in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over

the fence and that became part of the Kilroy message. Once he did that, the riveters stopped trying to wipe away his marks.

Ordinarily the rivets and chalk marks would have been covered up with paint. With war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection 'trademark' was seen by thousands of servicemen who boarded the troopships the yard produced. His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific. Before the war's end, 'Kilroy' had been here, there, and everywhere on the long haul to Berlin and Tokyo.

To the unfortunate troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that some jerk named Kilroy had 'been there first.' As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived. Kilroy became the U.S. super-GI who had always 'already been' wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest, the Statue of Liberty, the underside of the Arc De Triomphe, and even scrawled in the dust on the moon.)

And as the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for the coming invasions by U.S. troops (and thus, presumably, were the first GIs there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo! In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin,

and Churchill at the Potsdam Conference. The first person inside was Stalin, who emerged and asked his aide (in Russian), 'Who is Kilroy?' ..

To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave it to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy front yard in Halifax, Massachusetts.

So now You Know! (*Submitted by Sheila Davis.*)

Jimmy MacIntosh was here.

By Ted Gibbon

Graduation day at Toronto Staff College in 73. JDex was CDS & the issuer of the diplomas. He was not particularly popular amongst the majority of the class (we had a few grunts). Jimmy hatched an impromptu plan designed to give JDex a period of torment and as had happened more than once in the past I was a part of the operation. The CDS' staff car was parked in front of the mess and just prior to assembling for the ceremony I approached the driver who was standing in the shade of the ivy covered walls and distracted him with the offer of a smoke while Jim crawled into the back seat and applied a "FLY NAVY" sticker to the back of the passenger's seat knowing that the "Boss" would have to look at it all the way to Downsview when he departed.

Promotions for Naval Aviators were rare that year and for the duration of his (and many other CDS's) tenure.

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Sgt. (N) McClung

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Capt. (AF) MacIntosh



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Option "B" One half tile 12" by 12" by 17" and triangular in shape (isosceles), with up to 5 rows of ¼" 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 ½" 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.



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21



22



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10 MOST DANGEROUS JOBS

by Gerry Dollmont (and others on navairgen)

Forbes Magazine recently released a listing of the dangerous jobs. The top ten were highlighted and expanded upon. Pilots and Flight Engineers were listed second. They went on to list garbage collectors, electricians, farmers, etc.

I have always felt that Flight deck handlers should be at or very near the top. From time to time we get shows on the History and Discovery Channel telling of the dangers of operation on the Flight Deck. The only reason that they are not listed is because of the training, diligence and professionalism they bring to work both day and night.

The poll, by Forbes, is based on the number of accidents per 100,000 people. If that poll was done by:

- (1) Establish a list of dangerous jobs
- (2) Get a total of all people doing those jobs
- (3) Number of accidents

I believe then you would see how good those guys really operate. The percentage would be really low. To the people who know the dangers the Flight Deck people deal with, this would show how safe a dangerous job could be. If this were explained to the general public then I'm sure they would also agree.

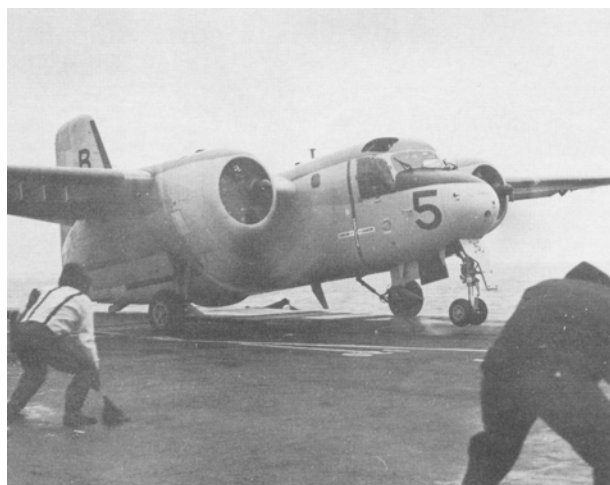
Forbes being Forbes will look at the number of accidents and base that on 100,000 and tell us the jobs are dangerous. They want a high percentage to establish the level of danger. The problem is that Forbes people have no idea what conditions are faced on a daily basis for most of those jobs. I guess when you're Forbes you do your thing and it sells books and papers and the general public are still no wiser.

For all you guys out there who worked the Flight Deck you can take some solace in knowing that:

THOSE WHO SAW YOU IN ACTION UNDER ALL TYPES OF WEATHER AND CONDITIONS ADMIRE YOU FOR YOUR COOLNESS, GUTS AND DEDICATION TO DUTY.

In closing may I say that the most of us would not want that job

Dave Williams writes: I agree with Gerry Dollmont. In 1969 when I was Little "F" I watched an S2 at night



miss all the wires, travel up the axial deck still airborne where his starboard wing clipped the folded wing of an aircraft in the deck park. In doing so, he badly damaged about 6 feet of his wing making the aircraft uncontrollable at slow speed but he also knocked a smoke float off one of the wings. A smoke float clear of its rack, burns hot as hell and as bright as the sun. Some member of the flight deck crew, without hesitation, picked it up and ran with it. He would now be totally blinded by the burning phosphorus but he somehow found the deck edge and flung it overboard. That man should have had a medal and no one even got his name. I have felt guilty about that ever since and I can only offer the excuse that it was the times and we were distracted by the other ongoing saga. We had the aircraft make several more passes and it was on one of those approaches that we were able to see the amount of damage to his starboard wing. The pilot would never be able to get down to landing speed without falling out of the sky. He was ordered to ditch alongside our destroyer planeguard and he pulled off a high speed, blind, ditching successfully. I do not have to remind this net how an unattended, burning smoke float in a deck park of aircraft could have caused a story with a very different ending. Perhaps the Captain or Commander Air spoke to the man and I was not aware of it but in those days countless guys did things like that without expecting a big parade, it was almost like it was part of the job.

Ted Kieser says: I couldn't agree more, Gerry,

Who cannot remember Maggie's or Bonnie's flight deck in winter, cold rain or sleet, icy deck, 30 knots of wind, and handlers pulling chocks and ducking under wings around whirling props and their icy slipstreams. And that was only to get us airborne! After landing, deck pitching, a/c taxiing forward and that marshaller, backed

up to the very forward lip of the flight deck within inches of the edge, directing the pilot (sometimes with finger movements!). The nose of the aircraft was actually projecting past the lip. You could look down from the cockpit and see the bow wave.

And they did it in the dark!

From **Eric Edgar:** What is more, no one had even heard of Post Traumatic Stress Syndrome, perhaps that's why the AC's partied hard. The dance of the flaming arseholes (excuse me ladies) was actually therapy. It wasn't only the AC's either; I remember being duty electrician on the flight deck of the Bonnie just aft of the island when one Sea King chewed the tail rotor off the Sea King which had just landed ahead of it, I ended up in the starboard gun sponson and to this day have no clue how I got there. Boy there was some shower of shrapnel flying around! No PTSS for me but a good belt of pusser's when I got back to the mess deck!



Holding the chocks. (Sent from M. Mitchell)

How about YOUR dangerous job?
Write and tell us about it.



VISITING SHEARWATER - 1959

By Rear Admiral R. P. Welland (Ret)

In 1959, four airlines operated out of Shearwater, TCA being the largest, flying Viscounts, Vanguards, North Stars and Lockheed 4 engine (3 tails) for trans-Atlantic service. The Navy operated 104 aircraft; Trackers, Banshees, Helicopters and a training squadron of T-33's, Harvard's and Beechcraft.

The Navy ran the airfield, the air traffic control, fire fighting, and all services. About 2000 civilian passengers a day passed through our gates and security. The Halifax International was not operating until about 10 years later - 1970 about.

Amongst our visitors during my time, 1958-1960, we had several B47 US strategic bombers, a BA VC10, 4 engine jet carrying Princess Margaret, an RCAF North Star carrying Queen Elizabeth, a squadron of four US Navy flying boats, an RAF Shkelton (4 engine prop) that ran off the runway and was scooped back on by our enormous rescue crane, and most notably, a Russian Ilyshun 18 (4 engine turbo) that made an emergency landing (on it's way to Cuba) carrying the Deputy Commissar of the soviet Union, (second only to Kruschev).



Russian Ilyshun 18

When I met Mr. Mikoyen at the bottom of the steps, he said, "I cause you trouble Eh?" (Note that the cold war was at it's height and the Soviets were putting missiles into Cuba and I'd OK'd their landing - with no hesitation.) I said simply "Yes". He translated our conversation to the Russian crew and we all had a laugh.

Our Engineer commander, Spike Morris, fixed their oil leak in a few hours and they left the next day.

During their stay in Kelly Edmison's TCA facility, I

called Kelly and asked about the Soviet crew, he said, "Their stewardesses had that plane cleaned up in jig time; I'm trying to get them to defect to us." When I asked what the girls looked like, he said, "Great, all tits and shoulders and I want them in my airline."

Mr. Mikoyen later sent me a letter of thanks, the last line was, "I cause you trouble Eh?" Anastas Mikoyan

(What the Russian Stewardesses looked like was vital info. Ed)



Follow Me

(Sung to the tune of "You belong to me.")

Do a Div. Course when you're old and lame,
Stretch your muscles till they rack with pain,
Try to sleep at night, but all in vain,
Dreaming, "Follow me!"

Hearing lectures and some dry debate,
Points on leadership in verbal spate,
Playing hockey 'tho you cannot skate,
Screaming, "Follow Me!"

There must be a reason for it,
Else we wouldn't suffer so -
We know...

Crossing bridges and an ice-bound lake,
Over obstacle and picket gate,
Miss your turning and arrive back late,
Screaming, "Follow Me!"

(Composed by the 20th Officers' Leadership Course, HMCS CORNWALLIS)

THE ROUND TRIP

By Joe Paquette

When I responded to Kay's e-mail to remind me (and others) to "pay up" for the year, she asked if I might have a story for the next issue. I told her that Joan and I were heading out for three months to live a "trailer trash" in our Coleman pop-up camper and that this wasn't really a Naval Air or Shearwater event worthy of a story.

Over the next few days I thought about a story and our trip and discovered some interesting connections. Our first stop will be in Bangor, Maine. My last flight there was on my SEA KING cross-country and when told to proceed "Left base to runway XX". I saw the runway through some hills and headed for the "button". As I got closer I realized that the runway appeared through more hills on my right and I corrected for my misplaced "button". Again I saw more runway further to my right and finally remembered that I wasn't landing at a short regional airport but the site of the previous Dow Air Force Base with its 12,000 feet of B-52 capable runway.

Our next stop is Washington, DC with a visit to the "Wall". I have no idea of how many of those US Navy pilots we shared drinks and stories with in Quonset Point and Norfolk ended up with their names inscribed. Nor do I remember the name that was engraved on the POW bracelet I wore for a number of years until I gave it to a navy wife who wanted to be part of that remembering. His name was an everyday part of my life until I passed the bracelet on and forgot to remember the POW it represented.

After a visit to see our son in Sebastian, Florida we are staying in the Base campground at NAS Pensacola. We will visit the Naval Air Museum and remember the day in the Officers' Mess pool when all stopped to look up at the roar of jet noise as the Blue Angles returning home in their splendid PHANTOMS did a carrier break over the mess.

Next is New Orleans and this brings to mind the BONNIE's visit there in March of '68. We were within walking distance of the French Quarter. Al Jasper and I were both low on funds and decided to sign up for every reception that the wonderful old French families of New Orleans threw. We met some wonderful people and even got into Al Hirt's club for free on the way back to the ship one night. This was thanks to a jam session on the FRASER one day that included at least one of Al Hirt's band members.

As we head west past Crater National Park I will be reminded of the day in a DC-3 with the Instrument Check Pilot School when I left two unqualified jet pilots in the cockpit while I went to the cabin to have a recovery snooze. When someone asked if it was safe, I dozily nodded that it was OK as we were at 7000 feet. He pointed out the window and noted that the hills were above us. Sure enough, the ground had risen to our level and I promptly got back into one of the pilot seats to climb up to a more seemly altitude.

Proceeding up the Pacific Coast we are stopping at the Coast Guard Base at Humboldt Bay to visit the memorial placed there to remember Al Altree (a Venture course mate) and the rest of a US Coast Guard crew who died trying to get back to Base after rescuing numerous people stranded during California floods in 1965.

By June, Joan and I will be in Victoria to visit both her and my brother and the thousand other friends we have in the home of Venture. This is also the site of my first flight in a Fleet Canuck at Pat Bay April 7, 1960 ... and I'm still flying some 48 years later.

From there we head home visiting along the way all those friends (unlucky enough to be home) that we made in that Naval Air / Shearwater time. Well I suppose that there is a bit of a naval air story there after all. Now I want you all the get the Captain Morgan's dark and dirty ready in case it is your driveway that we happen to appear at.



THE WALL - USA

If you are able, save for them a place inside of you and save one backward glance when you are leaving for the places they can no longer go.

Be not ashamed to say you loved them, though you may or may not have always. Take what they have taught you

with their dying and keep it with your own.

And in that time when men decide and feel safe to call the war insane, take one moment to embrace those gentle heroes you left behind.

Major Michael Davis O'Donnell
1 January 1970 Dak To, Vietnam
Listed as KIA February 7, 1978

Twice Upon a Time

by Brant (Pop) Fotheringham

During World War I the required air tasks of the Army and the Navy were handled respectively by the Royal Flying Corps and the Royal Naval Air Service. At some point an aspect of logic was considered – land problems should be dealt with by the Army, sea problems by the Navy and those requiring airborne elements should be dealt with by a separate force. This came about in 1917 with the formation of the Royal Air Force. This proved to be providential. This new force was assigned the vital tasks of providing the equipment, the techniques and the training of personnel to deal with the air defence of the homeland and the provision of the means to attack the war measures in the land of an enemy. The subsequent results were essential to success in WWII as demonstrated by the availability of Hurricanes, Spitfires and Lancasters.



*British
Spitfire*

Not long after the end of WWI, the Royal Navy had begun development of the aircraft carrier. The development of its airborne elements had not been high on the RAF's priority list. As a result the RN was provided with less than sparkling carrier designs, eg. Skuas and Rocs. It is remarkable that the obsolescent Swordfish biplane achieved such successes at Taranto and the Bismarck. It wasn't until 1937 that the RN was able to take over aircrew duties from the RAF which had not assigned carrier duty a high priority. The later installation of arrestor hooks on Spitfires to make a Seafire, produced an aircraft which was a treat to fly but was certainly not suited to a flight deck.

Meanwhile in the US matters had proceeded differently. The USN had control over the design of its aircraft and the training and employment of its aircrews. The results were highly suitable carrier aircraft such as Hellcats, Corsairs and Avengers skillfully handled by their Naval trained crews.

During WWII Canadian Naval Aviation came into being as a result of the decision to Commission a carrier. Subsequently, Naval Aviation experts devised and



*Grumman
Avenger*

designed a system for the operation of helicopters from the deck of escort ships. This included haul down and Beartrap elements which achieved international acclaim.

Once again that aspect of logic may have been behind a scheme of unification which resulted in matters at sea being handled by a Maritime Command, those involving airborne elements by an Air Command and those on land by soldiers. This proved by its timing to have been providential in that it occurred after the achievement referred to above.

Does anyone believe that the operation of helicopters from small ships would have been brought about by Air Command? What changes may lie ahead and can any providential events be anticipated?

From the Library/Archives:

It may be the dead of winter but our library and archives is still open for business (Monday to Friday, 9:00 am. to 5:00 pm.). We are getting new books all the time, such as "Grit, Guts & Grins: Anecdotes from Canada's Naval Aviators", and "The D-Day Experience" by Richard Holmes. If you live in the area, you really must come by and see if there is something you would like to take home to read. You don't even have to be an avid reader to find something to enjoy. We have over 400 movies, old training films, and documentaries, such as History Television's "The Last Battle of Hampton Gray" and "The Saviour of Ceylon".

Finally, our photograph collection is also constantly growing. There may be an old course photograph you don't have with you in your sailor suit. The only way to know for sure is to pay me a visit! You can always telephone me at (902)720-2165 or email me at awmuseum@ns.sympatico.ca.

Cheers! *Christine Dunphy, Archivist*



Hi everyone: A lot has happened since I wrote to you last. Bill Farrell our Nsltr Editor passed away. He will surely be missed - especially by me. The many years I worked on the newsletter with Bill were

some of the best years of any job I've had. Actually, every single day I went to work at Shearwater was the best of the best for me. I loved every minute of it - still do. Bill and I had a different relationship, so to speak. We sparred nearly every day over everything and anything and yet remained friends. As most of you know, he dedicated so much of his time trying to get through to the Government and Military, just what a defence asset and how important Shearwater is to Nova Scotia, the Maritimes and Canada.

As for the newsletter, Bill was a remarkable editor. He knew exactly what to say, when to say it and how to say it. He was a master at it. For me, I lived with the dictionary nearby, constantly learning words I never knew existed. Bill gave me a Ouija Board for my last birthday so that he could keep in touch about the newsletter after he departed the scene. Do you suppose it will really work...

At the last SAMF Board of Director's meeting I was voted into the job of Editor. I'm certain Bill would be pleased. However, this is where we differ - I don't write like Bill did - I sure as heck don't use the same vocabulary as he did. I use the words dearheart, you're smart and exciting - perhaps too much; but I mean them. Bill and I thought pretty much alike about articles etc for the Newsletter, so I don't foresee any changes from the content or set up etc. What you will get is everything from the heart which is where I keep my admiration for the Navy, Naval Air and Shearwater.

Our Newsletter Committee consists of three other people besides me. Patti Gemmell and Ken Millar both are reconnoiters (a Bill word); Jamie Archibald prepares our newsletter covers; and Ron Beard takes care of our photos. Ron also maintains the Photo Gallery on our web site. www.samfoundation.ca Take a look, I think you'll like it. Apart from this team, the Museum staff have been most helpful as have others from the Foundation.

Now this is where you come in. We can't do the job without you. I, for one, truly need you if I'm going to succeed in this venture. We need your assistance with articles - Hairy tales or Tales from the Back Seat etc. You are smart, interesting, and the jobs you held in the Navy, aboard ship and here at Shearwater, were exciting. Some of you have gone on to other careers - why not tell us what you are doing today.

BTW, we are aware other services were also stationed at Shearwater and we intend to see they are not forgotten - as well as some civilians who were a part of your lives here. In addition, we will be reaching out to all the Military, even in other countries, for articles etc.

So there it is. Take care, and please keep well. Don't forget to support the SAM Foundation which in turn supports your Museum.

Kay Collacutt, SAMF Scy

(Happy Birthday Aries!)



FROM THE CROWSNEST

Vol. 8 No. 7 May 1956

submitted by John MacLeod

Interpart hockey at SHEARWATER resulted in a long schedule, completed late March. VT-40, in a best two out of three in the finals, downed Helix (Helicopters and VX-10) in three hard fought games to take the championship.

HMCS SHEARWATER's winter season Cock-of-the-Barracks trophy went to Air and Ground Radio. They edged out Aviation Supply Depot 289 points to 286. Fifteen teams entered the competition and sports included hockey, basketball, volleyball and bowling.

Lower Deck Promotions:

Jamieson, Frederick L.	P2AF2
Livingstone, Donald	LSAW2
Melville, John A.	LSAF1
Muggah, Revers	P2AF2
Rice, Douglas H.	LSAF1
Valentiate, Roy H.	P2AF2

REPAIRING THE DECADE OF NEGLECT AND REDUCTION AT SHEARWATER

In June 2004, an assessment of expeditionary force capability requirements was presented to the then Prime Minister and MND by a volunteer group of retired soldiers, sailors and airmen under the leadership of Major General (Rtd) Lewis MacKenzie. It was endorsed by 19 other distinguished senior officers of all three services, including Vice Admiral (Rtd) Henry Porter. Known informally as the “Sea Horse” project, it focused on the need for rapid reaction global deployment of fully booted & spurred combat and humanitarian forces by sea, ready to hit the beach running on delivery ashore, dockside or by landing craft and helicopters. Like other NATO and Australian allies, it drew upon the long established development and expertise of the US Navy and its Marine Corps over some 70 years in war and peace. Of necessity, this requires facilities for training and deployments from our Atlantic and Pacific coasts, located for efficient joint operations and support by our only fleet bases in Halifax and Esquimalt.

In this respect, the combined land, marine and air facilities of Shearwater are an integral part of our principal naval complex and Joint Task Force Atlantic Command in Halifax. Most importantly, it is the only such centre in North America equipped and capable of tri-service combined operations served by a highly developed urban and industrial economy, and strategically positioned on the Atlantic frontier for efficient world wide deployments of our Forces. In essence, Shearwater is a vital, ideally suited and irreplaceable element of our only naval and major base in Eastern Canada. This allows direct air transport delivery and pickup by our new C-17 Globemasters and C-130J Super Hercules of troops, vehicles, equipment, weapons, explosives, aviation units and stores, their marshaling and embarkation via short internal road connection to ships at the deep water jetty in the marine section, whether our own or those of NATO and other allies.

The assessment therefore strongly recommended the return of the upper airfield in full from Canada Lands Corporation to DND ownership, not only to preserve priceless long term strategic and versatile capabilities for a highly unpredictable future, but to meet the needs of the new expeditionary forces. With the appointment of General Rick Hillier as Chief of Defence Staff shortly thereafter, work began on the planning of Expeditionary Command for global mobility by sea and air as part of the transformation to combined operations

and projection of security forces and humanitarian aid from Fortress Canada. Its genesis was the new outward looking 3-D international policy of Diplomacy, Defence and Development dependent upon deployment of forces and aid by sea and air.

Under the subsequent Conservative government, a dual role for Shearwater was approved as a combined facility for helicopters and the Standby Contingency Task Force. This included plans for a SCTF headquarters building in addition to extensive renovations then underway for maritime helicopter maintenance and training.

Consistent with this, there remained a fundamental need to regain ownership of the upper airfield and avoid otherwise disastrous consequences. A major concern was the threatened loss of the only land reserve to meet increased space needs in the years ahead. These include pre-positioning of SCTF vehicles, equipment and materiel and installations for Expeditionary Force and Canada Commands and civil emergency operations, including those under the new joint US-Canada Civil Assistance Plan. A second is the loss of access to secure landing and military servicing facilities at Shearwater for fixed wing aircraft of allied carriers, expeditionary and logistic support ships as well as our own. A third is the complete inability to accommodate a replacement for the long runway #16-34 on the truncated remains of Shearwater adequate to the needs of current and projected military and civil transports.

However, earlier submissions by Major General MacKenzie and Vice Admiral Porter to the previous MND had pointed out the complete lack of reasoning or substantiation for sale and loss of the upper airfield based on three assurances given the Minister. The first was that there was no need for the long runway, period. The second was that any need for aircraft service, deliveries and pickups could be met efficiently, securely and at lower cost by the use of Halifax International Airport and trans-shipments of personnel, troops, vehicles, equipment, weapons and explosives by road to and from Shearwater or other units in the Command. The most egregious was the alleged \$100 Million cost of refurbishing the long runway, totally unsupported by any engineering survey and wildly in excess of the actual DND survey reported in 2003. The latter’s assessment of total costs to meet DND standards was about \$6.2 Million with lighting improvements, the major expense.

These were repeatedly stonewalled by the Minister’s office. Regrettably, admired for his forthrightness and integrity, the previous Minister had in

good faith trusted in the assurances given him. Thereby against all common sense, the paramount interests of national defence were sacrificed to the presumed economic benefit of a proposed, albeit highly questionable commercial and controversial residential development of the upper airfield. Appeals by even the Nova Scotia Legislature and failure to justify the sale in strict compliance with policy on disposal of “surplus” property were also ignored. This applied as well to sharp and dissatisfied questioning by the Senate Defence Committee. Fortunately for Canada, the sale to CLC, a creation of the federal government, is not irreparable, given the formidable corrective powers of the Crown in matters of national interest.

The later appointment of the Honourable Peter MacKay as MND could not have been more appropriate and timely. He is the senior cabinet member from Nova Scotia, the Minister for Atlantic Canada Opportunities Agency, former Minister of Foreign Affairs and a seasoned Member of Parliament. He has consistently supported the preservation and efficient use of Shearwater’s absolutely matchless strategic land, air and marine capabilities to meet current and future combined and individual operations of our three Services along with the Coast Guard, RCMP and other federal departments in the rebuilding and transformation of our Forces.

This includes the continuing ability to meet the needs of visiting submarines, carriers, expeditionary and ancillary vessels, embarked aviation and shore based transport, patrol and AWACS aircraft of our NATO and other allies. And in demands of civil emergencies or as an alternate to the Halifax International Airport when circumstances so require. The utility and value of Shearwater will be further enhanced by the joint US-Canada Civil Assistance Plan.

In this, the Honourable Peter MacKay has been supported by the Mayor of Halifax Regional Municipality and the Premier, backed by the unanimous resolution of the entire Legislature of Nova Scotia. Informal advice confirms that return of the remaining Shearwater lands containing the vital upper airfield is under review and consideration by the new Minister and his staff .

Close and protracted exposure to highly objectionable noise levels from helicopter operations rules out any viable residential development. Markets in the region are awash in inventories of unsold industrial and commercial lots, many in superior

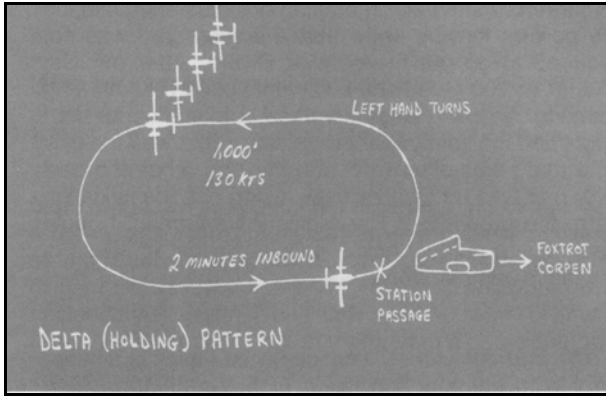
locations. These are buttressed by 3,500 acres available in the Debert Air Industrial and Colchester Business Parks, readily accessible to Halifax by the Trans-Canada Highway. In addition to the long runway, there is a potential site area of not less than 17 Million square feet for development on the 624 acres of the upper airfield. Given current and projected market supply and demand factors, it could well take over 30 years to fully develop and sell, even at an average rate of over 500,000 square feet annually.

As the joint submissions by Major General MacKenzie and Vice Admiral Porter have stressed, there is an inviolate principle and lesson in this unfortunate affair. Such assets of unique long term capabilities and strategic value are a public trust, to be held and prudently managed under the guardianship of successive governments of the day. However, as in our national parks, some parts of the upper airfield could be shared for civil and commercial operations where mutually feasible and desirable. But only on appropriate leases to preserve ownership, control and management by DND, similar to the practice at Abbotsford International Airport, a former RCAF base.

While the precise outcome of the new Minister’s review is uncertain, the issues are stark and clear. They compel no less than service of the paramount national interest by preserving ownership and benefits of a vital defence capability and asset under successive federal governments, whatever their partisan stripe or inclination. When, if ever, a world free of conflict allows the beating of swords into ploughshares, Shearwater’s priceless 1,600 acres from Morris Lake to Halifax Harbour will be a magnificent national legacy for public development and benefit.

These efforts were long preceded by those of some former naval aviators. The most notable is the late Lieutenant Commander “Bill” Farrell, RCN (Retired), a long time editor of the SAMF Newsletter. In his characteristic way, Bill rose to the occasion with inspired force and determination that a priceless defence asset and capability would not be butchered and lost. All three Services are indebted to his pioneering leadership in this long struggle. We salute him with admiration and gratitude.

(To the members of the Sea Horse Project - thank you for your time and magnificent efforts in this venture. Kay)



IN THE DELTA

BEREZA, Wally

CHASTON, Jake

COOPER, Don

COWELL, Helen (Ella)

DEWER, Beatrice

DODD, Vera Joyce

DONALDSON, John Norman (Norm)

EVELYN, Bill

FARRELL, 'WLD' Bill

FINLAY, Fergus

HENDERSON, Bradley Densmore

LAWTHER, Virginia (Jenny)

MARSDEN, Jack

MURRAY, Trevor

PORTCHMOUTH, Roy

ROBERTS, Dave

ROWATT, Gordon 'Doc'

RYAN, Francine

SCHELLINCK, Anton 'Doc'

STEPHEN, George

WHITE, Dennis

CELEBRATING OUR VOLUNTEERS

By Michael McFadden, Volunteer Coordinator

It is about time that the members of the Foundation were let in on the good news. There is a marvellous group of dedicated people, many of them members of the Foundation, who are ensuring that the Shearwater Aviation Museum is a world-class institution. Let's celebrate our volunteers! After more than a year in as Volunteer Coordinator, I never cease to be impressed by the dedication and ingenuity of our volunteers. The work of the volunteers is vital to the functioning of the Museum. Meeting the mandate of the Museum with only two full-time and four part-time staff would be next to impossible. Over the next few issues I hope to share some of the stories behind our volunteers and offer to you an opportunity to get involved either directly or by "recruiting" a new volunteer.

Volunteers fill a number of functions in the Museum. Often the most visible are the guides and gift shop workers. Many of these people have been involved with Shearwater for many years back into the heyday of HMCS Shearwater up to the very active present. Their experience provides the human touch that makes a visit to the Museum a much more personal experience. They have "been there, done that" and their willingness to share these experiences has been noted in many very positive comments by visitors and staff.

Another area where experience helps is in the aircraft restoration projects. With all the aircraft undergoing work located in the museum we get to see these hard working and dedicated volunteers more often. Since 2000, the Firefly restoration has entailed over 10,000 reported hours of volunteer work! The restoration work demands physical activity and extensive research to ensure the work is accurate and of the quality needed to meet strict engineering requirements for a flying aircraft.

While the volunteers who have had a long association with Shearwater fill important jobs and provide an extra level of expertise, both staff and the new volunteers benefit from the experience and many have been pleasantly surprised on how quick much of the information can be passed on and our newer volunteers are now taking up the strain. Many recent volunteers feel that they do not have sufficient knowledge to work at the Museum. Nothing could be further from the truth. Our "veterans" pass on information and the Museum

maintains an information booklet to assist the “rookies” (staff and volunteers included). The operative phrase has been “when in doubt – Ask”. The willingness to help out our visitors far outweighs the need to be an “expert”.

The years of success brings their own challenges. The number of hours provided by volunteers has been relatively constant over the last few years but the number of people involved has been dropping. Everyone is pressed for time but for the Museum every little bit counts. Volunteers don’t have to say yes every time, just every little once in while. Of course it would be delightful if someone could offer up several hours every week but even once or twice a month or taking on a single project helps. More information (and friendly persuasion) is available at (902) 720-1083, email to awmuseum@ns.sympatico or by post through the Foundation.

In future issues I hope to bring you some of the stories behind our volunteers and offer up a description of the many volunteer opportunities available at the Museum. Until then, keep in touch and keep me on my toes.



Joseph W. Kittinger II Retired Colonel USAF

Breaking the Sound Barrier Without an Aircraft Submitted by W. Paton

Joe Kittinger is not a household aviation name like Neil

Armstrong or Chuck Yeager. But what he did for the US Space program is comparable.

On Aug. 16, 1960, as research for the then-fledgling U. S. space program, Air Force Captain Joseph Kittinger rode a helium balloon to the edge of space, 102,800 feet above the earth, a feat in itself. Then, wearing just a thin pressure suit and breathing supplemental oxygen, he leaned over the cramped confines of his gondola and jumped--into the 110-degree-below-zero, near-vacuum of space. Within seconds his body accelerated to 714mph in the thin air, breaking the sound barrier. After free-falling for more than four and a half minutes, slowed finally by friction from the heavier air below, he felt his parachute open at 14,000 feet, and he coasted gently down to the New Mexico desert floor.

Kittinger's feat showed scientists that astronauts could survive the harshness of space with just a pressure suit and that man could eject from aircraft at extreme altitudes and survive. Upon Kittinger's return to base, a congratulatory telegram was waiting from the Mercury Seven astronauts--including Alan Shepard and John Glenn.

More than four decades later Kittinger's two world records--the highest parachute jump, and the only man to break the sound barrier without a craft and live--still stand. We decided to visit the retired colonel and Aviation Hall of Famer, now 75, at his home in Altamonte Springs, Florida, to recall his historic jump.

Joe Kittinger: We got up at 2 a. m. to start filling the helium balloon. At sea level, it was 35 to 40 feet wide and 200 feet high; at altitude, due to the low air pressure, it expanded to 25 stories in width, and still was 20 stories high! At 4 a. m. I began breathing pure oxygen for two hours. That's how long it takes to remove all the nitrogen from your blood so you don't get the bends going so high so fast. Then it was a lengthy dress procedure layering warm clothing under my pressure suit. They kept me in air-conditioning until it was time to launch because we were in the desert and I wasn't supposed to sweat. If I did, my clothes would freeze on the way up.

How was your ascent? It took an hour and a half to get to altitude. It was cold. At 40,000 feet, the glove on my right hand hadn't inflated. I knew that if I radioed my doctor, he would abort the flight. If that happened, I knew I might never get another chance because there were lots of people who didn't want this test to happen. I took a calculated risk, that I might lose use of my right

hand. It quickly swelled up, and I did lose use for the duration of the flight. But the rest of the pressure suit worked. When I reached 102,800 feet, maximum altitude, I wasn't quite over the target. So I drifted for 11 minutes. The winds were out of the east.

What's it look like from so high up? You can see about 400 miles in every direction. The formula is $1.25 \times \text{the sq. root of the altitude in thousands of feet}$. (The square root of 102,000 ft is 319 X 1.25 = 399 miles)


The most fascinating thing is that it's just black overhead--the transition from normal blue to black is very stark. You can't see stars because there's a lot of glare from the sun, so your pupils are too small. I was struck with the beauty of it. But I was also struck by how hostile it is: more than 100 degrees below zero, no air. If my protection suit failed, I would be dead in a few seconds. Blood actually boils above 62,000 feet.

I went through my 46-step checklist, disconnected from the balloon's power supply and lost all communication with the ground. I was totally under power from the kit on my back. When everything was done, I stood up, turned around to the door, took one final look out and said a silent prayer: "Lord, take care of me now." Then I just jumped over the side.

What were you thinking as you took that step? It's the beginning of a test. I had gone through simulations many times--more than 100. I rolled over and looked up, and there was the balloon just roaring into space. I realized that the balloon wasn't roaring into space; I was going down at a fantastic rate! At about 90,000 feet, I reached 714mph. The altimeter on my wrist was unwinding very rapidly. But there was no sense of speed. Where you determine speed is visual--if you see something go flashing by. But nothing flashes by 20 miles up--there are no signposts there, and you are way above any clouds. When the chute opened, the rest of the jump was anticlimactic because everything had worked perfectly. I landed about 12 minutes later, and there was my crew waiting. We were elated.

How about your right hand? It hurt--there was quite a bit of swelling and the blood pressure in my arm was high. But that went away in a few days, and I regained full use of my hand.

What about attempts to break your record? We did it



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for air crews and astronauts--for the learning, not to set a record. They will be going up as skydivers. Somebody will beat it someday. Records are made to be busted. And I'll be elated. But I'll also be concerned that they're properly trained. If they're not, they're taking a heck of a risk.

CANADIAN VETERANS AT THE ARMISTICE DAY PARADE, LONDON, ENGLAND

The annual march down Whitehall will take place 9 November 2008. Any Canadian veteran wishing to join the Canadian contingent in the march should contact Rolfe Monteith in the UK at 160 Lower Green Road ESHER, Surrey, KT10 8HA, UK

**tel: 44 1372210 573 or 44 793 155 8023
email: anndiscombe@ntlworld.com Not later than 15 May 2008**



(Gee, I don't know any 'old' sailors, only 'better' ones. Kay)

READER'S COMMENTS:

Just read the winter newsletter and the article on the Chezzetcook Air Weapons Range struck a chord with me. I had expected to read about the involvement of the crash boats that were stationed offshore in case a pilot had to ditch at sea. As I remember there were two boats, the section was under a Lieutenant with a Polish surname.



I was in boat #208 and we had a CPO for skipper. The seaman that was at the helm was an AB Hines. The other electrician was Joe Daigle. Those boats were dispatched to the range area an hour or so before the aircraft were to arrive. I can remember our skipper contacting the base to say the sea was too rough for us to proceed. Some pilot would look down from a mile up and report to base that the sea did not look rough to him. So on we went. Those boats were so rough that I was sea sick on my first trip across Halifax harbour to pick up the Admiral for an inspection of Shearwater. I've seen larger waves in a swimming pool! It was like being dragged over a cobble stone road on a toboggan. Pulling up anchor to leave the range was interesting to say the least. It had to be done by hand, it was winter, the boat was bouncing around and the guard rail was about 10 inches high, just right to trip over. I can remember one rough trip back when the galley pantry doors opened and the deck was awash with jam, mayo and other messy substances. Our skipper demanded that Hines hold a steady course at all times. Joe Daigle and I would alternately switch on and off the Kent Clearview screens. This would send the compass off 20 degrees to port and then 20 degrees to starboard. Poor Hines was chasing the compass and the skipper could feel the boat's movements and would come up to the helm and give Hines a blast about not keeping a steady course. Joe Daigle and I would be looking astern and busting a gut about the snake like swath our wake was leaving behind. I wrote you once before about the day the

Avenger crashed right in front of the boathouse. Joe Daigle was casting off the electrical shore cable, looked up, saw the Avenger in it's death plunge and jumped off the crash boat and under the jetty. Lucky he didn't drown, he had on full winter gear and boots. He had nothing to complain about as the kindly, always considerate RCN gave him a shot of rum at the base hospital and gave him the after noon off. Please advise Leo Pettipas that there were a few "fishheads" involved in that operation. Take care, *Stew Baker*

Hi Kay, Like Tom Bailey I do not wish to harpoon those who provide great stories for your fine magazine, however I do believe that history, and that's what the SAMF is all about, should be as accurate as possible. My observations pertain to the article by Jack Moss, "Shearwater Museum Foundation Wall Tiles." (Winter 2007) If my memory serves me correctly the "Grey Ghosts" and in fact all Banshee aircraft but one disappeared from Shearwater before my arrival in 1962 and unless Fergie flew as the "Red Herring" prior to that date or performed as the "Pink Dink" twice, then Jack's data is incorrect.

Larry Lott and I joined VU 32 jet Flight in Nov 1966 after completing our tour in VS880. The rest of the flight consisted of Ian Ferguson, Hugh Fischer, Gerry McGreevy, F/O Tony Nichols and F/O Butch Foster, a couple of RCAF imports. Ferg worked up (normally wearing his poopey suite to loss some weight) for the 67 Armed Forces Day and that, I believe was his first appearance as the "Red Herring." I flew in the 4 plane of T-33's - it was the same year that Bob Burnie did a great Tracker show and the Greenwood Argus did a single engine fly-by.

Keep up the great work, Cheers *Tom Byrne*

After reading an article by Jim McCaffery on page 40 in the Winter Edition of the SAMF Newsletter, I felt like a Ghostwriter. It looked extremely similar to one I sent in a little while ago.

To the best of my knowledge, ghostwriters are paid for such items that are credited to other people. My question is, "should I approach Mr. McCaffery or the Foundation for remuneration?"

Just kidding Kay, thought I would point out the error.

Happy New Year. *Ernie Flight*

(Colour me remorseful. Very sorry. Kay)

I know you are all history buffs, so I guess you'll know that Carleton Place is the birth place of Roy Brown. He joined the Royal Naval Air Service in WW I prior to transferring to the Royal Air Force when it was formed in 1918.

Merry Christmas and Happy New Year, **Ross Beck**

What else - another great issue!

The article on the Chezzetcook range by Leo Pettipas was most interesting, and brought back some memories. It was coincidental - I'm sure that the issue also contained an article by Joe Paquette, although on another topic. I was in the rocket circuit with Joe when he "shot himself down" - or at least very nearly....As Leo noted, "it was verboten" to continue the dive after firing due to the ricochet possibility (but we all did it at least once). The temptation to watch the impact was just too much. In Joe's case, the ricochet came straight through the nose of the aircraft and embedded itself behind the instrument panel, directly between his legs. Needless to say, he immediately left the range and recovered the bird at Shearwater, ostensibly due to damage, but I believe it was to change his shorts. As a result, I never again saw my 5 inch FFAR rockets impact; I got out of there quickly! When we started firing the hyper-velocity CRV-7, we always saw the impact because it occurred before you could get your finger off the firing button. Enough rambling....

I also noted the article by Gordon Bonnell (USN). We have been in E-Mail contact with regards to the upcoming RAFS (Real Aviators Flew Stoofs) reunion in Reno. If possible, it might help him advertise the event if it were mentioned in the next issue of the SAMF Newsletter. He has set up a great website at www.r-a-f-s.org/index.html.

I have a piece of memorabilia that the museum may be interested in. There was a time when Canadian Aviation magazine contained a humorous column written by Jack Desmarais entitled "Ace McCool and Down East International". Jack flew with Eastern Provincial Airlines, and was always impressed with the fact that when Air Canada cancelled flights due to fog, EPA and VS880 continued to fly out of Shearwater. We hoisted the odd "wet" with him in one of the local pubs in Dartmouth....lots of "zero - zero" landings were discussed. As a result, he presented the squadron with a picture of Ace McCool, and the inscription "QM - AW, nonstop regardless...Best wishes to the good guys at VS 880 Squadron from Ace McCool and the pilots of the

other squadron, Down East International". Captain Jack Desmarais. (QM being Moncton, and of course AW, Shearwater). This picture stayed with me after I closed out MR 880 in Summerside in 1990. I believe it should have a spot at SAM; it will definitely bring back memories to the guys that served during that period (in much the same way that "Julie" has).

I have mailed my membership dues to you, with an additional small sum in memory of Gene Sauve. Although I didn't know Gene while serving, I moved next door to him on retirement. We had many a salty yarn once we realized that we had a common background.

In closing, my compliments, for producing a first class magazine that I read cover to cover. BZ Yours Aye,
Bill Ainslie

P.S. Pardon my ignorance, but what is the class of ship pictured on the inside back cover? (*If I'm not mistaken and I've been wrong before, it is a future Australian Canberra Class Expeditionary Force Ship. And we should be so lucky to have one in Canada. Not likely. Kay*)



Mrs Edgar and friend - photo taken at CNAG re-union 2007. Looks like the 'friend' spent too much time at the 'UP SPIRITS' table.

From **Ken Eliason**: Here is a little trivia to file away or ignore. In 1974 when I was on exchange to the USN, I was on a A-4 engineering course in Kingsville TX. While having breakfast on day one, a USN Cdr came over to our table and introduced himself. "He said my name is John McCain and I had the pleasure of going through flight training with three Canadian officers." He wondered if I knew them; Larry Washbrook, George Plawski and Charley Poirier. That was the start of a social and professional relationship over the next 3 years. We were both based at Cecil Field Florida. Cdr McCain was in VA-174 and I was in VS-28. It is

interesting where his career path has taken and where it may take him. Senator McCain always said how much he admired the professionalism of the Canadian military and the resolve of the Canadian people. You just never know who you will meet on the journey of life.

Mike Patterson writes from Spain: There is an old Spanish legend that says - if one is to find the riches of the Indies, one must take some with one. I thought of that when another copy of the SAM Foundation Newsletter arrived rich in memories.

In the meantime, I hope I get some response to this question.

I have never understood why the RCN had British postwar fighter aircraft, in preference to the well-proven against the Japanese - Hellcat and Corsair. The Sea Fury had a pilot-threatening engine fault - overspeeding. The Seafire lacked an undercarriage suitable for deck landing.

Based on USN experience in carrier operations with the Wildcat the Grumman engineers designed the larger, more powerful Hellcat, that became a real Zero zapper, along with the Corsair by Vaught Sikorsky, I think.

Throughout 1944 as an AEO in Cochin southern India, I was in charge of the assembly, inspections and ground testing of around 200 of the above American-built aircraft. My messmates, the Test Pilots had nothing but praise for these aircraft. But, under the tropical conditions, I experienced some problems when assembling the Seafire.

Of course, the exception - Grumman Avenger (for Pearl Harbour?) Which we wisely and cheaply acquired under the Mutual Defence Assistance Program, during the early '50s, when I was in Washington DC for liaison with the USN Bureau of Aeronautics.

Who in Ottawa was responsible for the decision to buy, not only more expensive, but less suitable English aircraft? By 1950 hundreds of brand new Wildcats and Corsairs would have been surplus to USN requirements and we could have had them under MDAP cheaply. I know defence contracts in Canada can be wasteful but often that is good for industry and political. But England?

The primary RCN Naval Air mission back in those days, it would seem to me, to have been pilot training ashore and at sea. But I was just a nuts and bolts plumber, so I hope to read some pro and con on this question in a future issue.

PS VAdm Ralph Hennessy's view that we owe a tremendous debt to the real unsung heroes of the Battle of the Atlantic, the men of the Merchant Marines. An RN shipmate once told me that he had been on the roundup of the carrier off Norway, when a German torpedo bomber skimmed just over the waves below to sink an oil tank in the centre of the convoy. The sight of that ship blowing up and the thought of all those Merchant Seamen, has haunted him ever since.

In Ottawa, I don't think that we members of the Naval Officer's Association did enough to urge the Government to make them vets.

Best regards and thanks for your good work. **Mike**
(Always a pleasure hearing from you. Kay)

Capt. Colin Shaw writes: Hi Kay: all the best for '08. You are doing a super job. Sure would like to visit my old establishment (1953!!). (Lots of changes since then, Sir. K.)

From **Michael Pinfold**: It's time, once again, to forward a cheque for my annual membership and a little something extra to be used as necessary towards the splendid work being done to preserve our Canadian Naval Aviation heritage.

The Shearwater Aviation Newsletter is getting better with every issue. The "BONAVENTURE" issue was superb and brought back so many fine memories of time served. Keep up the great work - Best Wishes for 2008 and beyond.

From **Bruce Campbell** of North Saanich, BC:

Dear Kay: I don't often see stories of Naval Aviation from the West Coast and thought this little anecdote might be of interest.

In the summer of 1955, I was an LSAF2 and had just completed my Prep School course at Naden. While I was waiting to go to University in September, I was sent to

VU33 at Pat Bay, and at that time, the Squadron consisted of two Avengers, two pilots, and a couple of dozen other bodies. (It is interesting that 50+ years later, we hold our CNAG meetings in that same building where I lived that summer.)

The destroyers CAYUGA and ATHABASKAN were returning from exercises in Hawaii, and had requested an aircraft be made available for gunnery tracking while they were in transit from California back to Esquimalt. As a result, four of us took off in one of our trusty Avengers for Long Beach to meet the ships when they arrived. Harry Swiggum was the pilot, P2OM Bob Tuckwood to do whatever OM's did, CPO Norm Modin to sign for any maintenance, and me. I was the only one dumb enough to stand out in the California summer heat in a wool uniform to refuel the aircraft!

We hopped over to Whidbey Island Naval Air Station to file a flight plan, and parked next to the US Navy Blue angles who were using Panther jets at that time. We refueled in Bakersfield, California before going on to Long Beach International where we parked our aircraft with the Coast Guard. We had cleverly arrived the day before the destroyers who were scheduled for a two day stay, so we checked into a hotel in downtown Long Beach and settled in for a little holiday. At this point, we discovered that one of the ships had a female stowaway from Hawaii on board which was front page news in all the local papers, so Canadian sailors were pretty high profile!

Harry Swiggum declared our rig-of-the-day to be negative jumpers, for which Bob and I were grateful, but it turned out to be somewhat of a problem. At VU33, we didn't wear Naden cap tallies, but used the plain HMCS with no ship name. So naturally the first people Bob and I meet on the street are the RCN Shore Patrol from the ships, and why are we out of the rig-of-the-day, and what's with the funny cap tallies? We managed to talk ourselves out of that problem on a couple of occasions over the next two days

Eventually, the ships left and we had to go to work. Harry and Bob flew out to do the gunnery thing while Norm and I sat in the Coast guard crew room drinking coffee and telling lies. In very short order the aircraft returned because the fog and clouds off the coast precluded any exercises. We packed up and flew to San Francisco where we again parked with the coast guard and checked into a hotel. The next day was a repeat

performance, so we headed up to Salem, Oregon for the night, tried again the next day and finally gave up and went back to Pat Bay having accomplished nothing except to have a rather pleasant time.

I always enjoy the newsletter and hearing about old friends from so many years ago. Keep up the good work!
Bruce (*We can always use stories from either coast. K*)

Bill Murray writes from Montague, PEI

Dear Kay - you may be the only one that remembers me at Shearwater - hopefully so - at my age most of my flying buddies are in the Delta - sad to say.

Was most interested in the Winter edition of SAMF newsletter - page 10 - 'Hairy Tale' about Jake Birks in an inadvertant inverted spin, as at about that time, a Fury behaved the same in my hands while following Benny Oxholm in a tail chase. It stalled out inverted at about 10,000 ft at the top of a roll-off-the-top. The Fury dropped 7,000 feet with a dead stick as there was no forward airflow over the control surfaces. My recovery was by working the throttle back and forth and created a torque stall which righted the aircraft upon reaching danger air at 3,000 ft. Then heavy nosed, dipped down - gained airspeed in time to pull out over the trees.

Too embarrassed at having to break off tail chase in those days to mention this tale - you are the first to know, Kay.
(*What an exciting story - lucky you. K*)

John Freeman Lt(P) Ret. From Battersea, Ontario writes: Thanks for sending your newsletter to all of us old people that were associated with Shearwater, in some way, many years ago. I've had the honour to say that I fall into this group.

After reading your history of the Chezzetcook Weapons Range article, in the latest publication, I thought perhaps I should write of my own memories in August 1958 a full fifty years ago.

I had been assigned "Officer of the day" at the Chezzetcook Range and I was to be driven from the base at Shearwaer to the Range by a naval van. As Officer, I got to ride up front with the driver, while two Seamen were to ride in the rear. As we drove along, I recall the forest on both sides of the road. The driver and I carried

on some conversation about the area etc. Suddenly, we were at a railway crossing, without any signals. I remember asking the driver, "Do any trains use this track?" His reply was, "It's the main track out of Halifax." Hardly had the driver stated this; when a train rounded the track out of the forest, with its whistle blowing. The driver of the van slammed on the brakes, only to stop right on the track. The two Seamen exited instantly through the rear doors but the driver and I sat glued to our seats. The driver did reverse but let his clutch out too quickly. The van jumped backwards a few feet before the engine stalled. At this instant, I recall seeing the huge driver wheels of the train, skidding across in front of the van, as it tried to stop. I also recall the narrow white wall, roughly one inch wide around the outer edge of the huge driver wheels, as it slid along the track.

I'm glad to report; the train miraculously missed us and did come to a stop a few hundred feet down the track. Several people came out of the last car onto a platform, to witness what had just happened. After the driver and I got our breath back, the driver asked me, "You won't report this, will you Sir? If you did I'd lose my job." I assured him my lips were sealed and for fifty years, they have been.

I'm also glad to report that the rest of the day was uneventful. Weather was off so no one flew to the Range, which was a little disappointing.

(You were lucky and what is this 'us old people stuff'? You're much better, not old. K)

From **Robert (Bob) Cornish** Pursuant to your request, here is a little story.

In early January 1949, I was on a train from Toronto bound for New Entry Training at HMCS Stadacona in Halifax. There were about 25 of us in the draft including a older fellow who had been in the navy during WW2 and had re-enlisted. He was a street-wise tough guy from Toronto who kept us youngsters in some awe during the trip relating his worldly experiences. He claimed had done some professional boxing and looked the part because of his swollen pugilistic facial features.

Perhaps in a subconscious manner, I was envious of his self-confident swagger and hoped some of it would rub off on a callow 18 year old, so I hooked up with him. We went ashore together a few times during the few opportunities we got during this training. On one



occasion, I had a had few too many Oland's quarts (probably about 2 in those days) and was leery about returning through the Main Gate. At his suggestion, we hopped a fence into grounds of the RCNH on the base and I escaped any consequences.

I guess my relationship with him was pretty obvious because about half-way through the course, I was called in for a interview with my Divisional Officer who suggested that I did not seem to be the type to associate with him and that we appeared to have nothing in common. He advised me that his type did not have much of a future in the navy and that I should reconsider my friendship with him. I took his well-meaning and wise advice and have forever been grateful for it.

A short time later, he got into argument over some imagined slight by an otherwise quiet and unassuming member of our group and without warning, decked him with a hard shot to the head that resulted in a severely swollen and bruised eye. That incident was the end of his tenure in the navy and he was quietly cashiered.

Almost ten years later I bumped into him again in Toronto. I was a motorcycle cop on the Toronto Police and making a routine walk through the downtown Bus Terminal to roust the vagrants and drunks who regularly took shelter there and met him on the way in. We had a short chat and I asked him what he was doing. Among other things, I inquired if he was working and he told me the name of his employer.

Not long after that, I was promoted to the Detective Ranks and noted in the daily "Wanted" postings that there had been a warrant issued for his arrest on a charge of Theft. Assuming that he was still working at the same place, but not wanting to personally arrest him because of our long ago short friendship, I passed the information to some colleagues who promptly picked him up. Never heard what became of him later.

Life takes some strange twists and turns.

Bob Young advises: With regard to the photo on page 42 of the last newsletter, Al Hawthorne is on our right in the photo and Bob Young himself is in the centre. No name as yet for the gentleman on the left.

From **Dave Cramton**: Please let me add my thanks to all the others who comment on the very enjoyable, wonderfully done job that you and the others associated with the newsletter do. I read comments in every issue that attest to the appreciative audience you have. Keep up the good work.

You may know that the next Venture reunion is to be held in Halifax-Dartmouth in early Fall of '09. I hope to re-visit you all at the Museum.



CANADIAN CARRIERS:

What Was Accomplished.

BONAVENTURE Most Canadians are at least mildly surprised to learn that Canada operated aircraft carriers in WW11 and during the Cold War. The carriers **MAGNIFICENT** and **BONAVENTURE**, the men who manned and flew from them, were very significant players in confronting and controlling Soviet submarines and bombers during the Cold War.



To put that in context, in 1945, the Russians acquired, as spoils of war, some of the most sophisticated submarine

technology the world had ever seen, from defeated Nazi Germany. The Soviets quickly applied these technologies to a large fleet of silent, deadly subs armed with nuclear tipped missiles. The subs roamed off North America's and Europe's coasts, willing and able to fire missiles at cities and military

installations. One missile from hundreds of miles at sea would have obliterated the city of Halifax for example, two or three missiles, all of Manhattan and more.

Canadian, British and American carriers, sometimes thousands of miles away from Canada's shores, operated day and night in the always challenging waters of the North Atlantic, to detect, track and keep the subs down. Carrier aircraft armed with depth bombs and homing torpedoes carried out that difficult and demanding job. Surveillance was vital in keeping Soviet subs and military ambitions in check.

Fighter aircraft from those same carriers would suddenly appear unannounced on the wing tips of long range Russian patrol and bomber aircraft flying over the sea, headed for a task force or the coastline. Russian bomber crews knew that the fighters they saw were accompanied by others, tucked astern with cannon or missiles ready to fire. They too tended to behave better.

Perhaps that explains, at least in part, why Canadians know little about this country's Carrier or Naval Aviation history is that these actions took place very far away from our shores; they didn't make the TV newscasts or the front pages of newspapers.

When the Berlin Wall came down, Naval Aviation had made a major contribution. Russia (and China) learned lessons. Today, each has a large and expanding fleet, carriers are growing particularly. Canada abandoned theirs; the USA and Britain have allowed their carrier fleets to dwindle.

Those who will not learn from history are doomed to repeat it. *From Jake McLaughlin*

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CBC NEWS - February 2006

Canada's Military - Requiem for the Sea King

(In part)

They are known as the "ancient" Sea Kings, the "geriatric" Sea Kings, the "venerable" Sea Kings. They have been called "flying coffins." Purchased with considerable fanfare by the federal government in 1963, when they turned heads with their impressive exploits, the Sea Kings are now a sick, aging fleet, with pieces literally falling out of the skies. Canada bought 41 of the single-rotor Sea Kings, technically known as the Sikorsky CH-124 Sea King. Twenty-eight of them remain in service, and those still flying are often hit by flameouts, engine stalls, generator failures and gearbox problems. Pilots have died flying them, falling into oceans, crashing into muskeg – more so the older they get. After the federal government renewed the bidding process in 1999 to replace the fleet, builders around the world jockeyed for position to win the contract.

In the end, Canada chose Sikorsky to replace the Sea Kings. In July 2004, newly appointed Defence Minister Bill Graham announced that Ottawa will spend \$3.2 billion on 28 Sikorsky S-92 helicopters, to be known as Cyclones. The medium-lift utility helicopter was inspired by the design of the company's Black Hawk and Seahawk helicopters.

The Sea Kings were supposed to have been retired by 2000, but the air force prolonged their life by spending \$80 million to keep them flying until 2005. The Sea Kings require 30 hours of maintenance for every hour of flight, and they are unavailable for operations 40 per cent of the time. The government must now spend more money to keep the Sea Kings in the air.

In their glory days, the Sea Kings were mighty impressive, a source of national pride. The Canadians who operated them were esteemed around the world as inventive, brilliant and daring. The helicopters were designed – albeit with 1950s technology – primarily as

submarine-hunters. Canadian Navy pilots pioneered dazzling new anti-submarine techniques, with the Sea King as much a star as the pilots flying them.

The Sea Kings are big, weighing nearly nine tonnes, and conventional military wisdom was aircraft carriers could provide the only suitable platforms for them. It was also conventional wisdom that they could not work at night. The Canadians experimented with smaller ships as platforms for the Sea Kings, giving them greater flexibility, and allowing them to hunt subs with sonar, radar and torpedoes day and night.

When the Canadians suggested Sea Kings could be launched and land on a destroyer, navies reacted by calling them "crazy Canucks." But they made it work, inventing a "hauldown" technique – the Canadians nicknamed it the "beartrap" – essentially a vertical winch that centred the Sea King over the destroyer – often heaving in the raucous North Atlantic – and the chopper pilot then flew down the hauldown and landed on a rolling surface about the size of a double-car driveway. Lee Myrhaugen, a former Colonel who logged 4,000 hours aboard Sea Kings, told John Ward of the Canadian Press, "The rest of the world stood back, awestruck with the notion of putting such a large helicopter aboard such a relatively small ship." The first ship outfitted this way was HMCS SAGUENAY, a 2,263-ton St.-Laurent-class destroyer escort, in 1967.

The Sea Kings may be dangerous now, but they have been workhorses, saving lives at sea and serving around the world in Somalia, the Persian Gulf and Adriatic Sea, and in the fall of 1999 transporting troops and supplies in East Timor. The glory days of the Sea Kings are in the distant past, yesterday's heroes, now burdened more with a reputation for embarrassing crashes than for saving lives or finding submarines.

From the SAMF Newsletter Editor: No words of encouragement here for Sea King Aircrew and Maintainers. Take a look at these aircraft today - 2008 and still going strong since 1963! They are a source of National pride. These ARE the glory days of the Sea Kings - aircraft now being 'burdened' with filling in for their replacements that have yet to arrive on the scene and will not for more years to come. To all of you who keep the Sea King flying and those who fly it - you are the best!

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SHEARWATER CAGERS

Submitted by Rolly West

The recent passing of Jim Kitchen brought to mind those days in the early 1950s when Shearwater competed in Nova Scotia's formidable senior basketball league. It was a league that was comprised of Acadia and Dalhousie Universities, Stadacona, Liverpool and Halifax YMCA.

Jim Kitchen was a ship's electrician who served in Shearwater for a period of time, employed in the Base Boat Shed. He retired as a Chief Petty Officer after having served in the RCN for a full tour. Jim was an exceptional athlete, in that he was a player as well as coach of Stadacona's football team. He was foremost an outstanding basketball player whose court skills helped bring great success to the Shearwater representative team. Kitchen was not just one of the team's superstars, he was their team captain and leader.

During those years he led a team of players from Shearwater that included Nova Scotia and Canadian Forces Hall of Famer Rod Shoveller, Dave LeClair, Ron Heath, Gord Gillies, Kerry Briard, Denny Duggan, Mike O'Conner, Orvil Guest, and Bill Orr to name a few. The team coach during those years was Jim Arnott, the Base P&RT Officer.

All Shearwater games were played in the Base Recreation Centre, which is now home of the Museum. The calibre of play amongst all teams in the league was of the highest, especially the Acadia University rivalry. Much like the Shearwater representative football and hockey teams, basketball during that era provided great entertainment for the Base personnel and surrounding community.

SHEARWATER HOCKEY LIVES

submitted by Rolly West with photo from Mick Stephenson

For the past nine winters a group of retirees meet at the Shearwater rink for a game of hockey. Back in 2000 they played weekly, and now they're at it three times a week. Now you might say what is the big deal? Well, each and every one of these guys is over the age of sixty, and some well past that age. All of them either played for the Flyers, were active in the Shearwater Inter-part or Inter-Mess leagues, or played for various military bases or ships.

The program was started to give retired military members who were over the age of sixty an opportunity to continue playing hockey and to extend friendships built up during their years of military service. Due to a shortage of players in the early years some non military players were invited to join us and certainly without them we would not have been able to ice full teams or maintain a good level of competition. Testosterone levels may be somewhat diminished and the breakout plays are pretty ragged but the smiles on the faces at the end of play prove that they still enjoy the great Canadian game

The majority of these ex-military hockey enthusiasts are former Naval Air types, with a mixture of those from the Seaside, Army and Air Force. This hockey gathering is so popular they even have a waiting list for those wanting to join in on the fun.

The following is a list of the retired military guys who are still playing, along with their ages; Les Shatford, 76; Eldon Johnston, 74; John Leduc, 76; George Sly, 73; Ron Parker, 76; Stephenson, 73; Felix Roy, 72; Yvon Brunet, 69; John Parkins, 69; Sam Swan, 71; Bruce Scott, 66; John Rochon, 69, Larry Ferris 62 and Ed Vigneau 65.

Wayne Petitpas, 69 and Stan McLean 80 played until this year; and, until their untimely deaths, Doug Scotland, Don MacLeod, Harold Brogan and Sam Johnston also played..

This group call themselves the Ancient Mariners, as the Old Flyers is the name currently used by the Base old timers team. As Mick Stephenson has stated, there is some debate as to which is the most satisfying part of their hockey sessions, the action on the ice, the hot shower (in Nova Scotia's cleanest rink), or the bull-sessions and coolades consumed after the game.

One certainly has to admire this group of individuals for their enthusiasm and ability to continue playing hockey. Especially at a time when most of us either cannot play or haven't the desire to get off the couch.

Well done guys, keep it up.