

WARRIOR

SPRING 2009



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

“WARRIOR” Reincarnated.....	6
Across The Flight Deck.....	12
Bill Landymore - Naval Officer.....	30
Reader’s Comments.....	39

Submissions: Text submissions can be either paper, email or electronically produced - Word Perfect (preferred) or Word. We will format the text for you. No need to centre headings, indent paras etc.

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

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

Shearwater Aviation Museum Foundation or

SAM Foundation

PO Box 5000 Stn Main
Shearwater, NS B0J 3A0

Deadlines for receiving submissions are:

Spring	1 March
Summer	1 July
Winter	15 October

To contact us:

samfoundation@sympatico.ca
kcollacutt@ns.sympatico.ca
1-888-497-7779 (toll free)
(902) 461-0062
(902) 461-1610 (fax) or (902) 720-2037 (fax)

RENEW YOUR MEMBERSHIP!

Newsletter/Website Staff:

Editor:	Kay Collacutt
Nsltr Cover Designer:	Jamie Archibald
Photo Coordinator:	Ron Beard
Assistants	Patti Gemmell Ken Millar

FRONT COVER PHOTO:

HMCS WARRIOR PASSING GEORGE’S ISLAND ON HER ARRIVAL IN HALIFAX MARCH 1946

Photos are provided by several sources: DND, SAM Archives, 12 Wing Imaging. SAMF website and those sent in with individual submissions.

Portions of this newsletter may be reprinted without prior permission provided full credit is given to both the author(s) and the SAM Foundation Newsletter. In accordance with this mandate, the Editor of the SAMF Newsletter reserves the right to edit, condense or reject copy to suit the requirements, as he/she sees fit, of the newsletter.

Any opinions expressed herein are deemed to be those of the author(s) and do not necessarily reflect the opinions of the Shearwater Aviation Museum Foundation, its members, and/or the Shearwater Aviation Museum.

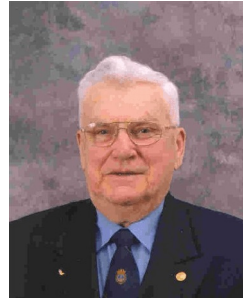
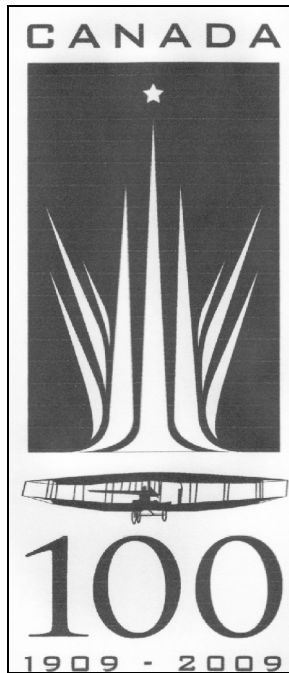
From the Curator's Desk

With the turn of the New Year and our return to work after the Holidays, the SAM staff jumped right in to another anniversary year. 2009 marks the Centennial of Powered Flight in Canada, the milestone flight of the Silver Dart on a frozen lake in Baddeck in 1909. We started celebrating in Nova Scotia on the weekend of the 20th of February: the year of celebration was officially launched in Baddeck by the Silver Dart Centennial Association on 23 February. We'll continue to celebrate all year long with an ambitious schedule of events, by ourselves and in partnership with our colleagues and friends at museums and Veteran's organizations across Canada.

Our events include our annual Spring Hobby Show opening the museum's 2009 season on 4-5 April, the unveiling of our Piasecki helicopter, the completion of our T-33 facelift, two "Flight" themed art shows, in conjunction with Visual Arts Nova Scotia and the Canadian Aviation Artists Association, as well as the run up of our Firefly's Griffon engine in early summer. Whew! It's my sincere hope you'll be able to help us celebrate at one of our celebratory events this year!

On a museological note, we are anxiously awaiting the installation of compact mobile shelving for our artefact collection in storage and later in the spring, in our archives, to alleviate crowding and better preservation of artefacts, rare books and document collections, thanks to a grant from the Directorate of History and Heritage at NDHQ. This is a remarkable milestone for SAM, as it marks an important capacity-building asset in our preservation program. The SAMF campaign to help us raise funds for a purpose-built storage and maintenance facility is much needed, and the process of fundraising gives us time to design ideal storage layout and specialty equipment for working on our artefacts (large and small) to better tell the Shearwater story. Without such a facility, our ability to properly preserve Shearwater's heritage treasures will be compromised indeed. Thank you for allowing us the privilege of looking after your history!

Look for a Centennial of Flight event near you!
Christine Hines, Curator



Presidents Report

We look forward as a new year begins and anxiously await the new season just around the corner.

I am always proud when people visit our museum for the first time and tell me that we have an exceptional connection with the past to keep our memories from floating away. A great deal of credit goes out to all members who have kept and are still keeping, the old "Shearwater" alive!

Membership is a very vital aspect to the Foundation. The 2009 dues are already overdue so now is the time to send in payment. It is not necessary to have an Air background to be a member - just an interest in our Naval and Maritime Air heritage. A Life membership will save you the task of remembering to renew each year. Membership is the cord that ties everything together!

The tiles on the Wall of Honour are a focal point that all visitors comment on!. As the names are read, a flow of memories come to mind. Make sure your name is there!

The date for the Dinner/Auction is 13 Jun to be held in the Shearwater WOs & Sgts Mess - 6PM for viewing and bidding and dinner at 7PM. I encourage local SAMF members to attend and support this enjoyable fund raise. If you cannot attend in person, a donation or item for the auction would be appreciated. Come out and enjoy an evening of good fun, good food and good company.

Remember the Expansion Fund is always in need of your support. Kay loves to hear from you.

Did you notice the new name for this issue of our Magazine?

I appreciate the continued support from the SAMF Board Members as we work together on new projects. The year 2009 marks the Centennial Year of Powered Flight in Canada. Join in the celebrations. May it also be a year of progress and renewed interest in the operation of the Shearwater Aviation Museum.

Enjoy our long awaited Spring! **Buck**

**SUPPORT YOUR SHEARWATER
AVIATION MUSEUM FOUNDATION**

FLEET AIR ARM – FLY NAVY 100

In 1909, the Royal Navy took on strength its first aircraft, thereby giving birth to naval aviation in Great Britain and in Europe. In 2009, celebrations will be held throughout the United Kingdom and the Commonwealth to recognize the anniversary. The overall events will be referred to as Fly Navy 100.

The Royal Navy has asked Ted Cruddas, a member of SAM Foundation and of the Fleet Air Arm Officers' Association, and the editor of The Newsletter of Canadian Aviators and Associates, to help distribute information on the events in the UK through his newsletter and other publications that have an interest in naval aviation and naval matters in general. At present there are no events planned in Canada., but he will also be able to pass on the most current information on the many events planned elsewhere, and the contacts for those events. The information shown below may be useful for anyone planning to be in the UK this year. Ted would be glad to hear from you, and will do his best to answer your questions or refer you to someone who can.

Below is a list containing the contacts for Fly Navy 100, their website and e-mail address, and the events know as of December 2008.

CONTRACTS AND PROGRAMME OF EVENTS

Fly Navy 100 Contact addresses

Main Contact.

RNAS Yeovilton, Ilchester, Somerset, BA22 8HT, UK.
Tel. 01935 456 530 or 456 150.

E-mail – flynavy100@btconnect.com.

Website – royalnavy.mod.uk/flynavy100.

Canadian contact

Ted Cruddas, 10 Kenneth Ave, #1804, Toronto, ON, M2N 6K6 ,Canada.

Tel. 416 224 5477.

E-mail – cruddasedwardnmi@hotmail.com.

Programme of Events 2009

Press Conference and Launch of Royal Navy Centenary of Naval Aviation, Royal Aeronautical Society
Monday 16 February 2009

Mountbatten Festival of Music 19, 20 and 21 February 2009

The Massed Bands of Her Majesty's Royal Marines will perform the Mountbatten Festival of Music at the Royal Albert Hall

Centenary Fly Past over *HMS Illustrious*, Greenwich

Thursday 7 May 2009

Afternoon Reception and Centenary fly past over *HMS Illustrious*

Centenary Dinner *HMS Illustrious*, Greenwich

Thursday 7 May 2009

Centenary Dinner in the hangar of *HMS Illustrious*

Service of Thanksgiving St Paul's Cathedral

Friday 8 May 2009

A Service of Thanksgiving will be held in St Paul's Cathedral followed by a reception in

The Guildhall, Merchant Taylors and Skinners Hall

Telegraphist Air Gunners Association Memorial Service and Lunch, *HMS Collingwood*

Sunday 17 May 2009

Opening of 'One Hundred Years of Naval Flying' Exhibition

Fleet Air Arm Museum, RNAS Yeovilton

Thursday 2 July 2009

Centenary of Naval Aviation

Royal Garden Party Buckingham Palace

Thursday 9 July 2009

RNAS Yeovilton Air Day

Saturday 11 July 2009

Fly Navy Fly Past over Eastchurch, Isle of Sheppey

Centenary fly past over Eastchurch, the birthplace of Naval Aviation and home of the first

Royal Naval Air Station, as part of Sky Sheppey 2009

Friday 24 July 2009

RNAS Culdrose Air Day

Wednesday 29 July 2009

Dedication of Channel Dash Memorial, Manston

Saturday 29 August 2009

Channel Dash Association dedication of Swordfish Memorial in memory of the

unsurpassed bravery of the Channel Dash heroes

Fly Navy 100 Fly Past and Reception *HMS Illustrious* in Liverpool

Saturday 17 October 2009

Royal British Legion Festival of Remembrance, Royal Albert Hall

Saturday 7 November 2009

Royal Centenary Gala Dinner, Old Royal Navy College, Greenwich

Thursday 3 December 2009

You have to Love the Irish.....

Paddy was driving down the street in a sweat because he had an important meeting and couldn't find a parking place. Looking up to heaven he said, 'Lord take pity on me. If you find me a parking place I will go to Mass every Sunday for the rest of me life and give up me Irish Whiskey!'

Miraculously, a parking place appeared.

Paddy looked up again and said, 'Never mind, I found one.'

“Warrior” Reincarnated

Ernie Cable, SAM Historian

The Shearwater Aviation Museum Foundation (SAMF) Newsletter has kept Foundation members informed of the museum’s activities and its future aims and requirements. The Newsletter has fostered an interest in the museum and explained the needs for raising funds to expand our museum and keep it dynamic and vibrant. The first newsletter, “SAM Foundation News”, Volume 1 Number 1 published in spring 1991, has grown from a four page bulletin to a forty-page plus publication printed on commercial stock paper with colour photographs. At the urging of our editor the Foundation’s Board of Directors agreed that the “Newsletter” had out grown its earlier status and that the name miss-represented its improved and expanded format. Our “Newsletter” qualifies as a full-fledged magazine in the quality of its content and appearance; so why do we still call it a newsletter? Well, no longer! The Board agreed that a name change was required to reflect its stature as a magazine and to attract a larger readership, thereby expanding the museum’s exposure to the public. After some debate the Board approved the name, “**Warrior**”.

The name “Warrior” represents several significant firsts in Canadian aviation history. *HMCS Warrior* was Canada’s first aircraft carrier and signalled the birth of the RCN’s Naval Air Arm. *HMCS Warrior* was launched on 24 May 1944 at Belfast, Northern Ireland and was christened by Mrs. Richard Bevan, wife of the Flag Officer Northern Ireland. Accompanied by cheering and the hooting of ships’ sirens she floated out on the stream and then taken by tugs to the fitting out jetty. During the latter months of 1945 *Warrior’s* officers and ratings trained on Royal Navy ships and shore establishments. Finally, the aircraft carrier’s complement assembled at Belfast and at 1530 on 24 January 1946 *HMCS Warrior* was commissioned into the Royal Canadian Navy under the command of Captain F.L. Houghton CBE, RCN.

On 21 February, with the band playing and hands fallen in on the flight deck *Warrior* slipped her lines and sailed for the first time. By the beginning of March *Warrior* completed her sea trials and embarked 13 Seafire XV’s and 9 Firefly Mark 1’s from the Fleet Air Arm for flying trials which were successfully completed on 14 March. *Warrior* was next at sea for a few days so that two of the RCN’s first air squadrons, 803 and 825, could practice deck-landings while still based ashore at a naval air station. The remaining two squadrons, 826 and 883, were temporarily disbanded, so their personnel along with 30 tons of stores were embarked in *Warrior* at Portsmouth. Finally, on 23 March, *Warrior* steamed into wind off the Isle of Wight to receive 803 and 825 Squadrons’ aircraft then set course for her maiden voyage to Canada.

On 31 March, off the coast of Nova Scotia, *Warrior* launched the squadrons’ aircraft in two ranges of her flight deck. Shortly thereafter, the roar of Rolls Royce engines shattered the sunny Sunday morning calm as the formation of Seafires and Fireflies passed overhead the crowds lining the shores of Halifax harbour. The aircraft circled and followed one another to land at RCAF Station Dartmouth and taxied up to the hangars of the newly established Royal Canadian Navy Air Section. After an abortive first attempt in 1918, Canadian naval aviation had long last become a reality! As soon as *Warrior* had berthed along side the official welcoming party consisting of Admirals, a federal cabinet minister and the Premier of Nova Scotia came on board and expressed words of welcome and pride in Canada’s newest addition to the Fleet. The die had been cast; the arrival of the RCN’s first aircraft carrier marked the debut of 22 years of naval aviation in Canada.

When *Warrior’s* keel was laid down, the war against Japan was at its height and the carrier was destined to join the British Pacific Fleet in the South Pacific. Consequently, *Warrior* was not designed to handle ice accretion on her upper decks or with a proper heating system to ward off the penetrating cold of the North Atlantic winters. Therefore, in November 1946 she sailed for a more temperate climate through the Panama Canal to the Pacific Coast where she operated from Esquimalt until February 1947 when she returned to Halifax. In January 1948, *Warrior* returned to England via the warmer Bermuda route to be traded for *HMCS Magnificent*, a more modern aircraft carrier that better suited Canada’s needs. After providing *Magnificent’s* main draft consisting of five officers and 238 men, Commodore DeWolf, *Warrior’s* last RCN Captain, struck his Broad Pennant at 0800 on 23 March 1948. Later, with the hoisting of the Colours of the Royal Navy the carrier was returned to her British roots as *HMS Warrior*.

On 1 December 1948, eight months after *HMCS Warrior* was paid off, the RCAF turned the Dartmouth air station over to the RCN and the station became Royal Canadian Naval Air Station Dartmouth. Following the Royal Navy tradition of commissioning air stations and naming them after sea birds the RCN commissioned the Dartmouth air station as *HMCS Shearwater*. As part of navalizing the air station the RCN re-named roads and buildings after ships and aircraft that reflected its short naval aviation heritage. In recognition of its inaugural role in Canadian naval aviation history, *HMCS Warrior* spawned several namesakes at Shearwater; one of the main thoroughfares was named “Warrior Avenue” and the building housing the Chiefs and Petty Officers mess and quarters was christened “Warrior Block”. These names have withstood the test of time and are still in vogue today.

Several years after *HMCS Shearwater* became Canadian Forces Base Shearwater, the base searched for a name for the new base newspaper; it chose "Warrior" in recognition of *HMCS Warrior* being a milestone event in the history of Canadian naval aviation. The first edition of the newspaper, Volume 1 Number 1, was published 22 November 1974 with its headline, "HS 50 SPLITS". The first page article lamented the disbanding of HS 50 and reminisced about the many achievements of the RCN's first ASW helicopter squadron. The article also reported the reactivation of two former RCAF squadrons to replace HS 50. No. 423 Squadron appropriately had a proud overseas record with Coastal Command during the Second World War; while 443 Squadron originally formed at RCAF Station Dartmouth during the Second World War as 127 (Fighter) Squadron to defend Halifax harbour. The Dartmouth squadron was re-numbered 443 Squadron after it was transferred overseas to take part in the liberation of Nazi occupied Europe. The last printed edition of "Warrior" was published in December 1999 with the headline, "Maj. Al Moore – Receives Early Departing Gift From HOTEF". However, the "Warrior" newspaper was not dead; it was resurrected on 31 January 2000 in electronic format under the banner "Warrior 2000" to distinguish it from the former printed version. The last edition of "Warrior 2000", Volume 2 Number 13, was promulgated on 18 July 2001.

Because of its historical significance of being Canada's first aircraft carrier and heralding the birth of Canadian naval aviation the "Warrior" name has been perpetuated at Shearwater in the names of roads, buildings and base newspapers. In fact, the name "Warrior" has been synonymous with Shearwater for the past 63 years. So when the Foundation's Board of Directors was seeking a new name for its "Newsletter" the "Warrior" title became the obvious successor. Not only does the "Warrior" magazine perpetuate the founding heritage of *HMCS Warrior*, it also provides a nominal link to the "Warrior" newspapers that for more than 26 years regularly featured articles about our museum and the proud Shearwater history that it preserves.

The "Warrior" name is more than a Naval entity. It also embraces all those warriors of the air who served at Shearwater throughout its 90 year history. It includes



members of the U.S. Navy (1918) and the RCAF (1924 - 1948) who met the enemy face to face during two world wars; and members of the RCN (1946-1968) and Air Command (1975 – present) who guarded Canadian waters during the Cold War. Today, Shearwater's warriors of the air not only protect our maritime approaches but also represent Canada's national interests in many NATO and UN operations around the world. The "Warrior" title for our Foundation's magazine embodies the full military maritime heritage that our Shearwater Aviation Museum is mandated to preserve.

MAGNIFICENT to WARRIOR

"THE RUBBER DECKY"

BY Earle Cale

It was a pleasant summers day that we arrived in the Portsmouth England dockyard aboard *HMCS MAGNIFICENT*.

The Flight Deck Crew was made up of basically the same men as had trod the deck of the *WARRIOR*.

A few of us were standing on our flight deck and happened to look across the yard and saw our old friend *WARRIOR* at a berth very close to ours. The difference that we noted was that she had a very black flight deck. Curious to know just what had happened to the once pride of the Canadian Navy, we made our way across to the berth at which the *WARRIOR* was being guarded by a lone sentry.

We explained to him the purpose of our mission and he gladly took us aboard and up to the flight deck. We could see that the deck was completely covered by what appeared to be a two inch coat of black rubber. The sentry explained to us that this was an experiment to check on the viability of a jet aircraft, equipped with skis, could make a skidding landing on a rubber deck. The idea was to land the aircraft, lift it with a crane and then drop the wheels for taxiing. This was before the days of the canted deck and many great minds were at work to discover a method of landing a jet fighter on an aircraft carrier.

It was with a little sorrow that we left the ship that we had once been so proud of.

After publishing this article in a previous newsletter, it was brought to my attention that one stalwart pilot had accomplished a landing by using this described method.

Missed in our last issue. Kay, I finally got Les to write his account of landing in BV without his hook! This relates to the note by Guy Laramée (of the Cook finding the hook) This true story is one of the best I have read that describes the sort of operations performed at sea by carrier based aircraft. Cheers, Ted

Les Rosenthal writes: 9 Oct. 1958:-

Late night flight from BV on a "CASEX" (whatever that was) ASW trip looking for subs, under control of the USS John Paul Jones, a big brand-new frigate or DD Leader, first of its class, Hull No. 1. We had 2 a/c, mine was 1512, with Webster driving the other one. Gord Mowat was my co-pilot but unfortunately I don't remember who my OMs were and the names aren't in my log book.

We worked with the ship about 4 to 4.5 hours with no contacts, in filthy weather, bumpy, low ceiling and vis, rain and sea-spray on the windscreen, flying around below cloud between 200 and 300 feet or less looking for MAD contacts. Really miserable flight conditions for low-level MAD work. (But kind of fun, in a way.) We were finally relieved by two other 881 a/c, around 1:00AM or 2:AM and flew back to BV, with Webster flying ahead of me.

We each made 2 unsuccessful passes, either "bolters" or wave-offs, I don't remember all visual, no CCA. It was raining heavily and bumpy and the ship was dancing around quite a bit. On the third pass Webster got a wire OK and I came behind him thinking "if he could, I could!!" and determined to get the darned a/c on deck. My pass seemed OK (to me!) and I thought I'd get a decent wire but, at the last second I was afraid I might be a little high so, contrary to SOP, I forced the a/c down and breathed a sigh of relief when I felt the wire catch and the a/c slow down. But only momentarily ---we heard a loud THUNK and the a/c continued to roll and I realized that we were not trapped. The speed was so low that I considered stopping with the brakes but, seeing the pools of water on the deck, I decided we'd probably skid into something and create a major flight deck disaster. So, without much hope of getting off at such a low speed, I put on full throttle and asked Gord to keep his hand on the gear lever so that he could raise the gear as soon as the weight came off the wheels (which occurred when we went off, or fell off, the end of the angle deck). At that time we were so slow I didn't really think we could stay off the water. I was trying to hold it up, right on the edge of the stall, IAS not much, if any, over 60K and the stick shaker shaking like mad. Bob Falls, who was LTCDR "F", was in Flyco and later said that our lights disappeared from sight under the angle, thought we'd gone in, and was, surprised to see us slowly re-appear. I wouldn't be surprised if our gear actually touched the water and was probably retracting at the same rate as our initial sink-rate before we started to climb away.

We slowly pulled up from the water, hanging on the

stick-shaker, then climbed to circuit height and called the ship, reporting the loud noise we'd heard when we caught a wire. A little later we were told that our hook had been found up towards the bow and that the wire we'd engaged had broken. I forget which number wire it was but, apparently it had broken, torn off our hook and sent it flying up the deck. The next day, Johnnie Franks, the flight deck E.O., or something, told me the wire and related gear had been OK but that I had somehow caused it to break by landing sideways or something, which is pretty hard to do without hitting the island or going over the side. I really don't know what happened. The only thing I know for sure is that the wire broke, the starboard side of the wire wrapped around our hook, broke it off laterally and hurled it up the deck. I suppose excess speed could break the wire but imagine too high a speed would maybe pull the hook off before it could break a wire.

We flew around awaiting instructions -- We were out of range of any alternates, so we had to get aboard, bail out or ditch. Sea and vis conditions were such that there would be little chance of being spotted and rescued if we bailed out and even less chance of successfully ditching in those sea conditions, especially at night.

We were eventually advised to continue orbiting while they rigged the barrier and then bring us aboard. I think it was supposed to take a couple of minutes, maybe 4 or 5, but they actually took around 45. It turned out that it had been improperly stowed, inside out or something and there was a lot of panic and confusion -- panic in the cockpit and confusion on the flight deck! By this time we had been airborne for about five hours or so and fuel was getting real low.

They finally called us aboard and asked if we wanted a CCA approach and we sure did, although I was a little leery of getting too far from the carrier with our low fuel state. In any event, radar picked us up and directed around the area until CCA picked us up and talked me down to my second night DL of that flight, only on this one we stayed on deck. The barrier stopped us as advertized, with no damage, right at the end of the angled deck. I should note that, just as we picked up the "ball" on final, our fuel warning lights came on.

After that I think they decided to do all night recoveries via CCA.

AUTHOR'S NOTE: The above incident occurred just over 50 years ago and may be just the imaginary result of a rapidly failing memory, a vivid imagination and wishful thinking.

In any event---IT WASN'T MY FAULT (was it??) Or, as the LSO always said:- "He was alright when he went by ME!". Cheers Les

SHEARWATER

1979 - 1981

Major-General (Retired)
Ian Patrick



The years 1979 – 1981 were busy, productive and exciting. Canadian Forces Base Shearwater had its full complement of squadrons, the *Sea King* was being improved, the *Tracker* had new roles, and deployments abroad provided needed diversion and experience.

Spearheaded by HS 423 and HS 443, support to the fleet in training and operational deployments made for demanding times, whether they were the regular runs to Bermuda and Puerto Rico or longer stretches with the NATO Standing Naval Force Atlantic. The latter saw one deployment remain overseas during Christmas.

Although search and rescue (SAR) is a secondary duty of all flying units, periods of bad weather at home and abroad saw *Sea King* crews rescuing many injured/sick personnel and crews from foundering ships. Even the local SAR squadron was grounded for weather when a child on Sable Island needed medical attention; yet two *Sea Kings* responded successfully. Training of aircrew and technicians for the *Sea King* and *Tracker* was conducted by VT 406, and this period had very demanding course loadings. As well, the Squadron provided support in various endeavours, including SAR missions.

With new equipment came new requirements and, with the changes, came a new formation to test and evaluate equipment before installation: the Helicopter Operational Test and Evaluation Flight (HOTEF). Time was to prove this a very wise move.

To provide friendly competition and hone the skills of crews, an annual HS Competition was begun, with a variety of “tests” and social fun as well. The winners received the “Patrick” trophy – a combined artistic endeavour of two Shearwater people - and the glory of being the HS “top guns”.

Maritime reconnaissance and fisheries patrols occupied MR 880 and its sister Reserve Squadron, 420, with the *Tracker* - complete with surveillance updates. Although surveillance and fisheries/pollution patrols occupied most of their time, 880 crews still remained current in weapons handling and firing. A Government decision in 1980, to balance military support in the Maritimes, saw the move, in 1981, of 880 Squadron to Summerside, PEI. A hotly contested issue, the decision remained and, on departure, the Squadron taxied (paraded) every *Tracker* in review past the Base Commander for a final salute and flew as a Squadron

formation to their new home. Although 880 was to receive its Royal Standard with the other Shearwater squadrons later that year, the decision was made to have the ceremony at the new base as a way of introducing the new Squadron to the public in PEI.

In service to the fleet and other military units, VU 32 provided combat support to all three services, SAR and transport with *Silver Star* and *Twin Huey* aircraft and even did deck trials with the *Huey* on ships, as a means of possibly supplementing fleet replenishment and casualty removal. Towing targets for gun crews ashore and at sea, imitating enemy missiles and bombers and doing air shows as the “Shearwater Reds” were but a few of the many missions of a utility squadron.

The Fleet Diving Unit added an interesting dimension to Shearwater, training Naval divers, testing diving gear, monitoring nuclear vessels alongside the jetty, and providing high-oxygen-level pressure chamber care for serious injuries. As a lodger unit, control was exercised by the Navy, but facilities were provided by the Air Force.

NATO use of the Shearwater jetty increased during the period, particularly with nuclear submarines and other warships, leading to NATO financial support for the jetty. Large ballistic and attack submarines arrived often with casualties for evacuation home, crew replacements or simply for relief from the long patrols at sea. With each arrival, Base personnel entertained them, played sports and traded stories.

USN Mine Countermeasures Squadrons, with their large three-engine *Sea Stallions*, asked to train at Shearwater to get their foreign-deployment training requirements. This was approved and worked well when a *Sea King* squadron was deployed – providing space for the USN units – and became an annual event from 1979.

Because an open house, with an air show, for the public was expected to be held close to Canada Day each year, weather played havoc with every plan. Shearwater’s notorious fog became a plague for planners. Attempts to make a more interesting air display by contracting with civilian flyers had run up costs, without benefit of recompense when the weather prevented flying and deterred visitors. This, however, was used to advantage when the weather experts recommended a shift to October, when the weather was always good, and convinced the Air Commander that a shift was needed to pay off the debts. This was the beginning of the Shearwater International Air Show – the debts were paid off – and the Show continued the same period each year, with great success.

Shearwater, also, was a military home in all its aspects: it had a superb Yacht Club, Golf Club, Flying Club, and a myriad of smaller special interest clubs and organizations. One hardly needed to leave the Base to

satisfy an interest.

The need for space for a proper museum to house artifacts and show the history of Shearwater was brought to Base Council in 1980. There were aircraft at roadside depicting the historical periods, and some artifacts in a corner of Warrior Block, but space was needed to recognize history in a more organized way. After a period of searching, a room was selected in Warrior Block and, eventually, cleaned up and redecorated. Its official opening just prior to "Colours 81" was a distinct highlight. The Toronto Chapter of CNAG was restoring a *Harvard* aircraft for display and that was moved to Shearwater and completed. A *Silver Star* was added to the group and each of the Museum's aircraft was allotted to a squadron for annual cleaning and reporting of work needing action. Serious repair was needed on some aircraft, especially those that had operated/ditched in salt water. "Colours 81" was the impetus to fix the aircraft and to clean and improve the Base for the host of expected visitors.

Throughout this period, Shearwater was blessed with fine leadership and hard-working people. Technicians toiled relentlessly - at home, abroad and at sea - to maintain the very old aircraft; administrators and logisticians kept us in line and supplied our every need; and our families understood what we had to do and nurtured us in our chosen profession.

"Colours 81" was the name chosen for the presentation of Standards in 1981 and was the climax of my time at the Base. Appointed Honorary Aide-de-Camp to the Governor General of Canada, my role was to assist and accompany His Excellency on visits to Nova Scotia. Thus, when our efforts failed to have Prince Charles, or any member of the Royal Family, preside over the presentation of Royal Standards to Shearwater Squadrons, the Governor General of Canada was appointed to represent him, making that busy time easier for me.

To have every squadron at one base entitled to the Standard at the same time was a rarity, but to have five squadrons at one base entitled, was phenomenal. Although having 880's presentation deferred to Summerside was disappointing, 880's Shearwater heritage was, nevertheless, captured after the move and in the published event book "From Whitecaps to Contrails". As well, the flypasts of all Shearwater aircraft, including the *Tracker*, brought a tear to many an eye.

Initial planning for "Colours 81" pre-dated my time at Shearwater, but the final planning and the ceremony culminated just prior to my departure. The magnitude of the undertaking and the very high quality of the event itself bear testimony to a people infused with love and loyalty, who worked long hours to make the time so special for those who had served before, those then serving and for the public for whom they served. That was

a proud time for all of us who called Shearwater home.

The excitement of having such interesting and demanding roles, of flying so many types of aircraft, of going to sea, and of serving with such dedicated personnel were the hallmarks of life at Shearwater – and were what made, for me, memories that sustained me throughout my 42-years career and enabled me to serve, with a smile, at every rank level achieved. For all that, I thank those who chose me for the roles I played and those who worked beside and assisted me on that great adventure.

CYCLONE CORNER By Maj Dany Duval

THE **X** FILES WEST PALM BEACH, FL - This column provides a status update on the various activities involving the CH148 Combined Test Force (CTF).

Production Line: Aircraft 802 is fast approaching completion at the Florida Assembly Flight Operations (FAFO) location. Gearboxes and drive shafts have been installed. Sikorsky is progressing through Acceptance Test Procedures (ATPs) that will lead to aircraft 802's transfer to the flight test program.

Flight Test: Holding the temporary FAA experimental registration of N4901C until delivered to the Crown, aircraft 801 took to the skies for the first time on 15 November 2008. Following its maiden flight, it completed two more flights over the following week. Since then, aircraft 801 has returned to the hangar to complete full Flight Test Instrumentation (FTI) installations, with flight testing scheduled to resume in early February. Meanwhile, Sikorsky's Developmental Test and Evaluation aircraft, N592SA (a.k.a. "592") continued defining and expanding the flight envelope, as well as conducting Handling Qualities evaluations for tuning the Fly-By-Wire Control Laws. Concurrently, the CTF has been heavily involved in the initial phase of test definition for numerous test plans including: high-rate-of-descent sloped landings, main rotor and tail pylon fold/spread, cargo hook and rescue hoist.

Ship/Helicopter: The CTF is currently preparing for a follow-up set of harbour and sea trials employing the Dead Load Test Vehicle (DLTV) onboard HMCS MONTREAL. Testing is required to evaluate potential improvements to the Canadian Recovery Assist, Secure and Traverse (C-RAST) design based on CTF recommendations derived from the initial trials completed in March 2008. These improvements are meant to expand the flight deck motion envelope during the conduct of deck-handling tasks, to minimize restriction on the ship's freedom to manoeuvre, and to decrease crew workload.

Avionics/Electrical: The avionics group is poised to launch into a flurry of activity over the coming months. The initial push will consist of flight tests where several avionics system will undergo preliminary testing for safety of flight and risk reduction. This will be quickly followed up by the execution of multiple test plans that are currently in the works for certification and qualification. The first systems that will be tested include: the Internal Communications System (ICS), radios, electrical power, and navigation systems.

Integrated Mission Suite (IMS): The RADAR/IFFI Design Verification Testing (DVT) was completed at the vendor's facility in Long Island, NY in December 2008. The RADAR/IFFI DVT, which was attended by DND technical and test personnel, was one of the final major vendor qualification test activity to verify system functionality. The three-week event confirmed that the AN/APS-143B(V)3 RADAR/IFFI system is approaching production maturity, and that the final design will be an enormous operational capability enhancement for the MH community.

Simulator: Development of each component of the Operational Mission Simulator (OMS) continues to make headway. The majority of the hardware has been gathered and assembly of each Mission Simulator (MS) and Flight Simulator (FS) has progressed to the point that the contractors have begun internal engineering and acceptance testing. Various simulator working groups continue to increase the capability and fidelity of the MS and FS. The FS continues to mature and to make great progress in its "out-the-window" visual capability, especially with respect to shipboard operations. The MS (TACCO, SENSO, Non-Flying Pilot) is currently running mini-mission representative scenarios intended to highlight the challenges of integrating individual IMS systems, while also improving the robustness of the simulator software.

Elephant Hunting in Nova Scotia

Among the unusual activities at Shearwater during the sixties was the formation of the Shearwater Elephant Hunters Club, or simply the Elephant Club. Some of its members included Don Sheppard, Deac Logan, Rod Bays, Bob Arthur, Ted Forman, Barry Montgomery and several civilian honoraries. During its several years of existence no elephants were actually hunted or even sighted in the Nova Scotia woods but a few white tail deer served as a suitable alternative. Anyway, when the hunters returned home after an unsuccessful hunt the easy explanation was that elephants were scarce in Nova Scotia that year. The patient wives of the day were, like

today, inclined to believe their partners hunting hobby was merely a harmless form of insanity.

A club house was purchased, for taxes, on a derelict farm at Apple River, on the Chignecto peninsula, near the village of Joggins. Many happy and memorable hunting weekends were safaried from there. The house was surprisingly comfortable, a tribute to the brave pioneer families who tried to make a living growing apples on the thin soil of the Chignecto valley. The house was fully wired, and equipped with a combo wood - oil furnace. Electricity was provided gratis by the Nova Scotia Light and Power Company through the simple expedient of temporarily hooking wires over bare spots on the electric service passing the house. No task for the faint hearted or unsteady hand. (Warning: these actions were performed by professionals and should not be attempted by amateurs.)

At the time VX-10 was heavily involved in development of the ASN-30 (a.k.a. JASAP, ASWTNS or ASN-501) together with Naval Air Development Center, Johnsville Pa. Dave Tate writes on this subject in a separate article. Frequent flights were made between Shearwater and NADC during this period. Several ranking USN officers took a liking to hunting in Canada and space was often available in the Tracker couriers, sometimes accompanied by Bob Arthur who was liaison officer at Johnsville. Some of our American guests were skilled and often successful hunters. Getting a large deer back to their homes presented a small problem but was solved by propping up the carcass, suitably wrapped and dressed, in the fifth (passenger) seat of the Tracker. The poor animal thus had his first and last ride in an aircraft, but in style. Customs showed little interest in the VX-10 commuters but would have been somewhat astonished at the strange traffic between the two bases.

Good times ended one lone winter night when the house was totally destroyed by fire. Some attempt was made to acquire a replacement among the other derelict buildings, even the old church was considered. These efforts proved unrewarding and the Shearwater Elephant Hunters Club passed into history

Ted Forman

HMCS Bonaventure (CVL-22) was tied up alongside at a US port. An American and a Canadian sailor were standing on the dock looking at her, and the American says, "That's a cute little boat you've got there, chum. How many carriers do you people have, anyway?" To which the Canadian truthfully answered, "Well, that's number twenty-two."



Canadian Naval Air Group

ACROSS THE FLIGHT DECK

CANADIAN NAVAL AIR GROUP

40TH ANNIVERSARY REUNION

TRENTON, ONTARIO

18 - 20 SEPTEMBER 2009

The 40th Anniversary Reunion of the Canadian Naval Air Group will be hosted by the Sea King Chapter in Trenton Ontario 18 - 20 September 2009. Registration forms will be mailed to members and chapters in early April and also placed on the CNAG web site www.ncf.ca/cnag Registration fee is \$ 95.00 per person. For further details contact John Eden at (613) 394-0316 or email at jon.lil@sympatico.ca

A Tribute to the Memory of our "DEPARTED SHIPMATES"

Several years ago, a fellow CNAGER, "Don Hunter", (since departed), introduced me to the subject tribute. It was his requested that we utilize it in conjunction with our "Moment of Silence" during CNAG meetings, which is now a tradition for Hampton Gray, VC Chapter. As for the history of who wrote the original, I have no idea, as Don only told me that it was part of an old Naval Prayer. However, once you have had the opportunity to read the following, I think you will undoubtedly agree, it is indeed a fitting eulogy to our "DEPARTED SHIPMATES".

Prior to the "Moment of Silence", the appropriate speaker shall read the following.

"To the memory of those stout hearts, our shipmates and messmates, who have not returned; and will not be returning from the dark waters. Somewhere in those unlit depths they lie, a torn steel hull their sepulchre, an ocean floor their abbey. One remembers them, not alone for the gallantry of their sacrifices, but too, because somehow one's own life is richer for having had their friendship".

On oceans deep where whitecaps flow,
There are no crosses row on row,
But those who sleep beanth the sea,
Can sleep in peace, their country is free,

AT THE GOING DOWN OF THE SUN AND IN THE MORNING, WE SHALL REMEMBER THEM.....

RESPONSE.....WE SHALL REMEMBER THEM.

I for one know that my life has indeed been richer for having had the opportunity to serve with such an elite group of servicemen. The fact that our friendships have endured the test of time is selfevident in the fact that we still take the time to meet and reminisce. WAUNGA.. Yours in Naval Air, *Paul Baiden*

Fellow CNAGers,

I would like to take this opportunity to express my sincere gratitude to Hampton Gray, V.C. Chapter for nominating me as their candidate for CNAGER of the year and most importantly to the Directors for their approval of that nomination. I am extremely proud, and yet very humbled to have been chosen to receive this great honour. However, I also realize that by accepting this privileged title, I must also be prepared to continue to perpetuate the history of "Naval Air", and to that endeavour, I pledge my unwavering dedication.

Having said that, it is my contention that CNAGers are now facing one of our greatest challenges to date. In particular, the documentation of our "Naval Air History". Unfortunately, we must concede that we are a dying breed and consequently if we haven't the foresight to archive our place in the annals of time and/or the significant achievements of Canadian Naval Air, we will undoubtedly become yet another insignificant moment from the past. Think about it, our grandchildren will never have the opportunity to brag about what we accomplished because we didn't take the time to log those (what many may regard as trivial yet most important) pieces of history.

No doubt most will ponder how do we overcome this dilemma? Simple, "perhaps", time consuming "yes", but difficult, "definitely not". In fact I would venture a guess that many Naval Airman have contemplated (at one time or another) taking a few moments out of their daily routine to summarize their role in Naval History. Most would no doubt agree that it is our vested right to ensure that our gallant efforts are well documented and that regardless of how trivial they may seem, the story(s) that we hold so dear should be told. Only you can make our future historians truly aware of what, and how, we did things aboard those magnificent floating fortresses called "Air Craft Carriers". As Canadian Naval Airmen, our history dates back to 1918 and the first brave individuals that flew during the final stages of WW1. A fellow Airman, Al Snowie, author of the book titled "The Bonnie", is currently putting that part of our history on paper and several others have published books detailing similar episodes of our past. However, my challenge to the remainder of you is to take just a brief moment of your time to put your experiences on paper and/or dig out those old photos/items of memorabilia and pass them on to SAM before they are lost forever. If you don't think they are worthy of being part of history, what do you suppose your children will do with them on your demise?

Once again I thank you for giving me the great honour of being CNAGER of the Year. I truly hope that you will give serious consideration to my request for your support in documenting this most significant part of our history, "Canadian Naval Air". Yours in Naval Air, **Paul Baiden**

Naval attaches address CNAG Hampton Gray VC Chapter

As part of the winter program HGVC chapter members of CNAG were privileged to be addressed by two prominent members of the naval diplomatic corps in Canada.

United Kingdom Naval Attache to Canada, Captain Peter Steel RN, addressed the evolving nature of the Royal Navy in the fleet's continuing world wide responsibilities and power projections, which has been its historical role. This world view is being demonstrated with the recent decision to go ahead with the building of two fleet Aircraft Carriers which will be the sharp end of the Navy's battle groups in the decades to come. Also included in the naval program is replacement or refurbishment of the strategic nuclear submarine Trident class SLBM .

United States Naval Attache to Canada Captain Steven Luce, USN spoke on the continuing world wide challenges of naval power. He made special reference to the historical role of navies to contain piracy, which in recent years has exploded in areas of heavy commercial shipping, such as the Indian Ocean and the Arabian Sea. The number of ships transiting these areas is colossal, nearly 24000 each year. For all that, the number of piracies is very small, just fractions of one percent, but large in actual numbers and especially evocative when reported in the western press. On any given day there are, on average, over four hundred seamen being held for ransom. Navies, with limited resources, have vast areas to cover and are subject to severely restricted rules of engagement. Commercial shippers and insurance companies have taken the view that some losses are to be expected and charge accordingly, or ships are routed out of harms way.

Captains Steel and Luce were thanked by President Paul Baiden and Peter Milsom. They kindly accepted their inductions as honorary members of the Hampton Gray VC Chapter CNAG. They were presented with appropriate certificates and copies of the book "A Formidable Pilot", the biography of Hampton Gray VC, authored by Stu Soward.

Ted Forman

The Canadian Naval Air Group Star

At the recent 2008 CNAG Reunion in Vancouver I was approached by Roger Rioux who requested that I give an explanation to the gathering about the "Canadian Naval Air Group Star". This was a surprise to me as I only had a few minutes to gather my wits and provide an impromptu speech. At the conclusion of presentation I was approached by a number of people who were not even aware of it's existence. In addition to them it was suggested by Roger Rioux, Chapter President Peter Milsom, National Chairman, Gord Moyer National Secretary, Bud Maclean, John Eden and Paul Baiden all avid CNAGers, that I would send a note to you for consideration of a mention of the "Star" in the "Shearwater Aviation Museum Foundation" newsletter.

It was originally published in the "Fall Issue" 2002 page 25, with a copy of the certificate issued in 1992 by the Edmonton Space and Science Foundation.

In 1991 after the annual CNAG Reunion, my wife Gwynn and I were discussing "In The Delta" and all the shipmates and friends who were listed as such. The realization that we were a dwindling group and someday would not have any shipmates to carry on the tradition of CNAG and it's members, led us to give some thought to the "Naval Aviation Group" and all who served therein.

We decided that a "Star" would be a great tribute to all, thus the Annual Reunion could carry on forever each Thanksgiving Weekend, long after our demise. As a result of our thoughts "The Star 31 in the constellation of Auriga visual magnitude 4.74" was obtained and named the "Canadian Naval Air Group (CNAG) Star" in perpetuity.

In 1992 at the CNAG Reunion in Victoria BC the star was presented to CNAG and subsequently to the Shearwater Aviation Museum. This star may be seen by the naked eye in the hemisphere the year round all over the world and will forever remain a bright light. This in time to come, will hopefully be the meeting place for all Naval Air Persons at their annual reunions.

Trusting you might pass this along to The Newsletter readers.

Yours Aye,



Where is the Esteemed Flying Fish Head Trophy?

A Flying Fish Head, well now there's an oxymoron if I've ever heard one, a Fish Head that actually envisions that it can fly. I think not! However, that is another story, the subject trophy and its current whereabouts is what I would like to reminisce about in this particular article..

Suffice it to say, that those of us that had the distinct privilege to serve in VS 880 with (Chief) Joe Saunders during the late sixties will remember the trophy well, and the unquestionable esprit de corps that it created throughout the Squadron, the Fleet, and in particular, the 081(Observer) Trade. To the best of my recollection, the trophy (a mystical work of art, composed of a very large, ugly, codfish head, with well groomed sea gull wings protruding out from behind its gills, all mounted on a decorative wooden plaque) was designed and paid for by Joe. Unfortunately, he has joined the DELTA; and therefore, can no longer confirm and/or deny my description of this masterpiece, a description which is based on my fond memories from forty years ago. However, regardless of how time may have fogged certain aspects of my memory, it is still my contention that the development of this trophy was yet another ingenious example of Joe's efforts to forge that spirit of comradeship between Wing Walkers and the Fish Head community by encouraging us to engage in competitive rivalry. I also believe that the initial challenge to claim this prestigious Rembrandt, was transmitted in the form of an Operational Immediate message to the Fleet and Shearwater Squadrons in and around the spring of 1967? A message that would challenge the best Whaler Pullers from the Fleet, to take on the inept Airy Fairies from Cowards Cove.

No doubt, one would have to assume that our friends from across the harbour would consider any postulation of this nature a huge mistake on the part of Joe's Air Types, especially given that we had never had any particular reason to

become adept in whaler pulling. Never-the-less, the line had been cast, the bait taken, and the hook set. Unfortunately, the unsuspecting sailors/airmen were in for the surprise of their lives as Joe's secret weapon was about to be unleashed in the form of several extremely well trained 880 Observers. Now don't cry foul, just because we had the foresight to commence training in advance. Yes indeed, early every morning (for approximately three weeks) we had been honing our skills to the point where we could all but fly across the harbour waters adjacent to the Bonaventure Jetty. A fact that our sailor friends got to experience first hand as we thoroughly thrashed their meager efforts in the initial inauguration of the Flying Fish Head Trophy Race.

Knowing full well that this would (in-all-likely-hood) be the end resolve of the race, Joe felt that it would behoove us to organize a Banyan at the Shearwater Yacht Club. His intent was two-fold; first, it would enable the sailors and other participants an opportunity to drown their sorrows while meeting first hand those intrepid 880 airmen that had just kicked their butts; but most importantly it would provide a relaxed form in which to set the tone/guidelines for the several races that followed. One particular race that still stands out in my mind, is when our crew once again devoured the competition, on Mic Mac Lake, during Dartmouth Natal Day and received a metal from the Mayor for our accomplishment. I remember it well, because in a moment of stupidity I jumped into the lake after crossing the finish line and dam near drowned because I was so physically exhausted I could barely stay afloat. Life jackets were not mandatory in those days!

To the best of my knowledge, the Fish Heads, Submariners, and/or for that matter, any of the other Zoomie Squadrons ever managed to win the trophy. Oh well! Now having said all of this I'm still faced with my original dilemma and the reason for imparting this story to begin with. ***Where is the Flying Fish Head Trophy?*** I asked Joe this very question at a CNAG reunion a year or so before he joined the DELTA and he was unable to give me an answer. He was also uncertain when the last race was held.

Therefore, I would like to pose a new challenge, and that being, an to attempt to find Joe's trophy. This unique piece of our heritage symbolized the comradeship that evolved out of one mans simple quest to bring Sailors and Airmen together during those troubled early days of integration. If it is still out there somewhere, I would love to see it returned to it's birthplace in Shearwater as an exhibit in the Shearwater Aviation Museum.



Bear Cats Rule! *Paul Baiden*

The individual holding the trophy is Jim Mulhall, who was the coxswain on our winning crew 1968. Although the picture is old it does give a good sample of what the trophy looked like.

Jim McCaffrey sent the following from the OM's Discussion Group:

Dave Kelly writes: Notice the title "Flying Fishhead " trophy, not just fishhead. The following is the straight gen.

The trophy was a cod's head plus the wings of a blue jay (I believe), mounted on a base by a dowel. It wasn't kept in the gymnasium showcase but kept in the squadron, more than likely in Joey's office. I can't remember the date but on a certain day I noticed the trophy was in a gash can ready to be deep sixed. I, repeat, I dug it out of the gash bucket, because I didn't think it fitting to be trashed. I took it home and it has travelled with me for over 25 to 30 years through Shearwater, Greenwood, Shearwater again, Lake Echo, back to Greenwood and finally here in Courtenay, B.C. It is now in my garden shed, but it consists only of the base, with multiple Obs wings inscribed with various years. Throughout the years the cod's head has disintegrated and also the blue jay wings are now gone. For many years I was going to replace the head and wings and present it to the Shearwater museum but never got around "TU IT". That is the tale of the Flying Fishhead trophy. ***Cheers, Dave***

Canadian Naval Aces Over Vimy - January to May 1917

A Bit of Background

During the First World War, fifty Canadians serving with the Royal Naval Air Service (RNAS) achieved the military pilot stature of 'Ace'. This is a rather amazing figure for a young Dominion that had sent 936 Aviators to fly with the British Navy -- for it meant that approximately one in every twenty had shot down five or more enemy aircraft. The growth in these numbers of Aces really took off with the Battle of Arras. This was the operation that opened on the 9th of April 1917 when Canadian troops captured Vimy Ridge. Prior to that point in the conflict only three Canadian naval pilots could claim the title of Ace, although to be clear, it was not a recognized term until later in the War.

The First RNAS Ace

Two years previously the Royal Flying Corps (RFC) had taken a severe beating from the Germans with their Fokker Eindecker, the first aircraft armed with a machine-gun synchronized to fire through a turning propeller, a technology that the Allies did not yet possess. This period, known as the 'Fokker Scourge', was finally countered and overcome by newer Allied flying machines. The RFC had employed pusher-type aircraft, the engine being mounted at the rear giving the pilot an unobstructed firing platform. The RNAS had assisted with the nimble French-built Nieuport 11 'Bebe', a tiny V-Strutted biplane that fired over the propeller arc from a single Lewis machine gun mounted above the top wing.



Redford 'Red' Mulock of Winnipeg flew the Nieuport during these early days of solo warbird missions and became not only Canada's but also the **First RNAS Ace**. Mulock achieved this double distinction

on the 21st of May 1916. Flying Nieuport 11 Number 3992, he drove down two enemy aircraft, sending them out of control. They were his fourth and fifth victories.

A Change in the Air

By the time of the disastrous Somme ground battles in the summer of 1916, the RFC had regained control of the skies with a policy of Offensive Patrol – taking the fight to

the enemy. The Germans then reorganized themselves with the implementation of a strategy of *Jagdstaffeln* – that is 'Jastas' or hunter squadrons. The day of the solitary fighter pilot patrol was largely over and once more the future of the RFC appeared bleak. The casualties caused by carrying the fight behind enemy lines began to take a huge toll. Prevailing west winds and engine failures on the wrong side of 'No-Man's-Land' were as much a problem for Allied pilots as the Germans themselves. On top of all this, the RFC needed to expand in order to support a Spring Offensive planned for 1917. The demands in terms of both men and machinery could never be ready in time due to the continual attrition.

The Navy Comes Alongside

The Army's War Office asked the Royal Navy's Admiralty for assistance. The RNAS had been growing in strength and numbers at their Dover-Dunkirk cross-channel command. Furthermore, the Navy had ordered a new 'scout' (the Great War term for 'fighter') aircraft, the Sopwith Pup, with a synchronized Vickers machine-gun and Canadian pilots were now beginning to arrive in greater numbers from the flying schools. Thus, Naval 8 Squadron, equipped with the Pup and staffed by British and Canadian pilots, was formed and immediately placed on loan to the beleaguered RFC in late 1916.

The primary work of scout aircraft was to provide cover for RFC machines that were reconnoitering the trenches and pinpointing German artillery guns for Allied counter battery fire. Dominance of the air was vital. Aerial spotting and photography would give the Canadian Corps crucial data for their part of the Spring Offensive -- an assault on the strategically important Vimy Ridge – with the ultimate objective of breaking the stalemate of the Western Front trenches once and for all. However, without the 'eyes' of the RFC, the Artillery, the supreme weapon of the Great War, would be firing blind.

Across the lines, a Jagdstaffeln headed by German Ace Manfred von Richthofen was waiting to pounce on the British observation machines. These enemy aircraft were colorfully painted and led by Richthofen in his personalized red machine. Allied aviators dubbed them the 'Red Baron' and his 'Flying Circus' but this was not a fun show. The German pilots were more experienced than both the newly minted Canadian Flight Sub-Lieutenants and recently graduated RFC 2nd Lieutenants.

Two Additional Canadian Naval Aces

This first RNAS squadron to fly support with the RFC, Naval 8, began scout operations in November 1916. By the end of that month, **Daniel Murray Bayne Galbraith** of Carleton Place Ontario had brought down his fourth, fifth and sixth enemy aircraft, becoming Canada's **second naval Ace**.

Deadly combat losses also hit Naval 8, and on the 4th of January 1917 the Red Baron opened his new year's scorecard with a Canadian naval airman, Allan Switzer Todd (Georgetown ON). Richthofen reported, "...One of the English planes attacked us and we saw immediately that the enemy plane was superior to ours. Only because we were three against one did we detect the enemy's weak points. I managed to get behind him and shot him down. The plane broke apart whilst falling." Todd was victory number 16 for von Richthofen. Poignantly, a photograph of Richtofen's study shows a torn fabric remnant of Todd's aircraft registration, N5193, prominently displayed.



That same day, Todd's squadron mate **Edward Rochfort Grange** (Toronto) shot down three enemy aircraft and was an **Ace** by January 7th. Unfortunately he sustained a shoulder wound in this last action and was effectively out of battle for what would soon follow. (Although a Canadian, Grange was born in Lansing, Michigan, and is in essence the first American Naval Ace).

More Naval Scout Squadrons Brought Aboard

The aerial assistance of Naval 8 proved so successful that the Army urgently appealed to the Admiralty for additional help. In response the Royal Navy drew upon its strategic bombing unit, Number 3 Wing, as a main source of experienced pilots. Nearly four-dozen Canadian aviators had learned combat flying with the Wing.

Four additional scout squadrons were thus raised and slated for operations under RFC control. By March 1917, three of these units were operating like Naval 8 'in the field'. A new 3 Naval, commanded by our first Ace, 'Red' Mulock, had relieved Naval 8 in February, taking over their Sopwith Pups. Newly constituted 1 Naval and a rested and re-equipped Naval 8, were operating the very latest fighter, the Sopwith Triplane, which boasted an incredible climbing agility. 6 Naval was flying the Nieuport 17, an upgraded version of the 'Bebe'. Finally, the fourth new fighter unit, 10 Naval, flying the Triplane, would enter the fray in April. (Any former RCN Air Branch type can truly appreciate the tremendous amount of administrative, training and equipping efforts necessary for this build-up of an effective fighting force).

Naval 3 had a sad initiation into battle on the 4th of March. In vicious aerial combat with four German Albatros scouts from Jasta 1 over Vis-en-Atrois, the Squadron's 'B' Flight lost two Canadians. Hank Wambolt (Dartmouth NS) fell

out of his Sopwith Pup at 6,000 feet during the violent maneuvering; James Percy White (Winnipeg) was also killed in the action. On a positive side, the Squadron's **John Joseph Malone** (Regina) shot down three enemy aircraft on the 17th of March. These were his second, third and fourth kills. By the 21st of April, Malone became the **fourth Canadian Naval Ace**.

The month of April got off to a poor start for Naval 6 when they suffered their first casualty. FLt Robert Kenneth Slater (Ottawa), was shot down near Arras and taken prisoner of war. Of interest, Slater's Nieuport 17 was the same type flown by Canadian RFC pilot, Billy Bishop of Owen Sound, Ontario, who made Ace on the 8th of April. The first Canadian RFC Ace was Alan Duncan Bell-Irving of Vancouver, who had flown the Nieuport Bebe to this distinction on the 30th of September 1916.

Vimy Ridge

On Easter Monday, the 9th of April 1917, the Battle of Arras began in earnest. A four-day preamble of artillery concentration had taken out many of the targets pre-registered by the observation aircraft. As Canadian troops funneled out of tunnels and trenches in the dawn light they advanced through the cratered landscape left behind by the 'creeping barrage' of Allied shelling. Canadian Field Artillery gunners were executing a fire-plan carefully crafted from aerial photographs, keeping the German soldiers and machine-gunners pinned down until Canadian infantry overran the enemy trenches. The uphill assault on Vimy Ridge was also obscured by sleet and snow. Flying conditions were deplorable but Naval 8 did manage to get airborne.



Joe Fall

Two days later Naval 3 was hard at work. While acting as escort to a bombing raid on Cambrai, **Lloyd 'Bread' Breadner** (Carleton Place ON) engaged 3 hostile machines in succession, bringing them all down; one in

flames, one completely out of control, and the third in a spinning nose-dive with a wing broken off. Breadner's wingman, **Joe Fall** (Cobble Hill BC) also scored a triple victory in a running battle over the lines. He drove down one of several hostile machines attempting to attack the bombers. Then, becoming detached from the rest of the formation, he was set upon by three enemy aircraft. Sending one down in flames, he caused another to break off and limp back to its own lines. Fall then brought his gun to bear on the third and sent it crashing. The twenty-one year old Canadian managed to get back across the lines and land safely. His aircraft was riddled with bullet damage from aircraft, infantry and cavalry. In his own words: "When I landed, the wings dropped down to the ground like a hen over a brood of chicks". The cross-braced landing wires on his biplane had been shot apart. The wings had been held intact by the flying wires alone and on touchdown they collapsed. For this day's triple victory, Joe Fall won the first of three Distinguished Service Crosses. He was to become the only aviation holder of the DSC with two Bars in history.

Both of these Canadians **made Ace** on the 23rd of April. Breadner spectacularly brought down a German Gotha bomber as one of his five. This was the first Gotha shot out of the sky over the Western Front -- no easy feat in a tiny Pup. During the Second World War, Breadner would rise to prominence as the Air Chief Marshal of the Royal Canadian Air Force.

Naval 10 was the fifth Squadron to enter battle. On the 26th of April, **Raymond Collishaw** (Nanaimo BC) joined the unit following a sick leave from frostbite and eye injury suffered when a bullet shattered his flying goggles. 'Collie' had already distinguished himself by shooting down four enemy machines; two while flying the Sopwith Strutter and two with the Sopwith Pup. His eyes were proven well healed as he scored his **fifth kill** on the 28th of April. That same day, a German Leutnant, one Herman Goring of Jasta 26, also became an Ace over the Arras front.

On the 29th of April, Von Richthofen shot down and killed his second Canadian naval aviator and 52nd victim. Eddie Cuzner (Ottawa) was flying a Sopwith Triplane with Naval 8 and had been active over Vimy Ridge during the Canadian attack in spite of the sticky weather. His Sopwith Triplane was the first and only one of this type to be brought down by the Red Baron. Richthofen was reported to have been very impressed by the altitude gaining ability of the three-winged 'Tripehound' and demanded a similar type machine from German industry. The Dutch aircraft designer Anthony Fokker would provide the famous DR1 Triplane in response. In a year's time, Richthofen, in his signature red Fokker, would be engaged by a third Canadian Naval airman and on that



10 Victory Ace Malone, on the Right with hand in pocket has his arm around Calgarian 'Nick' Carter who became an Ace in late May 1917.

The German Billik went on to shoot down a total of 30 Allied aircraft before being captured in August 1918.

In the first week of May, the RNAS gained three more Ace pilots. **Hazel LeRoy Wallace** (Lethbridge AB) with 3 Naval; **Merril Samuel Taylor** (Regina) with 9 Naval and a tenth Canadian Ace, **Harold Spencer Kerby** (Calgary) of 3 Naval. Kerby, son of the Mayor of Calgary, had been the fourth Canadian to join the RNAS when he signed up in March 1915. He flew initially in the Dardanelles during the Gallipoli Campaign and was wounded and invalided back to England after several months of service. Fully recovered, he would go on to bag total of 9 enemy machines including two Gotha bombers. Following the War, he was granted a permanent commission in the RAF and would retire as an Air Vice Marshal in 1945.

Conclusion

The fourth month of 1917 became known in aviation history as 'Bloody April' due to the severity of the casualties suffered by the RFC and the RNAS. Two hundred and seventy-five aircraft were shot down causing 421 casualties of who 207 died. The carnage to the new pilots gave rise to the truthful rumor that an aviator's life span on the Western Front was measured in days.

When the Battle of Arras ended in mid May, Canada could boast of having produced ten Naval Aces. By November 11th, 1918, this figure will have increased five fold.

occasion would not emerge the victor.

Sadly, the last day of April brought death to 3 Naval. **JJ 'Jack' Malone** (Regina) by now a **10-victory Ace** was shot down and killed. Ltn Paul Billik of Jasta 12 claimed the score. Malone was awarded a posthumous DSO in May 1917. Like so many aviators whose bodies were never recovered, his name is engraved on the Arras Flying Services Memorial,

Pas de Calais, France.

To be continued...

J.Allan Snowie Bellingham WA

Photo Credits:

- Mulock is from the Yeovilton Fleet Air Arm Museum
- Malone (and Carter) from the Magazine 'Cross & cockade'
- Grange from the book "Chronology of Canadian Aviation"

THE CASE OF THE SPURIOUS SAWBONES

by Les Peate

In the fall of 1951, a lady glancing through her daily newspaper inadvertently unmasked one of the most unusual deceptions in Canadian naval history.

She was the mother of a Doctor, Joseph Cyr, who was practicing medicine in Grand Falls, New Brunswick. To her astonishment, she read an account of an emergency operation performed on the deck of a Canadian destroyer off the coast of Korea—apparently by her son. She contacted Doctor Cyr, who, after reassuring his mother he was indeed still in civilian practice, called the Royal Canadian Mounted Police. A bizarre story unfolded. Ferdinand Waldo ("Fred") Demara

It began in early 1951, when an American named Ferdinand Waldo ("Fred") Demara entered Canada and became a Novitiate monk in Grand Falls. For more than a decade Demara had held positions in a number of religious orders, and as a psychologist, university lecturer, college department head, school teacher, and prison warden. Despite this impressive employment record, Demara—later to become famous as "The Great Imposter"—had obtained and held these posts on the basis of forged, stolen or nonexistent qualifications.



Demara became friendly with Doctor Cyr, and often visited the latter's offices. Eventually the visits ceased.

In March of 1951, a Doctor Cyr appeared at the Naval recruiting office in Saint John, N.B., and offered his professional services to the Royal Canadian Navy. He hinted that if the navy couldn't use him, the Army or RCAF would be glad to accept him. At this stage of the

Korean War and with Canada's new NATO commitments, qualified medical officers were desperately needed by all three services, and no time

was lost in processing this valuable recruit.

"Cyr's" credentials were accepted without verification, and three days after his visit to the recruiting centre, he was commissioned into the RCN as a Surgeon-Lieutenant. The normal two-month enlistment process took about one day.

Had a thorough background investigation been conducted, the authorities would no doubt have discovered that "Doctor Joseph Cyr" was none other than the ubiquitous Fred Demara, whose medical experience was limited to a few weeks as an unskilled hospital orderly in the United States.

The bogus doctor was assigned to the naval hospital at HMCS Stadacona in the Halifax area. Retired naval Captain "Mack" Lynch, who was a department head in Stadacona at the time, recalls "Cyr" appeared to be a fairly competent medical officer, and a pleasant enough individual, although not a great mixer. Captain Lynch remembers that Cyr showed a great deal of interest in adapting aircrew selection psycho physical test methods (which Lynch had taken in World War II) as a naval screening procedure.

"Cyr's" hospital patients apparently survived his ministrations by a combination of generous use of penicillin, referral or consultation with other medical officers and, no doubt, a combination of physical fitness and sheer luck!

This idyllic existence ended on 15th June, 1951 when "Cyr" joined HMCS Cayuga in Esquimalt, B.C.—leaving three days later for the destroyer's second tour of duty in Korean waters.

"Surgeon-Lieutenant Cyr" managed to cope effectively with the few minor injuries and ailments which occurred en route to the war zone. He was fortunate in that he had a capable Sick Berth Attendant, P.O. Bob Hotchin, who handled most of the routine cases. The Petty Officer was surprised, and indeed gratified, by the way in which he was allowed to work with a minimum of direction and interference from his medical officer.

"Cyr's" biggest challenge came when he was forced to act as a dentist. His patient was none other than the Cayuga's Commander, Captain James Plomer. In the rush to prepare his ship for her return to Korea, Captain Plomer had no time to obtain treatment for an infected tooth, which became a problem during the westward voyage. The bogus doctor, highly perturbed, feverishly studied his manuals and racked his brain to recall any dental surgery that he had witnessed in the past. He eventually gained the courage to collect his dental gear, a large supply of anesthetic and make his way to the captain's cabin.

After administering a hefty dose of local anesthetic, "Cyr" successfully removed the offending tooth, and by all reports, Captain Plomer had no further trouble with it. His confidence no doubt restored, the bogus doctor continued to handle routine shipboard injuries and minor ailments as Cayuga entered the war zone.

On arrival off the west coast of Korea, Cayuga and her crew became involved in operations that smacked more of the "gunboat diplomacy" of the nineteenth century than the traditional picture of naval warfare. Captain Don Saxon, who was a Lieutenant-Commander at the time, recalls that the Canadian vessels would take part in commando-type operations against enemy-occupied islands. Selected members of the ships' crews would accompany members of U.S. or Korean Marines ashore and with their weapons and demolition charges generally create "alarm and despondency" in enemy circles. While our own casual ties were light, the amount of "hairiness" involved was evidenced by a number of gallantry awards, including a Distinguished Service Cross for Saxon.

One of these "commando" raids led to Demara's unmasking. Following a highly successful foray off the West coast of Korea, the only three seriously-wounded casualties—all South Korean guerillas—were brought back to Cayuga. One apparently had a bullet embedded in his lung. He was operated upon on the spot by the ship's medical officer, by all accounts successfully, although no one ever saw the bullet which was supposedly extracted. (Other reports indicate that "Cyr" also amputated a foot during those naval operations.) Whatever his qualifications, it would appear that the patients survived the attentions of the bogus doctor.

Unfortunately for the masquerade, news from Korea was scarce at that time. A pair of war correspondents snapped up the story of the "open deck" surgery—the account found its way into Canadian papers, and the real Doctor Cyr began asking questions. He remembers that his medical credentials were missing, but attributed the fact to a recent move. He also recalled that "Brother John"—Demara—disappeared at the same time.



Eventually, in October 1951, Captain Plomer received a signal to the effect that his medical officer was an unqualified imposter. He found this hard to believe, as in the opinion of the ship's officers, "Cyr" was a capable and popular doctor. Another

message received the following day removed all doubts, and "Dr. Cyr" was transferred to a British cruiser RMS Ceylon, for transfer to Japan and subsequently to Canada.

Lieutenant Commander Saxon, with another officer, was detailed to search the doctor's cabin, and found letters and other documents which confirmed the imposter, Demara—there was no question of his identity by this time—had apparently taken an overdose of drugs that day. Whether or not this was a suicidal attempt is questionable, although Captain Plomer felt that it was.

On arrival in Canada, Demara appeared before a naval board of enquiry. There appears to be no record of disciplinary proceedings, and service records indicate that "Cyr" was given an honourable release and several hundred dollars in back pay. He left Canada (some reports indicate that he was deported) and returned to the religious field, eventually becoming a bona-fide clergyman under his own name.

John Melady, author of *Korea, Canada's Forgotten War*, recalls a telephone interview in which Demara "Had good things to say about Canada, the Canadian Navy and the officers and men he knew on the Cayuga." Demara supposedly participated in a Cayuga reunion in Victoria in 1979. The Reverend Ferdinand Waldo Demara died in 1982.

One minor deception remained as a result of Demara's escapade. In 1961 Hollywood made a movie, *The Great Imposter*, starring Tony Curtis in the title role. "He was nothing like the real thing", chuckled Don Saxon. "Cyr", as we knew him, was a pretty chunky 200- pounder—nothing at all like Curtis. And Edmond O'Brien was just as much out of place in the role of Captain Plomer."

Captain Plomer was listed in the film credits as "technical adviser" but Saxon feels that his "technical advice" was not always heeded. "I noted the incongruity of a Canadian naval board of enquiry consisting of a group of officers properly clad in RCN uniforms with every member sporting a black pencil moustache.

In one case, apparently, Commodore Plomer had his way. He was able to ensure that the correct hull number was used for his ship. This generated a deception which Demara would surely have enjoyed. Cayuga (Hull number 218) was on the east coast—the film crew was working out of Esquimalt British Columbia. As George Guertin, a naval veteran of the Korean War, recalls, "In 1961, I was out west on HMCS Athabaskan. We got an unusual order to 'paint ship'. A bunch of us had to close up the '9' on our side number to make out '219' read '218'. We were told that it was something to do with a movie. When we saw *The Great Imposter* we realized that there were really two imposters, Demara and Athabaskan..

Published courtesy of Esprit de Corps Magazine Les Peate served in the British Army during the Korean War, followed by 16 years in the Canadian Forces. He is the National Vice-President of the Korea Veterans Association of Canada as well as an Associate Editor, Esprit de Corps Magazine.

AURORA BEGINNINGS

by Ernie Cable

The Aurora maritime patrol aircraft had an uncertain beginning because the government had to overcome difficulties in arranging bridge financing with the banks before the billion plus dollar program could be approved. Also some government departments were reticent to lend their approval as this was the first program in DND's history to exceed a billion dollars and there was some doubt about the defence department's ability to manage such a large program. Under the guidance of the Aurora project's first Program Manager, Admiral Dudley Allen, the program was eventually approved and became the management model for succeeding major capital programs. More importantly, the Aurora was delivered on budget, on schedule and exceeded most of its performance goals. It was at this point, in 1976, that I joined the Aurora Program Office as the Operational Requirements Manager where I was responsible for developing the aircraft's operational requirements and coordinating with designers of the many other ground support systems to ensure they were compatible with the Aurora. This was very good planning by the career manager as I had just completed a three year exchange tour at the U.S. Navy's Naval Air Development Center (NADC) where as a member of the P-3C Update Project, I was involved in the design and testing the prototype aircraft and training the first U.S. Navy squadron to transition to the production P-3C Update aircraft. Since the Aurora was derived from the P-3C my experience was tailored to the needs of the Aurora Program Office.



A DND fleet sizing study determined that 24 Auroras would be required to perform all of the tasks the government required. However, the Trudeau government unilaterally reduced the number to 18. Furthermore, the operating costs including spares, repair and overhaul, could not exceed those of the Argus, the aircraft the Aurora was replacing. But, with the Aurora being able to fly higher and faster we planned to be able to spend more time at sea with the same operating budget as the Argus. We planned to maximize the operational availability of the Aurora by off-loading as much training as possible from the aircraft. Much more of the aircrew training would be performed in two high fidelity flight simulators, one for the pilots and flight engineers and the other for the navigators and sensor operators. A more innovative approach to reduce demands on aircraft availability was

the use of maintenance training devices (simulators for engines, propellers, flight controls, fuel systems etc.) to train the technicians which previously had been carried out almost exclusively on the aircraft.

The Aurora was the Air Force's first heavily computerized aircraft with extensive software support requirements. We made the decision to maintain the Aurora software within the Air Force as all of the Aurora's operational doctrine, tactics and procedures were imbedded in its software. More importantly, software changes would not be limited by unaffordable costs if contracted out to industry, especially if there were a sole source contractor; this was a lesson learned from the U.S. Navy. The Aurora Software Development Unit was formed to support all software related to the Aurora, including aircraft simulators, maintenance training devices and other ground support systems. One of the hurdles of introducing software into a major weapon system was educating the higher echelons about software and the costs of supporting it. In the mid-1970's it was necessary to explain the new software paradigm; software, unlike hardware, didn't rust, shake, rattle or roll and when it broke it had to be restored to something other than the original configuration.

To establish the Aurora maintenance policy a "Maintenance Appraisal Team" was established. The team analyzed every component of the Aurora and determined whether it would be a throw-away part or be maintained at first, second or third level. Once the maintenance concept was formulated the maintenance manuals had to be written and the training program for each of the aircraft maintenance trades established. Similarly, the "Aircraft Operating Instructions" had to be written for the aircrew trades to stipulate the procedures to fly the Aurora and delineate the operation of all of the aircraft's systems, including the hardware and software functions of the avionic and sensor systems. For both the maintenance manuals and operating instructions there was pressure to just use the U.S. Navy publications to save time and money. However, the Canadian Air Force has different operating and maintenance philosophies from the U.S. Navy. It was important to maintain the well established Canadian ethos so that as personnel transitioned from a previous aircraft to the Aurora there would be no change in Air Force training, operating and maintenance concepts.

Another major component of the Aurora program was the Data Interpretation and Analysis Center (DIAC). The DIAC tailored all of the Aurora operational program tapes to each mission and had the capability to retrieve and catalogue the data amassed from each sortie so that each mission could be replayed and analyzed minute by minute. Succeeding flights were planned on the intelligence gained from previous missions. The DIAC not only supported Aurora missions but also the training

missions flown in the operational simulators. Also, the Aurora operational programs had to be compatible with the U.S. Navy's and the RAF's maritime operations centers so that the Aurora would be interoperable with our NATO allies. Similarly, the DIAC had to be capable of playing mission tapes from our allies' aircraft.

The career managers were very cooperative in pre-positioning people. They arranged for the aircrew and maintenance instructors on 404 Training Squadron to be sent to Lockheed, the Aurora's manufacturer, to train on the Aurora; they would in turn train the remaining Argus squadrons on the Aurora and its systems. It was at this point that I learned that I was to be the C.O. of 405 Squadron the first operational squadron to transition to the Aurora. BGen Pickering, the Deputy Program Manager and the designate Commander of Maritime Air Group, told me that since I had headed up defining the Aurora's requirements my job was to take the aircraft into the field and make it work. I consulted with the career managers to ensure that the most experienced Argus aircrew were posted to 405 Squadron. I was concerned that our crews flying the new Aurora would be flying an aircraft that was very different from the Argus; the Aurora flew faster and higher in a very different flight regime than the Argus and



I wanted to have experienced aircrew to ameliorate potential transition difficulties.

Although, I knew the Aurora's technical aspects as well as

anyone I still wanted to lead my first four crews from 405 Squadron, through the first 404 Squadron Aurora conversion course. This not only allowed me to validate the course that we in the Program Office had established but also to get to know my crews and refresh my tactical knowledge. Although, everyone was enthusiastic about learning to fly a new aircraft there were always comments such as, "Why did they ever design it this way?" Having been involved in the development of the aircraft I was able to explain the design and cost constraints and everyone seemed happy to know that their questions had at least been considered by the designers. The pilots found the Aurora a delight to fly, fast and manoeuvrable like sports car and its four T-56 Allison turboprop engines provided lots of power. The navigators and airborne electronic sensors operators were really impressed with their new found capabilities and the computer centric, state-of-the-art avionics and sensors which represented a two generation leap in technology over the Argus.

After the squadron crews had about 3,000 flying

hours under their collective belts I felt comfortable that our aircrews' experience levels had avoided any safety issues that might have been related to transitioning to a new aircraft. I had the opportunity to fly as the tactical coordinator with one my crews on the squadron's first mission to track a Soviet submarine in the Labrador Sea. It was a very complex tactical situation, successfully converting a convergence zone detection to direct path tracking. This was a tailor made situation to establish the credibility of a new C.O.; having the technical knowledge to introduce a new aircraft to the squadron and then demonstrating how the aircraft should be used tactically. Indeed, all of the squadron crews continued to experience unprecedented success during their ASW missions. The U.S. Navy and the RAF also noticed our successes; this opened intelligence doors that had been closed and we were invited to participate in national operations in which "non-nationals" had previously been prohibited. The sterling performance of the Auroras and their crews signalled to our NATO partners that Canada was intent on making a first class contribution to the alliance.

In 1981, I led our 405 Squadron contingent, representing Canada, to Adelaide, Australia to compete in the Fincastle competition which is emblematic of ASW supremacy among Commonwealth maritime air forces. In its first appearance with the Aurora our 405 Squadron crew won the competition, beating the top crews from England, Australia and New Zealand. I was very proud of our 405 aircrew as they had been flying the Aurora for only six months. However, I was especially proud of the ground crew as they had to maintain the Aurora away from home base for the first time and had some unusual and perplexing maintenance problems; it was only through their extraordinary dedication and innovation that the aircrew got airborne to win the competition. After winning Fincastle the Aurora was acknowledged as one the finest ASW aircraft in the world. I had the privilege of being part of the Aurora's development and proud of leading one its first crews to an international victory.

JUNICA MANAGEMENT SERVICES

**PROVIDING
MANAGEMENT & OPERATIONAL
SERVICES TO THE
SHEARWATER AVIATION MUSEUM**

NOSTALGIA

From: **Bob McNish**

I was serving in HMCS Venture 1964 -1967.

One Sunday afternoon my wife and I were out for a stroll in Esquimalt and came upon the Veteran's Cemetery quite by accident. I was not aware that Norm Odgen and Don Clarke were buried there, but it seemed we were destined to come upon their headstones. They were buried in adjacent plots. I took no photos then.



I served in HMCS Provider 1977 – 1980 (Provider was at that time operating USN Detachments consisting of Three Sea Kings and I was the 'Air Officer'). My predecessors had been Dave Williams, and Nick Winchester. During that tour I visited the cemetery a couple of times to view the headstones.



Hank, Darleen, Iona, and me.

About five years ago or so on a visit to Esquimalt I visited that cemetery again. The evening before leaving

Tsawwassen, I spoke to Hank Bannister and told him I was going to the Veteran's Cemetery. Hank advised me that he, Darleen and Iona, Norm's widow were meeting for lunch on the day of my visit and I should join them. **Bob**

P.S. You may recall JFK was assassinated the day before on 22 Nov 63

P.P.S. Norm and I were Midshipmen together on #JAOBTC in HMCS Cornwallis Jan 54 to Aug 54, HMCS Quebec Sep 54 to May 55, and we served together in VS880 Sqn

BILL FARRELL -

It's been just over a year since Bill left us and not too much was said about his passing due to following his lead that Obit's etc would not be printed. However, I do believe you might be interested in the following few quotations from folks who knew him well. **Kay**.

Most of you will be aware of Bill's valiant efforts on behalf of Naval Aviation and many will have enjoyed his wit as editor of the Shearwater Aviation Museum's periodical. He will be missed. **Brother - Daniel**

A great and dedicated guy, God bless him. The stories about Bill are endless, especially those concerning him and another old warrior– **Duke Wardrop**.

He will certainly be missed and well remembered for all he did for Shearwater in particular and Naval Aviation in general. **Dave Tate**

Sir William was a great inspiration to all of us in Naval Air. Let us know if the Ouija Board works. **Bill Cody**

We have lost a great and dedicated person in Bill who we will truly miss. However, his legend will live on with the Firefly project which was his pride and joy. **Bud MacLean**

Bill was such a kindly and stalwart old war horse and always a Shearwater champion second to none. It won't be the same around there without him. **Larry McWha**

Bill was not only one of the rare lovers of the classics with a good natured tolerance for lesser beings or "peasants" in the "fish head division".. He was above all, a genuine character and wit who contributed more than

anyone else to the image of the Air Branch as an irreverent and inveterate party making, joke playing and hell raising bunch of mavericks. In this, he had plenty of company with such notables as Harry Swiggum, Bruce Oland, Hank Isaac, Bruce Tory, Bill Munro, Charlie Bourque, Eddie Myers and others. There should be enough to fill a book by survivors and material from Rod Bays and Stu Soward's collections. . To the very end, Bill remained true to his talent for tongue in cheek, self-deprecating humour. This was his final such gift to us, fittingly in writing his own death announcement. **Ralph Fisher**

A quote from Bill's Obit:he joined the Royal Canadian Navy, in which he served for 24 years. He served in Naval Aviation in the aircraft 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. Bill, in his retirement years, 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.....

Adding the above is probably going to be the one and only time I vary from Bill's rule that Obit's etc will not be printed. **Ed.**

No one can match Bill's wit, wisdom and his devotion to saving Shearwater. As I've mentioned before, he gave me a Ouija Board so we could keep in touch after he passed on. I think it must be working - his presence is always felt during Newsletter preparation time. **Kay**

Sprinkling of Memories

It was during the hockey season of 1952-3. The Shearwater Flyers were sent to Newfoundland on a recruiting gambit designed to lure young Newfoundlander's into the service of the Queen. Ask Junior Foote for a testimonial.

Stu Mingo was our no nonsense center and was good to be around as he could beat up anybody and therefore was left alone, most often he came up with the puck too. It seems his beautiful wife, Marlene wanted some bath towels and Stu was to gather up same and bring them home for her. We stayed overnight in Gander on our last night having come over from the Town of Buchans,

after a boisterous game with the loggers. Junior Foote was their goalie and very good too. The hotels were "H" huts named for the planets, Saturn, Pluto etc. It was here that Stu excelled in his mission to bring home some bath towels. After allocating all his hockey gear to others with room in their bags he was to be seen throughout the night furtively casing the empty rooms and coming up with a volume of towels to be summarily stuffed in his otherwise empty kit. We loaded an Air Force DC 3 next morn and returned to Shearwater where Stu went happily home to his overjoyed wife, now the recipient of a deluge of bath towels.

But wait, the tale is not yet fully related, as it turns out the bath towels were not indeed bath towels but bath MATS! Nor were any of us present when this fact was revealed by Marlene and the subsequent disorder is not recorded. But as souvenirs they were priceless, each having the hotel name embossed on each mat thereby proclaiming their place of origin. What happened to them only Stu knows.

It was the winter of 1951 when I arrived in Shearwater after Cornwallis and I immediately became involved in hockey. Stu headed up the base team, he was much older of course. We played in every league available to us including the South Shore, APC, Industrial, Base and Ship teams. We had Shatford, Scotland, Veysey, Gommer, Knatchbell, Saleski, Darch, Briard Cole, Lyons, Oxholm, Dawson, Zimmer, Johnson and many others but to name a few.

Stu was the only married man I knew and we always got along. One of the treats of this association is we got to spend time visiting their home in PMQ where Marlene always had coffee going and it was consumed as we sat around in a quasi hot stove league mulling the hockey events of the day. The door to the Mingos was ever open and that endured long after I had left the scene. These were the first married people I had met since joining the RCN and they made us single guys quite envious.

Our contact was severed about the time Stu had a serious car accident and I had left the Navy in 1955. It was only four years ago that I learned Stu and Marlene were in Ontario. We subsequently hooked up again in Lunenburg at the Tall Ships display in 2004. Eddie McSweeny also visited and we had some really good gams amongst old friends.

This is just a sprinkling of the memories of the good old times in the good old days. This is indeed a story of relationships begun in the teenage years which have endured over decades and is a unique testimonial to the men and women who formed the extended family of Naval Air. **Allan Browne, LSAR1**



8 1/2 X 11, Hard Cover,
200 photos - 336 pages

ORDER NOW!

Price \$50 + \$6.50 shipping and handling, if applicable. \$50 only if picked up from SAMF. For orders outside Canada, shipping and handling will be \$11.00)

Pull out section

SAMF MEMBERSHIP FORM

NOTE: Membership year is 1 Jan - 31 Dec

Name: _____

Address: _____

City: _____ Prov: _____

Postal Code: _____

Phone: _____

Email: _____

Fax: _____

Status: Life \$500 Patron \$250/ yr

Sustaining \$100/yr Regular \$40/yr

Additional Donation: \$ _____ For:

Building Fund Artifacts In Memory

Firefly Restoration In Honour

No specific Category

Note: If 'In Memory' or 'In Honour', please provide name and address for recipient or family to receive a letter of acknowledgement from our Secretary.

Name: _____

Address: _____

City: _____ Prov.: _____

Postal Code: _____

Payment Method: Money Order, Cash, Cheque

VISA or MASTERCARD

Exp. Date: _____

Phone: (902) 461-0062 or

Toll Free: 1-888-497-7779

Fax: (902) 461-1610

Email: samfoundation@sympatico.ca

SAM Foundation

**P.O. Box 5000 Stn Main
Shearwater, NS B0J 3A0**

You may **Fax** your order to
902-461-1610, OR
Phone toll-free to **1-888-497-7779**
Local area call: 461-0062

I would like to order ___ copies of "The BONNIE" Book.

My cheque is enclosed

Mastercard OR VISA

Card #: _____

Expiry: ____ / ____

Name: _____

Address: _____

City: _____ Prov. _____

Postal Code: _____

Phone: () _____

SAMF Mailing Address:

SAM Foundation
PO Box 5000 Stn Main
Shearwater, NS B0J 3A

**SEE OUR WEBSITE FOR A SECURE WAY TO
EMAIL YOUR BONNIE BOOK FUNDS OR
MEMBERSHIP DONATION.**

WALL OF HONOUR

Guidelines for designing your "Wall of Honour" Tile.

The tile used is made from high quality marble which is 12 inches square. The tile can be sand blasted in various ways to suit your wishes. All lettering will be in upper case and the tile will be mounted in the diamond orientation as opposed to a square orientation. All Text will run horizontally across the tile.

The options are:

- Option A:** One half tile 12" X 12" x 17" and triangular in shape with up to 5 rows of 3/4" letters for a maximum of 60 letters and spaces. The longest row can accommodate up to 20 letters and spaces. The remaining 4 rows will decrease in length as the border/edge of the tile dictates. It should be noted that the upper half of the tile will start with a short row and the bottom half will start with a long row.
- Option B:** The full tile with up to 6 rows of 1" letters for a maximum of 55 letters and spaces. The two centre rows can accommodate up to 16 letters and spaces. The remaining rows will decrease as the edge of the tile dictates.
- Option C:** The full tile with up to 10 rows of 3/4" letters for a maximum of 120 letters and spaces. The two centre rows can accommodate 20 letters and spaces. The remaining rows will decrease as the edge of the tile dictates.
- Option D:** The "Buddy"/"Crew" Tile - sold only as a full tile. This tile is divided into 4 quarters - each 6" X 6". Each quarter can accommodate up to 6 rows of 1/2" letters for a maximum of 48 letters and spaces. The two centre rows can accommodate up to 12 letters and spaces with the remaining rows decreasing as the tile edge dictates.

Option A



\$300

Option B & C



\$600

Option D



\$600

Wall Tiles may be purchased through monthly installments.

Half Tiles - \$100 day of purchase - \$100 per month for the following two months.

Full Tiles - \$200 day of purchase - \$ 100 per month for the following four months.

Continued next page

(Wall Tiles (continued))

ENGRAVING REQUEST

The colour of the tile will be 'Belmont Rose'. If the submission requires any alteration, the subscriber will be contacted by phone or email by the coordinator for further discussion. REMEMBER TO COUNT THE SPACES!

From:

NAME: _____

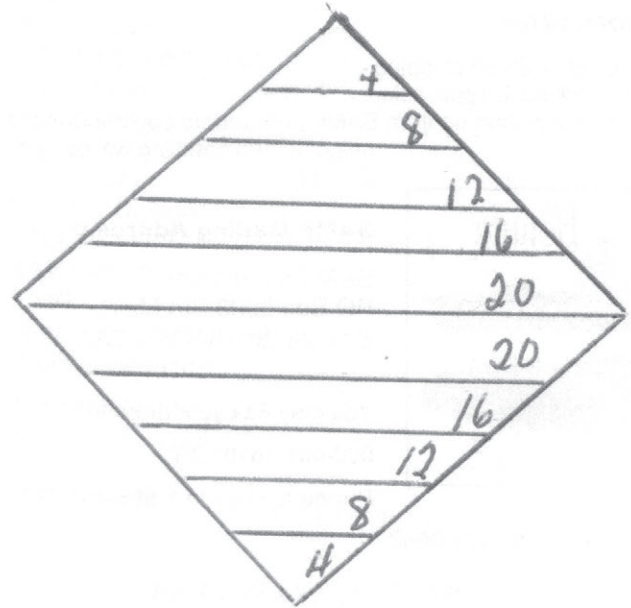
ADDRESS: _____

CITY: _____

PROV: _____ POSTAL CODE: _____

TELEPHONE: _____

EMAIL: _____



TYPICAL OPTION 'C' ABOVE

CIRCLE CHOICE: OPTION 'A' OPTION 'B' OPTION 'C' OPTION 'D'

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

VISA/MASTERCARD Card # _____ Exp.Date: _____

For further information, please call the SAMF Secretary: Toll Free: 1-888-497-7779 of (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.



PLANNED GIVING

(The following is a simple Codicil which can be added to your present Will.)

CODICIL

Codicil to the Last Will and Testament of _____

which Last Will and Testament is dated this _____ Day of _____ 20____

I hereby add to that said Will as follows:

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

Signed and dated this _____ Day of _____ 20____

In the City of _____ Province of _____ Postal Code _____

Witness: _____ Witness: _____

Address: _____ Address: _____

Signature of Testator

APOLOGY

Our profound apology to Bob Ireland of HSRS for neglecting to add HSRS to our list of donors for the SAM Foundation Annual Dinner/Auction. For the past few years, Bob has donated a bomber jacket depicting the BONAVENTURE LOGO AND SHIPS NUMBER. Many thanks Bob and again, please accept our apology.

Halcraft

Printers Inc.®

Quality,
Full Colour
Printing
& Binding

2688 Robie Street, Halifax, Nova Scotia,
Canada, B3K 4N8 • Fax 902 453-4517

Tel. 902 453-4511

COLD WAR VETERANS

Ed Smith

On a visit to Annapolis Royal on Canada Day 2005 Lieutenant Governor Freeman paid tribute to and met with veterans who were present at the veteran ceremonies in the Legion hall. When speaking with her regarding the recognition given to military participants and losses in World War 1 and 2, Korea and Peacekeeping, I lamented that on this day and many other such times, Cold War casualties are rarely acknowledged. During our very brief discussion I stated that with her permission I would send her some thoughts regarding this oversight that is so prevalent in our country.

In writing to her I explained, as a naval pilot during the Cold War, I was very much involved in that conflict and had first hand knowledge of some of the fatalities suffered by military personnel during that period.

At the risk of lecturing her on a subject with which she may be very familiar, I outlined some aspects of the Cold War particularly those regarding Canada's naval activities and personnel. The lack of recognition afforded this very dangerous period with the loss of life and the injuries that occurred is an affront to those and their families who were directly involved.

Possibly the term "Cold War" implied to many Canadians there was no shooting and therefore no risk involved. Didn't everyone just sit around and pick up their pay while the diplomats debated and the Strategic Air Command kept the "enemy" far away? That was far from the total reality.

Pointing out that from the partitioning of Europe after WW 2 to the collapse of the Soviet Union there was a heightened state of conflict between the Soviet Union and the Western Allies centered to a great extent on nuclear weapons potential. Much of the confrontation involved Intercontinental missiles as well as missiles of shorter range. Most were designed to carry nuclear warheads. That stand-off impinged greatly on our military.

Canadian and NATO navies were directly involved in countering the Soviet Navy's nuclear powered submarines operating off our shores. These submarines could launch missiles capable of reaching military and civilian targets well inside our country. As well there were, constantly, many large Soviet Bloc fishing fleets and, at times, naval surface ships off our coasts. Most were equipped to monitor our civilian and military communications, giving them much intelligence that could be significant in the event of situations leading to conflict.

These Soviet forces, particularly the submarines, had to be located and tracked. Canada's defensive operations to

these threats were carried out from shore air bases, listening stations and naval ships. Canadian manned aircraft carriers, Warrior, Magnificent and lastly, Bonaventure with escort and support ships, formed the backbone of Canada's naval reaction to the submarine and intelligence menace until Bonaventure was removed from fixed wing operations in 1969 and decommissioned in 1970. (Another aspect of the Unification story)

To illustrate this tense, little known and largely forgotten period of time one only has to read of or, for some of us, remember the Cuban crisis in 1962. While most recall it as a United States' affair, Canada's military and particularly naval and air forces were on high alert in every respect. Our country's naval concentration in the Halifax area and alliance with NATO made it one of the prime targets for Soviet strategists. How many recall the "Diefenbunkers" and the warning sirens that were installed and the population being advised, particularly on these Maritime coasts, to know their escape routes out of target areas such as Halifax? Who remembers households being told to establish tight, nuclear fallout-protected basements and stock up with food supplies to allow a chance of survival in the event of nuclear attack? This was the scenario in the Cold War which Maritime Naval and Air Force's were trying to prevent.

The many Soviet submarines operating off our coast in a clandestine manner were highly mobile and therefore it was difficult to pinpoint their locations and monitor their activities. Locating and tracking them demanded intense coordination between not only our and allied naval and air forces but also shore based listening stations, to ensure that the Soviet commanders were well aware that any overt action on their part was likely to be observed, reported and risky for them. This was not just military action; it was very much a part of international political Cold War stand-off strategy. Such operations led to perilous military confrontations in which neither side wanted to show any indication of backing away.

As only one personal example, in 1968 I was the flight leader of four anti-submarine carrier-borne aircraft due to land back aboard the aircraft carrier at night. We had been monitoring and were close to a mixed Soviet naval force. The Soviet surface units intentionally boxed in Bonaventure so she could not be turned into wind and therefore unable to land the aircraft. With no alternate landing facility, as we were far out in international oceans, we would have had to ditch in the sea. The Soviets continued the provocation but finally opened away when Bonaventure's Commanding officer turned Bonaventure into wind forcing the Soviet ships to give way or accept a collision. Sixteen aircrew members were very relieved that "Bonnie's" Captain won that clash. Dangerous times with no weaponry directly involved.

Foul weather conditions in demanding low level operational and training roles along with the inherent high risk of aircraft carrier operations led to crashes and other incidents culminating in the loss of some 51 lives in carrier operations alone as well as some 50 lives in naval aviation shore-based activity. Many of these crew members I knew well, several were close friends.

This loss of human life and the remembrance of them are rarely acknowledged by media, governments, the public, or indeed the present day military. These lives were lost defending our country and should at least be recognized when memorial ceremonies take place.

Many fatalities occurred far off our shores and most Canadians were quite unaware of such activities working on their behalf. Naval activities did not have the general recognition of the Army and the Air Force simply because the other Services had and still have a much higher profile with their more visible presence throughout Canada. (Prime evidence of this is the Snowbird air display squadron.)

As a third generation Western Canadian living in Manitoba until I joined Naval Aviation, I know how little the 'Rest of Canada' is aware of or understands Maritime affairs, most particularly Defence. As well as Naval Aviation deaths, there were other Cold War Canadian military losses of life (other than Peacekeeping) such as the fighter pilots of the Royal Canadian Air Force stationed in Europe, the North American Air Defence all-weather intercept squadrons and long range maritime patrol crews, all involved in the Cold War standoff. Those fatalities also are little known or recognized by the Canadian public when tribute is paid to veterans in ceremonial honors or by the erection of monuments.

There is one Halifax memorial structure devoted to essentially Maritime Cold War fatalities. The Bonaventure Memorial in Point Pleasant Park is structured around one of the aircraft carrier's anchors. Listed on plaques are Naval and Air Force members who lost their lives with no known graves. It stands almost unnoticed. In one visit there I was somewhat taken aback with a young couples surprise and disbelief that so many military deaths occurred in peacetime. It was a bit of a challenge to try and explain to them the facts of the Cold War and why and how so many were lost. Their lack of knowledge was probably typical of most Canadians not actually involved in that conflict.

I stated that I knew of no medals created for those involved in that unseen but highly volatile and dangerous threat to our country.

After thanking the Lt. Governor for her visit to Annapolis Royal, I completed the letter with the hope that she would find it informative and appreciate the slight felt by those

who served in the "Cold War" and the lack of recognition of those lost. My letter was responded to with her thanks and the wish that I would be successful in furthering recognition of these veterans!

THE GOLDBERG BROTHERS The four Goldberg brothers, Lowell, Norman, Hiram, and Max, invented and developed the first automobile air-conditioner.

On July 17, 1946, the temperature in Detroit was 97 degrees. The four brothers walked into old man Henry Ford's office and sweet-talked his secretary into telling him that four gentlemen were there with the most exciting innovation in the auto industry since the electric starter.

Henry was curious and invited them into his office. They refused and instead asked that he come out to the parking lot to their car. They persuaded him to get into the car, which was about 130 degrees, turned on the air conditioner, and cooled the car off immediately. The old man got very excited and invited them back to the office, where he offered them \$3 million for the patent. The brothers refused, saying they would settle for \$2 million, but they wanted the recognition by having a label, 'The Goldberg Air-Conditioner,' on the dashboard of each car in which it was installed.

Now old man Ford was more than just a little anti-Semitic, and there was no way he was going to put the Goldberg's name on two million Fords. They haggled back and forth for about two hours, and finally agreed on \$4 million and that just their first names would be shown.

And so to this day, all Ford air conditioners show Lo, Norm, Hi, and Max on the controls. So, now you know.

From Bob Findlay

SHEARWATER AVIATION MUSEUM FOUNDATION ANNUAL DINNER AUCTION

WHEN: SATURDAY JUNE 13, 2009

TIME: 7:00PM FOR 7:30PM

**WHERE: WO'S & SGT'S MESS
12 WING SHEARWATER**

DRESS: CASUAL/DRESS

COST: \$50 EACH (Please note: An Income Tax Receipt for \$25 will be given for each ticket purchased.)

VX 10-ASWTNS-SKIPJACK

In the mid 1950s the USN, at their ASW laboratory at NADC Johnsville, designed a mechanical-electro-optical plotting and tactical navigation system. This system, initially called JASAP (Julie Attack Search and Plotter), was to enhance the ASW crews ability to detect, plot, track, localize and prosecute submarine contacts. The navigational and tactical situation was displayed by lighted symbols on a 12 inch square screen located between the pilot and co-pilot.

As the USN was pursuing the development of a similar system they allowed the RCN to take over the development and evaluation of JASAP. JASAP was subsequently named ASWTNS (Anti Submarine Warfare Tactical Navigation System) which eventually went into RCN service as AN/ASN-501 in both the Tracker and CHSS 2).

The VX 10 project team formed for the development and evaluation of ASWTNS consisted of LCdr. Dickie Quirt as project officer, myself as project pilot, with two of VX10s best technicians, P1EA Jake Leonard and P1RA Glen Munroe, looking after the maintenance and "upkeep" of the system. These two individuals spent countless hours keeping the system operating despite its prototype nature and Jake Leonard, probably more than any other individual, ensured the successful outcome of the development of the system into its final production form.

In mid 1959, after 280 hours of bench running and 240 flying hours, we were in the final stages of evaluation. To assess the overall ASW effectiveness it was decided that the trials aircraft, CS2F 1507, should participate in a major ASW fleet exercise. This would allow us to evaluate the effectiveness and maintainability the ASWTNS under operational conditions at sea. To this end we were invited to join USN Task Group Alfa Hunter Killer Force aboard the flagship USS Valley Forge to participate in an exercise against the nuclear submarine USS Skipjack. This exercise would be the first time an opportunity had been provided to assess the capability of a nuclear powered attack submarine to detect and attack a naval task force at sea and conversely to assess the ability of the task force to thwart a nuclear submarine attack.

On July 22 1959 CS2F 1507 and the VX10 Detachment embarked aboard Valley Forge to participate in the exercise. I should mention that it was a bit of nostalgia landing on Valley Forge with a "straight deck", barriers and an LSO with "paddles" calling the shot. The Detachment was commanded by Dickie Quirt with Tony Cottingham and myself as Pilots and C2OM Paul Martin and P2OM Fred Deacon as the sensor operators. The maintenance crew was headed by P1PC Al Chronows, supported by LSAR Bill Elliott and LSRA Jim Law, with

Jake Leonard and Glen Munroe looking after the ASWTNS. At this point I must say that the entire maintenance crew did an exceptional job in that we never missed a scheduled launch and on top of that they drew many compliments from Valley Forge personnel (including Admiral Thach) on the "sparkling" cleanliness of 1507.

The first degree of success with the ASWTNS occurred on 26 July when on patrol we recorded eight Julie "fixes" on Skipjack in a ten minute period when he was at a depth of 150 feet and moving at 20 knots. This was an encouraging indication of the potential of ASWTNS and set the stage for a most successful exercise the next day.

On the 27th with Dickie Quirt as ASWTNS operator, Paul Martin as Julie operator, Fred Deacon on MAD and myself as Pilot we flew off Valley Forge and commenced a search 25 miles ahead of the task group. After a short time into the search a solid MAD contact was made with an underwater object. I immediately marked this contact with a smoke float, Dickie fed the position into the ASWTNS and tracking of the target started. We realized that it was imperative not to lose this MAD contact, especially if it was traveling at the high speed to be expected of a nuclear attack submarine. Accordingly I cranked 1507 into a 180 degree tight turn, bringing the aircraft back on the task force side of the "smoke" (initial contact) in less than forty seconds. Immediately after rolling out of the turn we got another MAD contact and I could clearly see the submerged conning tower and some of the hull just below the surface. It was apparent from the separation of the smoke markers, as well as the ASWTNS information and display, that the submarine was traveling at a very high speed, in excess of 20 knots. There was no doubt in our minds that this was Skipjack heading towards the task force. Since a flash report had been sent on the initial MAD contact, a follow up report was sent immediately after the second contact was made, identifying the submarine with a high probability as Skipjack and that it was heading towards the task force at a very high speed.

Tracking by MAD and ASWTNS had started as soon as the initial MAD contact had been made. It was realized very quickly that both the MAD tracking, with its critical need for very steep turns and fast rate manoeuvring, and the ASWTNS tracking operation with its complex array of display controls, would have to be done at a very fast pace to ensure contact with the submarine was maintained. The need for fast and accurate JULIE ranges to assist in reacquisition of the submarine when MAD contact was lost, meant that the entire crew had to work at maximum pace and in complete unison.

With, at times, wild gyrations of the aircraft the magnetic manoeuvring noise was high making it very difficult to identify the "MAD marks" of a detection. Fred Deacon's skills in operating this equipment were tested to the full and his performance in distinguishing real signals from

the noise was nothing short of brilliant. Paul Martin was equally adept with JULIE in getting dead accurate ranges for both "fixing" Skipjack and using the range from a single JULIE buoy for MAD trapping. To do this the ASWTNS range strobe would be run out to the range given by JULIE, the strobe rotated as required, and the aircraft "bug" symbol flown to the indicated target range where MAD contact would be re-established. Dickie Quirt was masterful in operating the ASWTNS so as to present an accurate picture of the tactical situation on the display, in anticipating Skipjacks next move and in directing the correct aircraft counter measure. This in turn called for intense and rapid aircraft manoeuvring, with the need to correctly interpret the target position symbols on the ASWTNS display and at the same time pay careful attention to the smoke markers that were dropped to mark the latest submarine's position. All of this at altitudes often below a hundred feet where a second's inattention could spoil the entire day. During the tracking of Skipjack we would place either a helicopter or one of the screening destroyers in contact with the submarine and then move off to let them prosecute the contact. Without fail the ship or hello would immediately get an initial contact and almost as quickly lose it as the submarine manoeuvred away. We would then revert to the JULIE range/MAD trap, regain contact, track for awhile and then again try to hand off the contact to one of the other participants. All in all we had Skipjack's position accurately plotted for over 52 minutes of continuous operation; or about 47 minutes longer than this had ever been done before.

During this period Skipjack was tracked until he penetrated the task force's destroyer screen and while he carried out simulated attacks on the destroyers once inside the screen. This was later verified when the aircraft and submarine track plots were compared and matched almost perfectly. It should also be mentioned that the submarines speed and depth were unrestricted during the entire exercise.

It was during this period of rather intense pressure, chasing Skipjack inside the task force, that Admiral Thach sent us the following message: :

From: COMHUKFOR
 To: CO VX10 DET VALLEY FORGE
 RADM THACH SENDS X A
 PLEASURE SEEING A VISITING
 PROFESSIONAL IN ACTION X WELL DONE.

We continued to track Skipjack until he passed astern of the task force and then returned to Valley Forge and landed on.

Admiral Thach invited us to dinner that evening and

asked that we bring the tape recording of the aircraft's internal communications during the exercise. There was then a frantic effort to sanitize the tape of some of the profanity that occurred during the, at times, stressful exercise. It was, however, forestalled by the Admiral's aide who said that the Admiral would like to hear the original and enjoy the full flavour of the operation. And he did, reaffirming his "well done" in person.

The outcome of this exercise was that Admiral Thach made forceful recommendations for the most urgent procurement of the ASWTNS and its rapid introduction into USN service. He was also given strong support for this recommendation by the Secretary of the Navy who was aboard at the time and had been briefed by us. As a result the system was soon put into production and went into USN service in little more than a year as AN/ASN-30. By contrast, the first Canadian set, designated AN/ASN-501, did not enter service until the advent of the CS2F-3 over 5 years later.

Nevertheless VX10 can rightly claim to have carried out the first real time tracking of a submerged, unrestricted, high speed nuclear attack submarine. This was a historic achievement that advanced very significantly the ASW capabilities of both the United States and Royal Canadian Navies. **Dave Tate**



AIRCREW

Paul Martin, Tony Cottingham,
 Dickie Quirt, Dave Tate
 Sitting Fred Deacon



VX 10 Det Valley Forge

Back Row L-R Wilf Somers, Jake Leonard, Tony Cottingham, Dickie Quirt, Dave Tate,
Fred Deacon, Paul Martin, Glen Munroe, Mike Humphries.
Front Row L-R Jim Law, Bill Elliott, Al Chranows

*

THE NAVY UP NORTH *Leo Pettipas*

At dawn on the 25th of May 1962, a pair of sleek, single-seat Banshee jet interceptors of Fighter Squadron VF 870 roared down the runway and into the air at Canadian Naval Air Station Shearwater near Dartmouth, Nova Scotia. At the controls were Lieutenant Frank Willis of Flin Flon, Manitoba and Sub-Lieutenant Huey Fischer of The Pas. They were in the vanguard of a squadron deployment to the Canadian Joint Air Training Centre near Rivers, Manitoba for combat training with the Army at Camp Shilo.

But this adventure wasn't the only notable aviation activity

on the books for Manitoba on that particular date: it just so happened that construction of a new 5,000-foot runway had recently been completed at the Flin Flon airport, and the opening ceremonies included an air show scheduled for that same day. Arrangements were made with the VF 870 Commanding Officer to have the two northern Manitoba pilots take part in the program, and so away they went in the early hours of the morning intent on reaching Flin Flon in time for the local celebrations.

After re-fuelling stops at St. Hubert, Quebec and the Lakehead, they put in at CJATC Rivers long enough to take on more fuel. They then took off once again for the one-hour flight north to Flin Flon. Arriving over the airport

just in time, they treated the crowd to a memorable 10-minute aerial demonstration before landing. This was really novel for the local people; who would have thought the Navy flew jet fighters, of all things? To have a pair of them being put through their paces right there over the Flin Flon airport, with one of them piloted by a native son no less, was quite the experience.

Another attention-grabber came about after the planes landed and were taxiing to the ramp -- they were changing shape right before everyone's eyes! The Banshees were flown from the Navy's aircraft carrier HMCS Bonaventure; and to conserve space while stowed on board the ship, their wings were specially hinged so that they could be folded upward, as shown in the accompanying photograph. Even among those who worked closely with airplanes, this wasn't the sort of thing you saw every day. To witness it at the Flin Flon airport was quite unexpected and the onlookers were duly impressed.

Over six hours had passed from the time the flyers had left home base to the time they shut their engines down in Flin Flon. After an hour's visit on the ground, Huey departed for his home town of The Pas. Frank remained behind for an overnight stay before heading for Rivers to join the rest of the squadron on operational business.

The Flin Flonners were fortunate indeed to experience the swift, twin-engine Banshees when they did, for the occasion was destined never to be repeated. Since 1948, Shearwater had been sending its air squadrons out west to Rivers on weapons courses, but the 1962 session was destined to be the last. The Powers That Be had decided to discontinue the Navy's fighter operations, retire the aging aircraft, and decommission the squadron. By the end of the year it was all over for VF 870 -- but not before Flin Flon, Manitoba was treated to an impressive aerial display during the historic closing year of fighter operations in the RCN.



Photo caption: Royal Canadian Navy Banshee jet fighter with wings folded. DND photo.



BILL LANDYMORE: NAVAL OFFICER

Admiral made war on unification and went down, guns blazing...

Decorated in wartime after two ships were sunk under him, he rose to the top of the RCN only to defy Ottawa's plan to integrate the military. As a result, he lost his job, but won the hearts of the rank and file.

Two decades after he fought the German and Japanese navies during the Second World War, Rear Admiral Bill Landymore threw himself into the battle of his life when he took on the government of Canada in an epic struggle that transfixed the nation.

In 1965, Rear Adm. Landymore, a fighting sailor who had two ships sunk under him in four months in 1940, chose to deliberately defy Paul Hellyer, the minister of national defence, over the latter's ambitious and controversial plan to unify Canada's three services into a single force wearing a common green uniform.

At stake was the unique identity and soul of Rear Adm. Landymore's beloved Royal Canadian Navy, along with its traditional blue uniform and rank structure. He'd served three years with the Royal Navy before the war, and believed passionately in the RCN's British heritage.

As the head of the post-integration Maritime Command and Commander Canadian Atlantic Sub-Area, he was in an extremely difficult position. Theoretically, he had no choice but to follow the elected government's orders. If he didn't agree with Mr. Hellyer's plans, he could resign.

But Rear Adm. Landymore felt he had a strong moral duty to oppose unification, which split opinion in the armed forces and across the country. "If I didn't speak out, who would?" he said. At a senior officer's briefing in Ottawa in November, 1964, he told Mr. Hellyer that he couldn't accept a plan that meant demolishing the navy. "In his professional opinion, economy and proper command and control could be achieved by integration alone," wrote Tony German in his 1990 book *The Sea is at Our Gates: The History of the Canadian Navy*. "Unification was unnecessary and highly unpalatable to the vast majority, he said - and Landymore knew his people."

It was a solid shot across Mr. Hellyer's bow from an officer described as a "tough-minded, tireless professional and a first-rate leader." Now, with the navy facing institutional chaos, shrinking budgets, recruitment falling by 40 per cent and suffering an acute identity crisis, Rear Adm. Landymore was determined to restore morale to the fleet and fight for the RCN's very soul.

To organize opposition against Mr. Hellyer, he convened a series of meetings of high-ranking officers in Halifax during the summer of 1965. Among other things, he wanted to make sure his officers would not ask to be retired. "Of 367 officers at the meetings, three didn't fully agree. Landymore reported what he'd done and the views of his officers to the chief of personnel," wrote Mr. German.

Shocked that Rear Adm. Landymore would oppose him in such a public manner, which seemed disloyal in the extreme, Mr. Hellyer considered disciplining him or firing him. Problem was, that would have meant sacking a second top operational commander in less than a year.

In fact, Mr. Hellyer displayed a grudging respect for his opponent in his 1990 autobiography, *Damn the Torpedoes: My Fight to Unify Canada's Armed Forces*. "To his credit, and unlike some of the others, he took me seriously and worked out a strategy not unlike a political campaign. He made frequent visits 'below decks' to ingratiate himself with the sailors. He volunteered to act as their agent in redressing grievances. He would be their champion."

Known as a sailor's sailor, Rear Adm. Landymore was "popular, admired by all ranks, and is remembered as being a forthright, four-square, hands-on commander and staff officer," wrote Robert Caldwell in the 2006 book *The Admirals: Canada's Senior Naval Leadership in the Twentieth Century*.

On April 11, 1966, the undeclared war between minister and admiral reached a new low when *The Globe and Mail* quoted an unnamed DND spokesman who said, "naval officers still retain to some extent an above-decks, below-decks mentality ... Sailors just don't scrub decks now, they're skilled men and the old attitudes of officers just doesn't fit. We're trying to change that."

Considered a gratuitous and unfounded attack, the remark was thought by many to have come from Mr. Hellyer's special assistant, former RCAF wing commander Bill (Leaky) Lee. Rear Adm. Landymore was incandescent with rage and demanded a denial or public apology. He was ignored. Suddenly, it seemed to him as though it was open season on admirals.

Two months later, Rear Adm. Landymore was scheduled to testify on naval matters to Parliament's standing committee on defence. Following protocol, he submitted his remarks to Mr. Hellyer the day before. The next day he discovered that his brief on personnel issues, which had outlined serious morale problems because of unification, had been changed.

"Hellyer claims Landymore made no protest about the changes as they made their way to the committee

meeting," wrote Marc Milner in his 1999 book *Canada's Navy: The First Century*. "As it turned out, the minister's office had wanted a more positive spin on the situation than the tone contained in Landymore's original report. Later, one of Hellyer's staff took responsibility for altering the report." Believing he had no choice but to obey his minister, Rear Adm. Landymore "choked down his disgust and delivered the report as changed. Hellyer had effectively stopped expert evidence key to the defence of Canada from being heard," Mr. German wrote. *The Globe and Mail*

The final showdown occurred on July 12, 1966. Mr. Hellyer asked for his resignation. Rear Adm. Landymore refused to give it to him. He preferred to be sacked.

"There was no alternative but to fire Landymore," wrote Mr. Hellyer. "He didn't seem too surprised when he heard the verdict."

Depressed and discouraged, he had just one more card to play. He asked a retired RCN officer, Liberal MP David Gross, to set up a meeting with prime minister Lester Pearson. The following day, Rear Adm. Landymore went up to Parliament Hill and met with Mr. Hellyer's boss.

Mr. Pearson said he "fully supported" integration but didn't know how far Mr. Hellyer would go in the process. He promised the government would not interfere with naval traditions.

"Landymore felt a final sense of betrayal," Mr. Milner wrote. "It was some time later that Pearson confided to Landymore: 'If one more admiral had resigned I was going to tell Hellyer to stop unification.' None did, and Pearson failed to protect the traditions that Landymore and others held dear. 'I believed the Prime Minister of Canada was an honest, thoroughly sincere man,' Landymore concluded years later. But he wasn't.' "

Back in Halifax, Rear Adm. Landymore decided to go public about his dismissal, which made front-page headlines across Canada. The publicity created an enormous controversy. "By late July, Landymore's name was a household word," Mr. Caldwell wrote. "Open warfare was conducted between opponents of unification and the government. Critics of unification seemed to be galvanized ... Hundreds of letters and telegrams were sent to the prime minister, the minister and members of Parliament. The debate on Bill C-243, the unification bill, became a highly sensational and contentious issue."

It was arguably the most controversial defence issue in Canadian history and Rear Adm. Landymore, who at 50 could have served five more years, had gone down guns blazing in the best naval tradition. In two years, the RCN's six senior admirals had been retired prematurely or fired. Generals and air marshals had also left.

Confident he had followed his conscience and done the right thing, Rear Adm. Landymore prepared to haul down his flag. First, though, his sailors paid their admiral a heartfelt tribute by giving him an emotional farewell.

Exactly a week after he was fired, personnel turned out in strength at the dockyard in Halifax. "Ship's sides and roadways were lined with cheering sailors and civilian employees," Mr. German wrote. "Every ship in harbour flew signal flags spelling Landymore's name; above them flew flags BZ: Bravo Zulu: 'Well done, Landymore.' There was nothing else to say."

Seven months later, on Feb. 23, 1967, Mr. Hellyer couldn't resist one final salvo when he told a parliamentary defence committee that Rear Adm. Landymore was fired for "18 months of consistent disloyalty to the people he was paid to serve."

Disgusted by that spurious charge, Rear Adm. Landymore gave his version. Four days later, Mr. Hellyer was forced to retract his statement but had the last laugh when the government rammed the unification bill through on Apr. 25, 1967, and the RCN passed into history.

Raised in Brantford, Ont., he was the only son of Frederick and Gladys Landymore, and graduated from Brantford Collegiate Institute before attending the Royal Military College in Kingston.

In 1934, he matriculated as a gentleman cadet, and two years later was commissioned as an acting sub-lieutenant in a tiny RCN that had no immediate need for his services. Instead, he was sent to the Royal Navy to serve on three cruisers before the war started on Sept. 1, 1939.

By March, 1940, he was a torpedo and communications officer aboard HMCS Fraser, a River-class destroyer. Three months later, he survived his first sinking when his ship collided with the British cruiser HMS Calcutta. Sent to HMCS Margaree some months later, he survived the loss of that ship when it collided with a merchant vessel in October, 1940. Clearly, Rear Adm. Landymore was quickly using up his nine lives.

He served in various staff appointments before his appointment to HMCS Uganda as gunnery officer in 1944, where he later witnessed the majority of the ship's company voting themselves out of the final months of the war in the Pacific. That service won him a mention-in-despatches (MID).

After the war, his first notable appointment occurred in 1951 when he was made captain of HMCS Iroquois. He commanded the destroyer during two tours of duty during the Korean War. He received a second MID and was appointed an Officer of the Order of the British Empire.

In 1958, he was given a plum appointment when he was made captain of HMCS Bonaventure. The 16,000-ton carrier flew McDonnell Banshee jet fighters and Grumman Tracker anti-submarine aircraft in support of NATO operations in the Atlantic.

During his command, he pioneered the idea of sustained operations, keeping aircraft airborne around the clock. "If the carrier and its aircrew could not do that, he reasoned, the viability of naval aviation could be threatened," wrote Mr. Caldwell. He left the "Bonnie" in September, 1959, and three years later was promoted rear admiral.

On Nov. 16, 1964, he took over the East Coast fleet from Rear Adm. Jeffrey Brock, who had been fired by Mr. Hellyer three months earlier. Thus, he became de facto head of the navy, since the position of chief of naval staff had been abolished in August of that year.

During his retirement, Rear Adm. Landymore performed charity work and served as chairman of the board of Halifax's Grace Hospital. He never spoke about unification and what it had cost him, preferring to stay silent in the tradition of the "silent service."

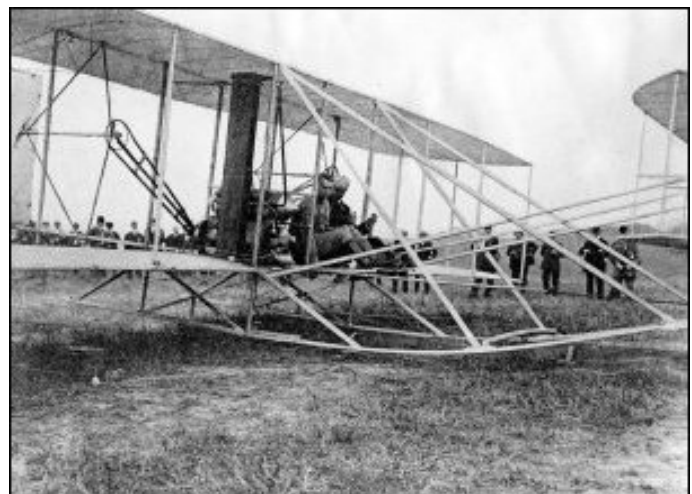
BUZZ BOURDON *Special to the Globe and Mail*
December 15, 2008

"No Time For Unavailing Regrets"

Thomas Selfridge: Aviation's First Fatality - The Canadian Connection

by Colonel (Ret'd) John L. Orr

On 17 September 1908, First Lieutenant Thomas Selfridge, recently assigned to the Aeronautical Division of the United States Signal Corps, took to the air with Orville Wright during the acceptance trials of a *Wright*



1st Lieutenant Thomas E. Selfridge as passenger with pilot Orville Wright, September 1908. (Photo courtesy 15 AW/HO).

Flyer by the United States Army. Shortly after take-off from Fort Myer, Virginia, one of the two propellers of the airplane suffered a catastrophic failure and the machine plunged to the ground. Orville Wright sustained serious injuries and was hospitalized for several weeks. Unhappily, Selfridge was less fortunate and died approximately three hours after the accident without regaining consciousness. To Selfridge therefore goes the tragic honour of being the first victim of an accident involving a powered heavier-than-air flying machine.

The loss of Thomas Selfridge, in addition to being a setback to the fledgling Aeronautical Division of the U.S. Signal Corps, had an impact in Canada as well. A 1903 graduate of the United States Military Academy at West Point, Selfridge was, by 1908, already an experienced aviator - at least by the standards of the times. Initially assigned to the Field Artillery, he had a keen interest in aviation and in the spring of 1907 arranged an interview with Dr. Alexander Graham Bell who had a life-long fascination with "aerial locomotion" and was a colleague of Octave Chanute and Samuel Pierpont Langley, both pioneers of American aviation.

Bell was sufficiently impressed with Selfridge that he invited him to his home in Baddeck, Nova Scotia to join in his experiments to develop a manned kite which would be the precursor to a powered heavier-than-air machine. Selfridge fitted in well with both Dr. Bell and, as importantly, Mrs. (Mabel) Bell. Accordingly, Dr. Bell wrote to President Theodore Roosevelt to ask that Lt. Selfridge be assigned as an observer of Bell's experiments in mechanical flight for the United States Army and on 3 August 1907, Selfridge was assigned to this duty.

While at Baddeck, Selfridge encountered J. A. D. (Doug) McCurdy, whose father was Bell's secretary and assistant, and F. W. (Casey) Baldwin. Both Baldwin and the younger McCurdy were recent engineering graduates of the University of Toronto's School of Practical Science and had been engaged to assist Dr. Bell. Also present in Baddeck was Glenn Curtiss, who had been hired to provide a light and dependable internal combustion engine for Dr. Bell's aerial experiments.

Later that summer, Mabel Bell proposed and funded the establishment of the Aerial Experiment Association on 1 October 1907 with the objective of achieving manned flight in a heavier-than-air machine within one year.

As noted above, Dr. Bell was intent on pursuing the development of a manned kite as a preliminary step to powered flight. Bell had spent a great deal of time and effort in the development of large man-lifting kites and had decided that the best way to ensure the necessary strength and stability as well as optimum lift was to utilize a concept which incorporated hundreds of tetrahedral (triangular) cells in a lifting body.

Selfridge was chosen to be the first to go airborne in Bell's *Cygnet* kite, consisting of more than three thousand tetrahedral cells. On 6 December 1907, *Cygnet*, with Selfridge onboard, rose over Little Bras d'Or Lake to an altitude of more than 150 feet at the end of a towline from a tug. After approximately seven minutes in the air, the kite began to descend and settled onto the water. Selfridge was forced to abandon the kite which broke in two and sank. None the worse for wear, he was quickly recovered from the icy waters to fly another day.

With *Cygnet* destroyed, the Association turned their focus on more conventional designs for a manned aircraft and shifted their headquarters to Hammondsport, New York where Glenn Curtiss had his engine workshop. After experimenting with a manned glider, the Association began work on their first powered heavier-than-air machine. Appreciating that there was a requirement for one member of the Association to assume overall responsibility for the design of the aircraft, it was agreed that in recognition of his harrowing experience in the trials of *Cygnet*, Selfridge would be the "sponsor" of the Association's first aircraft, *Red Wing*, which accomplished two flights in March 1908, both piloted by Baldwin, before being wrecked.

Selfridge eventually carried out his first powered flight on 19 May 1908 in the next aircraft of the Association, *White Wing*. He gained further experience on *White Wing* and then logged a succession of flights on the Association's third aircraft, *June Bug*. On 6 August 1908, Selfridge carried out his last flight in *June Bug*, just over a month before his fatal flight with Orville Wright.

Following Selfridge's death, the Association continued its work, extending its original mandate by six months until 31 March 1909 and completing a final aircraft, *Silver Dart*, which first flew at Hammondsport and then carried out the first flight by a powered heavier-than-air machine in Canada on 23 February 1909, piloted by Doug McCurdy.

Selfridge was buried in Arlington Cemetery, not far from the fatal crash site. His loss was felt by all members of the AEA, and perhaps most particularly so by Mrs. Bell. In a letter to the remaining members of the Aerial Experiment Association, Mabel noted that Selfridge was "...so happy to the very end. I know he would have said he was having the time of his life, and though he must have realized his danger in those last seconds, he would still hope to escape, and he had no time for unavailing regrets."

John Orr is a retired Colonel of the Canadian Air Force. This article is largely drawn from Part I of "Bell and Baldwin: Their Development of Aerodromes and Hydrodromes at Baddeck, Nova Scotia" by Dr. J. H. Parkin, University of Toronto Press, 1964.

ON THE BEACH

HMCS *Warrior*, light fleet carrier, was a ship upon which the heavens smiled. There was always an element of good luck even in her rare misfortunes. *Warrior's* maiden trip to Montreal was one such occasion. This greatly enriched her reputation among the most jaundiced and superstitious of sailors as a prize choice for sea duty, excitement and fun. On a beautiful summer morning in August 1946, the bright new pride of the Navy bounded up the St Lawrence, marked as an aircraft carrier for ignorant eyes ashore by a vicious-looking Seafire ranged aft on the flight deck. After an overnight stop in Quebec City, her departure for a gala reception in Montreal was delayed by the round-up of revelers from the flesh pots of a hospitable town. Speed was therefore a thundering 20 knots much in excess of the norms for large vessel traffic but she had on board two of the most senior pilots on the River.

As a lowly sub-lieutenant under training, I was umpteenth officer of the watch, required to log the passage of each channel buoy and record engine and steering orders. The bridge was jammed with other officers relaxed and confident in the skill of the pilots. This August assembly included the captain, commander and navigating officer, a troika whose power in the ship rivaled God's. Like others lower in the pecking order, they chatted in great bonhomie, anticipating the fun and games awaiting us in Montreal.

Upstream of the Quebec bridge, the ship approached a dog's leg in the channel. This required, initially, an alteration of course to port, towards the south bank. As the ship swung to port, the pilots called for corrective starboard wheel but the ship continued to swing to port. Unfazed, the pilots ordered more starboard wheel. The ship, unchecked, continued her swing toward a now rapidly closing river bank. Immediately, the pilots screamed for full starboard rudder. No response: the steering system had failed! *Warrior* was now charging directly at the shore like a maddened bull elephant, trumpeting wildly on her horn and piping damage control states.

At that speed and short distance, even at full power astern, all realized stopping the behemoth was impossible. The unthinkable was happening. Pandemonium broke out on the bridge. Innocent of error and unable to help, the pilots swore in soul-rending anguish at the impending disaster.

The frenzy was quickly communicated to other parts of the ship. On a cool but urgent pipe from the bridge - "*This is Not an exercise, repeat this is Not an exercise, let go the starboard anchor !*" an officer on the Cable deck ordered release of the Blake slip, streaming the anchor in a deafening roar of chain at a mind boggling speed. It was a valiant but doomed attempt to bring the ship's head 'round and perhaps reduce her headway. Too late! The ship slammed into the shallows with the momentum of over a billion pound-feet per second, tobogganing over the undulating shoals and driving up the beach to a graceful full stop, upright, her stem virtually high and dry. With incredible luck, *Warrior* had stranded on the only clear stretch of gently shelving beach in sight. To either side, the piled rocks had missed their prey. An accomplished magician himself, Captain Frank Houghton must have regarded his ship's escape as surpassing Houdini's best.

During the millisecond of stunned silence that followed, an agitated voice ordered the port anchor let go. With his usual poise, the CO quickly countermanded with a wry: "Belay the last pipe! We've enough aground already." No sooner had his words officially confirmed the unthinkable, than the Captain's secretary materialized like a genie from a long corked bottle. He snatched the rough log from my hand, scooped up the ship's log, all note books and the charts. Mumbling darkly about evidence for the board of inquiry, he vanished as abruptly.

For a moment, the ashen multitude on the bridge looked in disbelief at the scene: Ahead, a wide and serene beach bordered by huge orchards. Astern was the treacherous river and distant north bank. From the bow, the flight deck sloped down, more steeply as the tide fell. Cars and trucks began to flock onto the beach, driving up to the ship's side. Their occupants gaped up at the beached monster with total incomprehension. Timidly, they engaged some of the old salts in a dialogue that at times, eclipsed the best side-splitting episodes of Monty Python. It began when one wag asked the earthlings to call a tow truck.

Meanwhile, the ship was a hive of activity and consultation. I was quickly dispatched by the captain to obtain a report from the engineer officer who was directing damage inspection and emergency action in the bowels of the ship. After undogging and redogging a zillion watertight doors and hatches, I staggered into the wardroom flat, ready to make the plunge below to the steering compartment but the deck was heavily flooded. I thought of my new uniforms, which had bankrupt my whoopee fund, sloshing around in the nearby gunroom annex. In the gloom ahead was the Commander (E), frustration and anger lighting his face. "Och," the tough old plumber spat, "we're not holed. I told the bloody idiots to pump ballast to starboard, not in the frigging wardroom." His message to the CO - the ship's structure is sound, a few

frames and bottom plates bent, no significant leaks, propellers in clear water; steering gear now functioning, problem yet to be diagnosed but apparently in the steering control system.

The engine room was then called upon for full speed astern in an effort to unbeach. The ship shuddered and shook as propellers created heroic turbulence and churned up tons of soil, but *Warrior's* bottom remained firmly fixed in the growing embrace of mud and sand. The news of our humiliating contretemps had now reached Montreal as well as the brass in Halifax and Ottawa. Radio station disc jockeys had a field day at our expense. Small planes buzzed the ship, taking pictures for late edition front pages. It was not our finest hour.

Desperate times demand desperate measures. The bow was lightened at the rush by bringing up from forward all aircraft, bombs and stores and ranging them aft on the flight deck. All the many hundreds of officers and men available were mustered aft, and solemnly timed by the conducting officer, the great symphonic mass of humanity jumped up and down in synchronized unison on the flight deck. Their flatfooted impact, it was reasoned, would reinforce the dead weight of stores, wiggle and further lighten the bow. Simultaneously, the engines were once more put to full speed astern. Officers and chief petty officers in the front rows of the ballet were scarlet with humiliation at the ribaldry directed at them by old

stokers and seamen in the ranks behind. Carefully concealed engineer officers and lesser mortals with merely a smattering of high school physics rolled about in near fatal mirth at a spectacle as ludicrous as a swarm of fleas doing formation jumps on the rump of a half-stranded hippo. *Warrior's* torment only came to an end when, on the afternoon full tide, she was refloated with the gentle aid of tugs.



A more dignified account of the incident by naval scribes in Ottawa, preceded *Warrior* to Montreal. This accurately described the ship as the victim of gremlins but tough

enough to withstand the drive of 18,000 tons ashore at high speed virtually unscathed. The ship arrived majestically, an instant and lionized celebrity, endowed with the luck of her Irish ancestry and the blessings of her Patron Saint.

Epilogue. Our chief host in Montreal was the legendary Camillien Houde. His Worship was a ladies' man of great and roguish charm. He asked one officer at the city hall reception why *Warrior* had so misbehaved. "*Ships are like women*", the engineer explained, "*Sometimes they do the damndest things*". "Ah oui", winked the Mayor, "Women, I understand perfectly.!"

Ralph Fisher . Originally published in the Naval Officers Association of Canada "Starshell", June 1991

FOOT NOTE : (62 Years Later) Despite their best efforts, the Board of Inquiry and HMC Dockyard Halifax could find no evidence of a malfunction, temporary or otherwise, in the steering control system. Nor was it experienced the remainder of her commission.



"Wayward Warriors Welcomed at City Hall , Montreal"

As suggested by Stu Soward in "Hands To Flying Stations", it was widely believed that someone in the special sea duty watch assigned to the steering compartment was responsible. Perhaps bored and a tad hung over after nocturnal festivities in Quebec City, idle curiosity had caused him to fiddle with a hydraulic valve, thus cutting off power to the rudder. Thereupon, it was reasoned, he was galvanized by the resulting panic and quickly re-opened the valve, never exposing or admitting his guilt. This was hotly contested by the "plumbers" as sheer nonsense and the foulest of libels on a noble profession. Hal Zerbin, editor of the Chief & Petty Officers Association "Bulletin", then a young Stoker in *Warrior*, points out that this was impossible. Apparently for safety, the valves did not have hand wheels. . They could be turned on or off only by a special wrench under control of the watch leader.

Two other differing reasons have been advanced. Each attributes loss of rudder effectiveness by hydrodynamic forces generated in the ship's high speed transit of the relatively narrow and shallow waters of the dog's leg in the marked channel. One by Dan Fairney, a highly respected senior engineer in *Warrior* concludes that once the huge underwater hull was broadsided by the river, forming a semi-dam against a current of 11 knots, attempts to turn starboard were doomed with little time at 20 knots before the ship hit the beach. Another is by Hal Zerbin backed by 20 years experience in freighting operations on the MacKenzie River following his retirement from the Navy. These involved tug propulsion and control of linked barges often with a collective size and weight exceeding that of *Warrior*.

Since 1946, there has been enormous world wide growth in development of large container, tanker, cruise ships and barge systems and their traffic in relatively restricted waters, including bays, inlets, harbours and rivers. It has spurred a volume of research on the hydrodynamic forces involved. One of the most instructive dealing with Hal's view of the behaviour by *Warrior* is that by Dr. E. Tuck, entitled - "Hydrodynamic Problems of Ships in Restricted Waters". It concludes that the loss of rudder effectiveness from hydrodynamic effects at speed in restricted and shallow waters is sometimes contrary to intuition and conventional expectations. These can effectively shift rudder forces amidships where they can have little or no steering effect.

In brief, here is the essence of Hal's assessment. "Warrior was running at undiminished speed as she entered this shallower stretch of the river. It is a common and well known phenomenon, one which I have personally experienced with others many times on the Mackenzie, that entering shallower water requires a reduction of speed. Otherwise, the water leaving the hull at the stern accelerates faster than water entering at the bow. The bow is thus "sucked down", raising the stern and losing steerage way. This is exactly what happened that day in *Warrior*. I distinctly remember the stern rising up just before we turned into the river bank and slid majestically ashore. I had been in the tiller flats many times and the idea of anyone "shutting a valve" just to see what happens is not only offensive but completely impossible. All of us in the Engineering Department disputed and disagreed with the official explanation. I am very confident that if this phenomenon that many other "river rats" on the Mississippi have also experienced and guarded against had been considered and thoroughly investigated, it would have been recognized as the ultimate cause of *Warrior's* grounding".

Finally, after almost 63 years, there is a long deserved recognition and vindication for Hal and the proud community of plumbers at "*Happy Warrior's Beach Party*" in August, 1946.



**TD Canada Trust is proud
to support the Shearwater Aviation
Museum Foundation.**

The TD Canada Trust branch located at
6 Forest Hills Parkway in Dartmouth is working together
with the Shearwater Aviation Museum Foundation
to make a difference in our communities.

TD Canada Trust

Whatcom Escadrille's Noon Patrol

Former nazal radiator Alvin Jasper and I are two of the three pilots with the Whatcom Escadrille's Noon Patrol. Noon because dawn is too damn early... Besides which we fly for food. The third aviator is Peter Thornton who flew out of Shearwater in the late 1980's.



Al Jasper and Al Snowie at Meadowist

Our aeroplanes are Nieuport II's, a modern copy of the 1915 front line fighter. Powered by mighty Volkswagen 1834 cc engines we patrol the skies of Puget Sound searching for terrorist turtles. Photo was taken at Meadowmist Fly-In this past summer. The Walter Mitty duo thunder overhead the crowd. Well, maybe a couple of dozen folks anyway.

We have entered one of the machines in the Cross Canada Centennial Flight leaving Boundry Bay BC for Baddeck NS this summer. So will overfly the Shearwater Helicopter Station at some point -- Unless of course there is a fixed-wing landing area?
(<http://www.crosscanadafight.com/>) aye, **Allan Snowie**

(Shearwater Helicopter Station, Allan? I don't think so!!
Kay)

***Reminder - Shearwater Aviation Museum
Foundation Membership Year is 1 Jan - 31 Dec.***

READER'S COMMENTS

Marsh Dempster writes:

I particularly enjoyed the Newsletter this time Kay. Maybe it was because there was a lot about VS 881 in those early years of Trackers not to mention George Pumple, Bob Bissell and the COD crew. Sure makes one nostalgic.

From **Paul Manson**:

It is the first time I have had the pleasure of reading the Newsletter, and I must say I enjoyed the experience. Reading for example of such Naval Aviation stalwarts as Wally Schroeder and Ken Sheedy, both of whom were Staff College classmates back in 1966-67, was a real treat.

I compliment you and the Newsletter staff on a fine publication, full of interesting articles and information. And thanks again for allowing me the opportunity to contribute in some small way.

I wish you a Very Merry Christmas and continued success in 2009.

Fred Fowlow writes:

First and foremost allow me to say that the latest edition of the SAMF Newsletter is one of the best I have ever read....I read it from cover to cover on one reading that took me into 1am this morning.....

I could relate and certainly found that Bob Welland's offering brought back many memories. I was the Deputy Supply Officer when he was the CO..and Bev Gaynor was my boss followed by Wild Bill Marshall....

I have known Bennie Oxholm off and on for many years. First when he was with, I believe 871 Sqdn in or around 58... Then when I was in Bonnie on the way back to Hfx after a NATO exercise in '68 I believe...He was the flight leader of a group of fighters from somewhere in Germany when they beat us up as we sailed thought the North Sea.

Finally George Pumple's escapades could fill a book. They too brought back some interesting memories. I recall several including the one George describes in the Newsletter when he brought the Director of Flight Safety, an Air Force Colonel..on board Bonnie.... ...George chased the deck and landed with as he describes one hard landing....The EO/AEO Cdr Don Jones and I watched this exciting event betting that

George was going to give us all something to remember specially when we knew that he had as a passenger the Director of Flight Safety. Don and I were detailed off to meet and take the Colonel and go to the wardroom for breakfast or lunch I can't remember...The Colonel was excited as one could be, after all it was his first carrier landing.... He thought the landing was the best thrill he had ever experienced...Little did he notice that Don Jones and I looked to the deckhead and rolled our eyes...Which is to say he was lucky that as the Director of Flight Safety he was not an on board witness of an event that could have at least written off more than the under carriage of George's Tracker.

There are a few more George Pumple stories that I am sure could fill an edition of the Newsletter....George lives here in Calgary..in fact I had lunch with him several weeks ago...I will be asking him about at least one other story that I trust he will recall.

I apologize for the length of this. In the meantime A BRAVO ZULU for a terrific and commendable job you are doing.. keep up the good work. It is appreciated by many who I am sure look forward to every issue of the Newsletter

From **George Pumple** Hi Kay

Good & bad news. The good news is that the newsletter just keeps getting better & better with you at the helm. unfortunately there were 3, shall we call them typing, errors on page 8. VS881 & Dickie Bird go together, and some other guys ran the other Squadron - eight eight nothing. Also at the bottom of the page it was HU21 with helicopters, not VU32. Just want to keep the record straight.



Ron Beard (Museum Guide) and Granddaughter Kandace during her class visit to the Museum.

Colin Neal writes: In the Spring 2008 Newsletter Eric Edgar wrote that he was duty electrician on the flight deck of Bonaventure when one Sea King chewed the tail rotor off the Sea King which had just landed ahead sending a shower of shrapnel across the deck and Eric into the starboard gun sponson.

It was the summer of 1965. I was co-pilot for Bob (Buck) Rogers in the Sea King that lost the tail rotor. To explain how this could happen I need to back up a bit.

When Bonaventure is recovering the Trackers, she will maintain 'flying course' as long as necessary to recover the last Tracker while the Sea Kings are orbiting in the starboard delta. "Recover Sea Kings" actually means 'get those helicopters onboard as quick as you can because I want to alter course'. As I remember we had approximately ONE minute to get over the deck, usually 3 or 4 of us.

I think we flew the Delta at 100 knots and this speed would be maintained on approach until almost over the round-down of the deck, bleed off the airspeed, head for the deck spotter, roll-on landing, brake, stop and the deck crew will have the helicopter chained down in the blink of an eye. All is well, another 3 – 4 hour mission is almost over.

As I reach up to the throttle levers to put one engine into accessory drive, the helicopter suddenly lurched hard against the tie-down chains and started to vibrate violently. "What did you do?" shouted Bob. "I didn't do anything!" I replied in amazement. "Shut it down" he said. Seconds later we stepped out of the Sea King to see everyone looking at what was our tail rotor.

Now the story I heard from Herb Harzan, co-pilot for, I think, Al Hawthorne is that they came in a little Hot and High, flared hard, put the Sea King on the deck, brake, stop just short of the Sea King ahead, and breathed a sigh of relief. All was well, except that as the cyclic was allowed to move forward to neutral the main rotor which had been rotating above our tail rotor assumes its natural position of slightly nose down. Chop chop chop, shrapnel starts flying across the flight deck. All is not well. Eric Edgar flies into the starboard gun sponson.

As far as I know, no one was hit by flying shrapnel. I am sure if we had not been chained to the deck, our helicopter would have done at least a quarter turn clockwise possibly sending our tail wheel over the port side deck edge.

Gordon Gray writes: Hi Kay, As I had mentioned to you on the phone, we went to Cape Breton on Sun a week ago to see the Silver Dart.

There were 4 days(Fri-Mon) of celebration in Baddeck to mark the 100th Anniversary of flight (23 Feb 1909), not only in Canada but in the then British Empire. We were not able to take in the entire four days so we decided that the Sunday and Monday events would be our chosen days principally because it was the intended flight days. There was to be a 'Test Flight' on Sunday and of course, the Commemorative Flight on Monday the actual 100th anniversary of the original flight. We arrived about noon on Sunday and were informed at the Welcome Centre that we should high tail it to the flight site as they were planning more test flights that afternoon after their morning flight wherein they had broken a wheel/axel. The Sunday weather was cold but not overly with a mix of sun and cloud and low wind conditions. We grabbed a shuttle van to the flight site and managed to see all of the remaining flying that the replica Silver Dart accomplished - another 4 flights. During the Dart's flight activity there were a fly pasts of a F-86 Sabre in Golden Hawk colours flown by Chris Hatfield, two F 18s, one in special markings, and a lone Snowbird. I expect they had looked at the Monday forecast and decided that a 'test' run was required to mark the day.

Most of the town of Baddeck is closed for the winter but for the occasion, many shops reopened as did some restaurants as well as few motels and Inns. Because we decided to go at the last minute, we could not get any accommodations in Baddeck and had to stay in Port Hawkesbury near the causeway, an hour drive from Baddeck.

As it turned out, Sunday was the day to be there, for sure, as overnight Sunday through Monday morning we experienced snow, rain and high winds. We drove back up to Baddeck in the slush Monday morning to see if there would be any flying on the actual anniversary and also to see the unveiling of a commemorative coin and stamp marking the event and to hear the speeches by the various personages from Government and Community. The Governor General was supposed to be there as part of the ceremonial activities but the Sydney weather kept her flight grounded in Ottawa.

High winds kept the Dart from being flown but we managed a close up photo in the hangar. The Air Force had a display set up in the maintenance shed of Bell Bay Golf Course. This display was the beginning of a cross Canada tour of a CF-18 Hornet actual cockpit where one could sit in and remember flying experiences of yesteryear and chat with some pilots. I also chatted with some Tech staff that had been seconded from 12 Wing to assist with crowd control at the display. The display is part of marking 100years of flight in Canada and I was told it would also be at the NS International Air Show in Sep 09.

We had a great time albeit short. We arrived back in

Hammonds Plains about 6 PM to find that no snow had been dumped on us as was forecast, only rain, even better, no shoveling to be done. Ha. It was a wonderful thrill to witness and be a part of the 100th Anniversary of Flight there in Baddeck, where it all started.

I have enclosed a couple of pictures of the event.

Yours aye, Gordon



Gordon Gray



*Daryl
MacDonald*

From **Kenneth (KT) English**

I look forward to receiving the Foundation Newsletter which I read from cover to cover. So many interesting articles and observations by interesting and talented people, many of whom I have worked closely with in the past. The Winter issue was no exception - particularly the articles written by Colonel Oxholm and Captain Fotheringham. Possibly you could ask Captain Fotheringham to do another article expanding on his "2008 PS" expressed in the last paragraph of his article. There are probably many like myself who would be interested, for it is an observation which begs an explanation. **(How about it, Sir? An Article on your 2008PS would be great. Ed)**

Over the years, I have read and enjoyed with humour and sorrow the stories and memories sent in by former ship and squadron mates. Often my memory of an incident is somewhat different, but what the hell - memories are subjective and memories fade so why attempt to elaborate to satisfy my theory of correctness?

However, Ted Kieser's story (Winter 2008) did chafe an old sore point of mine regarding drafting of us trained CS2F Tracker Technicians from VS881 prior to embarkation of the squadron to BONAVENTURE.

It came as quite a surprise to me that the Squadron CO, Dickie Bird, had all those drafts stopped - would that they were!

Rolly West was the one US trained Airframe Technician while Don Kavanaugh and I were the two US trained Engine Techs on the Squadron at the time. My service certificate verifies that I was drafted to the A/C Maintenance School in July 1957 prior to embarkation and I know that Don and I went there at the same time. I believe Rolly was drafted off the Squadron at about the same time though my memory may be incorrect as to the time of his draft. These drafts were not stopped and as I recall, my criticism of the concept was not well received.

It was not until 1965 that I again served on a Tracker Squadron. Personally, I do not believe a great deal of intelligence was exercised in the deployment of the US trained techs in the CS2F Acquisition Program. If the opinion of some that I am picking fly stuff out of pepper, so be it. But we sure did want to go with our squadron and be a part of that first ship board deployment and to continue using our experience where it would do the most good.

I am enclosing a cheque in the amount of \$500 for a Life membership. **(Way to go, Ken. Thanks. K)** Once again, I do enjoy the newsletter and hope to do so for many years to come.

I intend no offence to anyone, particularly Ted Kieser, who, of course, tells the story as he remembers it.
FLY NAVY!

From **Michael E. H. Pinfeld:**

Enclosed please find my dues plus a little for the "coffee fund". **(I love these guys who send a little extra for the "coffee fund". Thank you. K)**

Congratulations on the Winter 2008 edition of the SAMF Newsletter. It was spectacular. (I swear that it gets better with each issue.)

What a wonderful idea to gather the thoughts of former Shearwater Captains/Base Commanders. Undoubtedly, there were times during Shearwater's colourful history when many of us wondered why certain things were as they were. And, on some of those occasions, it was appreciated that, under the circumstances of time, the "adults" were not able to divulge reasons why. Nevertheless, as good serving personnel - whether aircrew or the vital support personnel - we got on with the task at hand believing that we had the best leadership available.

But now in the fullness of time, it has been possible to bring some of these stories to light. This will also add immeasurable to the living history of Shearwater.

I hope that some of the other Captains/BComds who were not included in this issue, will also avail themselves of the opportunity to share some of their recollections/experiences while commanding Shearwater.

I also greatly enjoyed the reminiscences of the wayward Trackers wandering through Europe. Many years ago, I recalled hearing something of the story but to have it in print was worth the wait.

Keep up the great work. The newsletter is a wonderful link to our Naval Air heritage. *Yours aye..*

William P. Rikely writes: I hope the Air Museum is continuing its fine work. I mentioned in previous letters

that there are many memories within its walls for former Naval



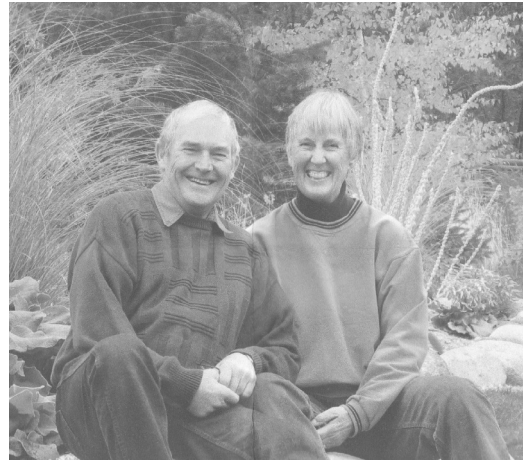
**Lieut Bill Rikely
RCN - 803
Squadron,
Dartmouth, NS**

Aviators. I am proud to have been a Naval Aviator, dated back to 1945, when I flew into the former RCAF Station Dartmouth in a Seafire MK15 from the aircraft carrier 'WARRIOR". Even though it is such a long time ago, that event remains alive in my memories.

From **Cal Smith**: In addition to my usual modest contribution in support of the great work that you, the staff and the host of volunteers commit to making SAM work, I have enclosed a couple of pictures which may be of interest. I dug them out of an old album after reading Bryan Hayter's note in the Winter 2008 Newsletter about 'Exercise Mariner' and the famous fog story of 1953. I was one of the somewhat less than joyful folk airborne that afternoon and I have, ever since, been hugely respectful of the skill of my pilot that day, Brian Cartwright, as we floundered around in the murk at about 50 feet while the "D" types on board tried to conjure up a CCA with ship radars that were never meant for such use (for good reason!!) While I tried anxiously to keep us out of the superstructure of other ships in the combined fleets with the little range/azimuth scope that went with the Avenger's ASH4 radar. There were lots of us to enjoy the happy ending, but none were happy than me!



Back to the pictures - one of them shows our CDR(Air) (an RN chap on loan, by the name of Abrams, as I recall) giving the USN pilot a small memento of his overnight stay in MAGGIE, the other shows the Skyraider ranged for takeoff the next day for return to his own carrier. Cheers



Lorne McDonald writes: Bravo Zulu to all of you that work so hard to keep the past alive. Judy and I always read the Newsletter from cover to cover. Keep up the good work.

P.S. The two oldies are us in our flower garden.

From **Doug Robinson** During a port call to dear old Portsmouth in the early '60s, a favourite for the carrier, my cleaning station for the morning was scrubbing out the briefing room. In came Benny Oxholm (can't quite remember but I believe he was still a two ringer. He was commenting to no one in particular what a good port it was because of all the hospitality showered on we colonials. He then asked what events we, the lower deck, had enjoyed. I looked at my mate and we at Benny and inquired what the heck he was talking about. A run to the Apple Tree for some scrumpy was our lot.

He was quite surprised we had not been better served and said, "Give me two dollars". Now Benny was not a man to be denied so without any further explanation we coughed up. He went throughout the hangar with the same request to anyone who was 881. That day he organized an affair over in Gosport, free drinks and transport (the full five yards) for the lower deck. I have never seen an Officer do such a thing and will always remember him for it with the deepest respect. Oddly enough, I didn't go. Maybe I was off to London. I don't think I was on stoppers.



From the Editor

Hi: We are well into the new year and I hope it has been all you want it to be - so far.

Accolades regarding the newsletter come in all the time. What a boost to our morale. The newsletter could not be published if only one person were involved. Thank you to the other members of the team - Jamie Archibald designs the front cover, Ron Beard looks after most photos, Patti Gemmell and Ken Millar assist where required, Proofreaders and to others that help when asked.

I want to share a few things about our newly named 'magazine'. As you are no doubt aware, in order to keep the Newsletter and now the '**WARRIOR**' Magazine alive, we will, as before, expand stories/articles to include some from across Canada, the USA and other countries. What have they got to do with Shearwater? Perhaps nothing about Shearwater itself, but they will be military stories etc. Maybe we can learn something from their stories as well as our own. Any suggestions as to what you would like to see printed?

For those that have computers and are part of 'navairgen' you will have seen some 'Nostalgia' items recently. A great idea and one we are looking at starting in the '**WARRIOR**' - I hope you will all participate in getting this on its way, as I am sure those without computers - and there are many out there - would enjoy your comments and will send in some of their own.

Several friends passed on in 2008 - hope 2009 will be kinder to us. If you know of any military friends in your area that are not able to get around, why not visit with them and recall some of your times when you were here at Shearwater. I'll bet it will brighten their day - and yours too.

The Museum is a special place - you have to see it. We still need your help. I could go on about the Museum and how it wouldn't be here if it weren't for you, but I've been there and done that many times already. Suffice to say - keep those donations coming, please.

Look guys - look around you - the years have a way of slipping by - very quickly - and unless you start sending in some of the history as you remember it, it will be gone - permanently! I know personally how time is moving right along - I'm selfish, I want to do this job for just a little longer - God willing.

Take care, keep well and write to us soon. **Kay**
(Happy Birthday Aries)

HOUSE ARREST

Bill Cody circa Spring 1952

The event leading up to my being "arrested" was a fuel consumption test flight that I did because Commander (Air) had gone on a flight to Ottawa in a TBM and had to land short at St Hubert because of very low fuel. That in itself was a breach of regulations because on Instrument Flights, the rule is to have sufficient fuel to reach destination and to an alternate airport PLUS 45 more minutes at normal cruising speed. He didn't even reach his destination, and that is why I was told to do the fuel consumption flight using Cdr (Air) TBM.

Well, rather than flying around Shearwater in small circles for the Test, I went on a cross country trip around Nova Scotia, reporting my position and intended next positions frequently.

The problem was that our Regulations stated that all flights had to be within 25 Nautical Miles of "an" aerodrome, unless a Flight Plan had been filed, which I had not done. My flight was clearly in excess of the 25 nm. Therefore, as a result of a recent Mid Air Collision, LCdr Shee was instructed to "Charge" anybody who violated any Regulation, so guess what, I was "It".

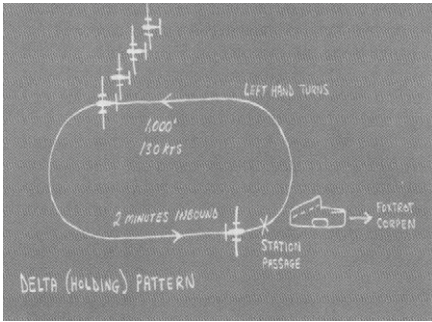
When I was charged, my CO and the Group CO demanded my Reasons in Writing. Realizing that I was in "Deep DOO DOO", I searched the Regulations (BRCN 712) for help. I found the perfect "Hole" and ran with it, i.e. flight within 25 nm of "an" aerodrome which to me meant any aerodrome.

I plotted my route and the aerodromes that were within the 25nm's and submitted my reasons to the CO & Group CO for onwards to Cdr (AIR).. The Group CO said that it didn't mean 25 from any aerodrome so "Rewrite your Reasons". As diplomatically as possible, I replied that those were my reasons and if he wouldn't accept them and pass to Cdr (AIR) I would send a Carbon Copy directly to the Air Boss.

Great - he sent the Memo up the Line and I heard from Little "F" that the CO, Group CO and CDR (Air) were pouring over a Map with Dividers etc and scratching their heads in disbelief. The result was that BRCN 712 was amended forthwith to reflect the intended meaning as from the aerodrome of departure. PHEW.

Much later after I left the RCN, I worked in the Department of Transport in the Regulatory Branch where I drafted and promoted regulations, Air Navigation Orders and amendments thereto. My Position and that of the other Regulatory officers was to provide a linkage between the Operational and Department of Justice organizations.

When I joined the Unit, I was presented with all sorts of funny sounding legalese, such as "Vires, ultra vires, and other funny words and phrases. At first sound, I thought they were talking of Viruses and other diseases. Quick learning curve.



IN THE DELTA

Allan, Bob (Stripey)
Arsenault, Vilbon (Vic)
Babbitt, Betty
Bailey, Ralph
Baker, Harry
Bashford, Tony
Bezant, Ron
Browning, Orval
Brushett, Dorothy
Cairney, Betty
Carroll, Velva
Carter, Mary
Churches, Carol Joyce
Collins, Paul
Cutler, Huey
Edgar, Frank W.
Flight, Ernie
Gibbon, Anne
Gibson, John (Jack)
Gillis, Doug
Graham, Tom
Harrowar, J.B.
Joyce, Larry
Lambie, Vince
Landymore, RAdm
Ley, John
Lilly, Alexander
Marshall, Kay
Pattison, Robert
Regan, Charles

Pope, Robert
Porter, Charles
Robins, George
Rosenthal, Audrey
Saleski, Doris

Winchester, Rosemary Joyce

Naval Seniority

As the beneficiary of the naval policy of seniority, sixty odd years later may not be too late to amplify the significance of this policy. For many years the navy listed officers by group according to rank in a book - the Navy List. Within each group the arrangement was not alphabetical but chronological, depending on the promotion date of the individual to that rank - their seniority. When a group of ships met at sea, a reference to the Navy List identified the senior ship and their order of precedence depending on the rank and seniority of their commanding officer.

I joined the RCNVR in 1940 as an ordinary seaman and was trained as a signalman. Four years later I was selected for training as a pilot and sent to RCAF units. During that four year period, for a number of unusual circumstances, I served at sea aboard eight different naval vessels - from signalman in a gate vessel to lieutenant as navigator in a corvette. This assured my subsequent designation as a 'fish-head' among my 'fly-boy' colleagues.

My first encounter with seniority occurred in 1945. I had completed my operational flying training over VE Day with Corsair deck landings aboard a carrier in the North Sea. Subsequently I, along with others, was transferred via a period for courses in Ceylon, to 1845 Squadron in Nowra, Australia. This RN Corsair

squadron was scheduled to embark in a Royal Navy carrier the first week in September '45 for action against Japan. The pilots in the squadron with the exception of the C.O. and Senior P were equally inexperienced and had identical training background. I was a flight leader in that squadron - seniority! At the end of the war I decided to make a career in the navy and transferred to the RCN with the rank of lieutenant and seniority dated 1 May 1943.

After VE Day, many RCAF pilots no longer required in the Air Training Plan, joined the RNVR seeking operational service in the Pacific. These pilots formed the basis for the RCN air squadrons required with the arrival of *Warrior*. I now skip to another example of naval tradition. In January 1948 a tragic accident resulted in the death of the C.O. of 883 Seafire squadron, requiring the appointment of a new C.O. for that squadron. At that time I was the C.O. of a Firefly squadron and had less than five hours on Seafires. I may have had more deck landings than the pilots in 883 had been able to accumulate. Even if that were the case, the decision was not based on that fact. I was immediately appointed the new C.O.! Seniority.

It must have been difficult for the many experienced pilots in 883 to accept a new C.O. with so little time on type. The learning curve for former RCAF aircrew to accept naval tradition was steep and resulted in being designated with the tag of 'fly-boy'. Time however brought their quality to light and gained for the RCN an international reputation for the very high standard attained throughout every aspect of Canadian Naval Aviation.

As a final note I must admit that while my 36 year career in the service provided a lifetime of fond memories and great friendships among fish-heads and fly-boys, my two best years were those spent in command of HMCS *St. Laurent*.

Brant Fotheringham

Pipes and Drums in Historical First at Kremlin

By Major Allan J. MacKenzie M.B.E.

Moscow – Four members of the 12 Wing Shearwater Pipes and Drums, as part of a Canadian Forces Composite Pipe Band, have recently participated in an historical first at the Kremlin in Moscow, Russia. For the first time in history, foreign troops have marched en-masse, out of the Kremlin's famous Cathedral of the Saviour gate, onto Red Square. Rather than bearing arms, these troops were carrying musical instruments. At the invitation of the Russian Federal Government, Canada, along with Britain, Australia, New Zealand, South Africa, Germany and Denmark sent bands to participate in the First Annual Kremlin "Zoria," or Tattoo. Before crowds of up to 9000 per night, a spectacular show was assembled to entertain the citizens of Moscow, effectively creating a musical bridge in support of international relations. Five performances, plus a parade in the city centre occurred between 13th and 16th of September, 2007.

Pipe Major Dan Smith, Lead Drummer/Sergeant Joe Kiah and Major Allan J. MacKenzie, of 12 Wing, along with Petty Officer Mike Daine from HMCS Iroquois, all from the 12 Wing Shearwater Pipes and Drums were selected for this national tasking and became members of the Canadian Forces Composite Pipes and Drums. Other band members were assembled from Greenwood, Gagetown, Ottawa, Trenton, Petawawa and Borden, and included both Regular Force and Reservist Musicians as well as volunteer/secondary duty pipers and drummers. Led by Pipe Major Ian Ferguson of the Air Command Pipe Band in Ottawa, this 24-piece band performed traditional Tattoo Pipe music as well as a number of Russian national pieces of music with the Brass and Reed bands, getting a very warm response from the Moscow populace.

"It was a great honour to be involved in such a unique show," said Pipe Major Smith. "We have worked with Brass bands in the past, but this was a first for playing

Russian Music." Pipe Major Smith, a former member of the 2nd Battalion Royal Canadian Regiment had visited Russia in 1995 on a similar multi-national cooperative effort. "Things are much more open and commercialized now," he added.

Another first was achieved on Thursday 13 September 2007, when Lieutenant-Colonel Scott Attridge, Director of History and Heritage/Music and Chief Warrant Officer/Pipe Major Ian Ferguson participated in a Wreath



laying Ceremony at the Eternal Flame to the Fallen, outside the Kremlin Wall, near the gate to Red Square. "This was a very moving ceremony," noted Lieutenant-Colonel Attridge, who stood alongside the Canadian and British Attachés. "Although the Western allies absorbed many casualties during World War II, the Soviet Military suffered greatly, and show the greatest respect for their fallen."

During the finale, a very colourful version of Tchaikovsky's 1812 Overture was conducted by Major-General Valery Khalilov, the Russian General of Military Music. It culminated with fireworks and some harmonizing notes by the massed bands Pipe corps.

The CF Composite Pipes and Drums returned to Canada on Monday evening, 17 September 2007, and the members have re-joined their respective units and bands after completing this once-in-a-lifetime experience. It is hoped that a similar tasking may come to the CF Pipe Bands in 2009.

Ed's Note: Wonderful! Wonderful! Good luck!

Booze, Buddies and Black Eyes

by Si (*Slinky*) Green

The following anecdote outlines why matelots are always encouraged to use the “*Buddy System*” when on shore liberty in a foreign port.

In 1955 HMCS Magnificent paid a visit to Rotterdam, The Netherlands. Because Rotterdam was still recovering from the devastation of WW11 and the city being virtually rebuilt from scratch, there were no alongside births available for the ship due to the endless line of freighters delivering supplies for the reconstruction. As a result Maggie was assigned a mooring spot in the middle of the Nieuwe Maas river. The custom was to allow one watch at a time the privilege of shore leave. Dutch authorities were unable to provide a reasonable sized duty boat to take care of the liberty men, so it was decided to utilize one of the ship’s motor cutters and one outboard motor powered whaler as transport to the jetty for those permitted ashore. It literally took hours to get to dry land, and as it turned out, longer to get back on board as the outboard motor for the whaler quit leaving the cutter as our only duty boat.

Some of the ships company, myself included, had been invited to tour the ORANJEBOOM brewery which we accepted with relish. We oohed and aared at the shiny copper kettles, stared with amazement at the barreling and bottling processes, and gleefully accepted large tankards of gratis beer from the brewery staff. We quickly forgot all the details of how beer is made as we concentrated on the more important task of quality control sampling before we were nicely asked to leave. (In the process of putting this article together I did a Google search of the brewery and came across a review that stated their beer was “not very appetizing and tasted of stale hops.” We sailors didn’t think so at the time).

After the tour we headed into the downtown area of the city to do some sightseeing and find a place to eat, followed by a whiz through a couple of nightclubs. Then it was time to head back to the jetty so we could be back onboard before the leave deadline of 2359 (is that term still in use)?

When we arrived at the jetty there was absolute pandemonium as the liberty men were all trying to get into the cutter at once. The Officer of the Day had the presence of mind to land a Shore Patrol consisting of a P2 and a couple of OS/AB’s to try to maintain some semblance of order, however, they were fighting a losing battle. One sailor was being particularly obnoxious (not a naval air trade) and was making threatening gestures to everyone. The SP’s were unable to rein him in, so several of my so called “Buddies” suggested that because I was tall and apparently fierce looking and steely eyed, I should take care of the trouble maker. “Hold on” said Bud MacLean, I’ll help you take off your Burberry, “and I’ll give you a hand” offered Al Evans along with a few more of

my mates. With my hands behind me tangled up in the sleeves of the coat I was defenseless. And that is when it happened.

WHAMM WHAMM, two punches to my yes, and it was over. Not for me mind you but for the unruly liberty man who was quickly subdued and was duly assigned a priority seat aboard the cutter, which promptly returned him to the ship where the OOD and Duty RPO assigned him a comfortable bunk in one of the ship’s cells. The two WHAMMS gave me a lovely shiner which I sported throughout the ship for the next couple of weeks, at the same time enduring continual ribbing from my mates and the rest of the ship’s company.

Our first day back at sea, some of us were lined up along the Burma Road waiting to get into the galley for lunch. As we passed the stokers mess just before the galley, from the outline of a back and shoulders on the privacy curtain to their messdeck, a story was being recited how this particular stoker had “fixed one of those jacky air types with one punch”. Al Evans put his elbow into the character’s back and gave it good whack, at the same time saying words to the effect “jacky stoker that one chum”. The stoker went flying across the mess and landed on a table. My black eye didn’t feel nearly as sore as it had a few minutes earlier thanks to my buddies.

On the whole I would say the air types got along pretty well with stokers as well as the rest of the ships company. This particular stoker was the exception.

HAWK ONE (*As seen on back outside cover*)

At approximately 1015 local time, January 14th, Hawk One arrived from Cold Lake, Alberta overhead Gatineau airport. The temperatures were, well... brutally cold. The sky was without cloud, vapour trails, haze or birds - just horizon to horizon of what John Gillespie Magee called “burning blue”. And out of that blazing azure sky, a golden bird shrieked in from the west - from the far west.

Hawk One, the Vintage Wings of Canada flying tribute to the Centennial of Flight was home - from the beauty parlour. Over two months ago she left for CFB Cold Lake, Alberta where she was painted by the Cold Lake paint shop in the markings of a team that once flew these very skies 50 years ago. For the next year she will fly across Canada and the US - sometimes alone and other times with the Snowbirds as part of their routine.
