

# WARRIOR

SPRING 2011





**TBIRDS OVER HALIFAX**



**The Sea King helicopter, from Her Majesty's Canadian Ship HMCS ATHABASKAN, drops off water supplies for the population of Leogane, Haiti, in support of OP HESTIA on January 30, 2010.**

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

*Joseph Howe , 31 August 1871*

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**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.

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**SAM Foundation**

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**Deadlines for receiving submissions are:**

Spring	1 March
Summer	1 July
Winter	15 October

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**RENEW YOUR MEMBERSHIP!**

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**FRONT COVER PHOTO:**

***Lockheed Silver Star - T33***

***Lockheed (Canadair) Silver Star (RCN). A total of 656 T33's were built under license by Canadair (Type: 2 seat Jet Trainer). The RCN received its first four T33's at HMCS Shearwater in January 1955. The T33's formed Jet Flight of the training squadron VT40 and initially were used for jet indoctrination and conversion training in anticipation of delivery of jet powered Banshees.***

***Cover photo sent to us by Tom Byrne***

***Photos are provided by several sources: DND, SAM Archives, 12 Wing Imaging, SAMF website and those sent in with an individual's submission.***

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## From the Curator's Desk

By Christine Hines

The SAM team has been busy during the winter getting caught up on display projects which have been in planning while we've been busy celebrating anniversaries. We thought you'd like to know about a few recent projects we've been working on, as well as recent additions to the museum. We're really proud of the upcoming Swordfish display, our very first interactive display. It's in the last stages of installation, and looking like a million dollars. The display will allow our visitors to explore the history of the Swordfish, and will feature touch-screen technology, animated sequences illustrating such well known engagements as Taranto and of course, the dramatic encounter with the Bismark.

We are eternally grateful to SAMF for ensuring the installation of Ted and Marie Kieser's recent donation of a lift to the second level of the main display hall. It has truly helped us accommodate visitors with mobility challenges who could not visit the second -level art gallery previous to the November 2010 installation. If you haven't seen the lift, it is lovely, and has been able show our impressive collection of aviation art to a wider audience, which includes a number of pieces by Geoff Bennett, Tony Law, Don Connolly, Jack Ford, and several others. This great collection depicts the aircraft that operated from our station since 1918.

Visitors will also have a chance to view recent donations of artefacts for the museum's collection, in a new showcase installed in the Atrium highlighting "new acquisitions". We are very fortunate to have had donations of artefacts relating to the careers of Adm Bob Falls, Air Marshal Gus Edwards, and a large collection of documents created by Dr. Shawn Cafferky in preparing his book "Uncharted Waters", a piece of work analyzing the acquisition of the Sea King. We plan to rotate interesting artefacts that come to us for consideration for the collection through this showcase, so visitors can see them before we take them away for cataloguing, conservation treatments if needed, before we install them in a display later down the road.

We have been fortunate this year in securing funding this year to support portable displays for use in off-site community events. Some of these include pop-up display banners and a display kiosk. This equipment will allow us to go out into the community and do some shameless self-promotion at fairs, conferences and trade shows. Look for us at a community event in the near future; we'd love to share our news about the Firefly restoration, the CS2F-1 Tracker restoration, and all of course, our challenging Stranraer project.

As always we would like to thank the SAMF members for your staunch support of our work, and look forward to welcoming you for a visit in the near future.



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## President's Report

Greetings in 2011! Old man winter arrived late but has sure made his presence known since then.

The SAM foundation is keeping on track. The next Fund raising event will be the annual Dinner/Auction to be held 11 Jun 11 in the 12 wing Shearwater WO/Sgt's Mess (Chiefs and Petty Officers to our old Navy chaps.) The viewing of auction items and bidding will begin at 6:30PM with dinner at 7PM. I encourage all local SAMF members, family and guests to attend and support this enjoyable fund raiser. It will be an evening of fun, tasty good food and you'll meet other SAMF supporters. If you cannot attend in person - a donation or item for the auction would be appreciated. Tickets are available through our secretary Kay at 461-0062 or email [samfoundation@sympatico.ca](mailto:samfoundation@sympatico.ca)

Recently Admiral Gordon Edwards passed away. For a short period of time, he was involved with the SAM foundation and served as our chairperson. On behalf of the directors and Membership - our condolence goes out to his family.

The foundation is always looking for new members, especially the personnel involved in the flying and maintaining of the Sea King; as well as the stray Naval Air people who have eluded us for some time.

It is now well past 2 Jan 11 when our membership dues are payable - a very large number have not yet renewed. We would appreciate hearing from you. In fact many have not been heard from for several years. Now is the time to answer the call!

The elevator is functioning well and makes easy access to the second floor exhibits in the Museum.

The foundation appreciates the tireless work of the volunteers who present the features and achievements of the Museum to the public. Any new persons interest in helping in this capacity would be appreciated.

I would like to thank al the Directors and Membership for your loyal support.

We all look forward to the arrival of Spring to enjoy the warm sunny days ahead.

*Eugene 'Buck' Rogers*

## **THE T-33 IN THE ROYAL CANADIAN NAVY, MARITIME COMMAND, AND MARITIME AIR GROUP**

*From Leo Pettipas*

Also referred to as the “Silver Star” or “T-Bird” in Canada, the T-33 pilot trainer was a two-place, land-based, low-wing monoplane of all-metal construction powered by a single Rolls-Royce Nene jet engine. It was designated T-33AN Mk 3 by the military and CL-30 by its manufacturer, Canadair Ltd of Montreal, who built a total of 656 examples of them in the early 1950s for the RCAF under licence from the Lockheed Aircraft Corporation.

The Navy’s acquisition of the T-33 was intimately bound up with its plans to procure the F2H-3 Banshee, and the pre-acquisition history of both aircraft types makes for amusing reading. In 1952 the Chief of the Naval Staff approved a plan to acquire 60 newly-built Banshees. The disposition was to be as follows: 16 aircraft each for two operational squadrons, with a 100% reserve and 28 additional machines to cover attrition over a six-year period (1954-1959).

The American manufacturer agreed to keep the Banshee production line open beyond its scheduled September 1953 shut-down to accommodate the RCN order. However, after making the initial payment, the Canadian Cabinet reneged on the agreement for fiscal reasons; the production line was terminated, and the RCN’s only alternative was to buy second-hand rather than new Banshees.

But the USN advised that used Banshees would not be available from their squadrons until mid-1955. Since the RCN’s 1959 termination date remained, the number of attrition aircraft could be reduced by six, thus lowering the total number of required Banshees to 54. In order to start jet training sooner, the Navy proposed to obtain 15 T-33s on loan from the RCAF, to be allocated to one of the proposed Banshee squadrons. These 15 T-Birds would further reduce the Banshee strength by an equal number (15), so that only 39 Banshees would now be required.

Thus, an order was placed with the USN for 39 used Banshees. But the story does not end there: the RCAF could not afford to loan the Navy 15 T-33s because of its obligation to train NATO pilots. In the end, only four T-33s could be allocated on permanent loan to the RCN, at least for the time being.

The T-Bird’s naval career actually began in January 1955 with the arrival of the four aircraft at HMCS Shearwater. As part of the unit establishment of Training Squadron VT 40, their original mission was the indoctrination and conversion of fighter pilots in the characteristics, control and operation of first-line jets, the arrival of which was just around the corner. At the outset, the primary task of the “Jet Flight” was to evolve control, operational and

instrument procedures on jet aircraft. Secondary roles were to provide check-outs and jet continuation training to staff and squadron officers (with preference to fighter and experimental squadron pilots), and jet proficiency flying for qualified pilots.

Thus, the T-Birds were the first jets to serve in Canadian Naval Aviation. Interestingly, when they came on strength, the piston-driven Sea Fury was still the front-line type. As a jet, the T-Bird could out-perform the Fury in all respects, meaning that the Navy’s pilot trainer, a second-line aircraft, was faster than its first-line fighter! During a long-range navigation training flight in May of 1956, Lts John Searle and Derek Prout of VF 871 flew a VT 40 T-33 from Vancouver to Halifax, a distance of 4667 km (2900 miles), in five hours and 45 minutes. In the process, they set an elapsed time record, beating by 14 minutes the earlier one set by an RCAF T-Bird. Not much chance of a Sea Fury accomplishing that!

Routine activities of the Jet Flight included mutual and dual training for instrument and clear-hood flying, formation flying, circuits, aerobatics, forced-landing drills, cross-country trips to distant parts of Canada and to the United States, and communications flights. According to one source (and a subject of some historical debate), training and practice interceptions of multi-engine USAF aircraft, a task much more typical of the Banshees, were upon rare occasion flown by T-Birds in conjunction with the Pinetree Line radar site at RCAF Station Beaverbank. The Beaverbank Historical Narrative for 23 August 1961 notes that practice intercepts involved T-33s; and the 22 November account for that same year states that T-33s from Goose Bay to Bangor served as targets for “Exercise Big Echo 4.” Unfortunately, neither report specifies the squadrons to which the aircraft belonged. However, the Navy T-33s surely did train with the Ground Observer Corps in their spotting exercises (e.g., Exercises “Deer Hunt,” “Suntan”). And they were used to keep jet pilots current when the serviceability rates of the Banshee fleet fell short of requirements.

The T-Birds participated in formation fly-pasts in conjunction with civil and Service celebrations (e.g., the Queen’s birthday, the Maritime Air Show, Navy Day). When HMCS Bonaventure returned to her home port of Halifax from her last operational cruise in 1969, Shearwater sent up in salute all available aircraft, including the T-33s. In 1965 the RCN initiated a one-man aerobatic display called the “Red Herring.” It was a foil to the RCAF’s solo “Red Knight” (irreverently dubbed the “Pink Dink”), and its repertoire comprised a sequence of advanced low-level aerobatics that was judged to be equal to or better than the Air Force counterpart – by the Navy, at least! The Red Herring flying display passed into history in 1971, but by the early 1980s it had re-emerged as a three-plane formation team unofficially but fittingly called the “Red Herrings.” It was subsequently re-named the “Tracer Reds.”

Although the principal role VT 40's Jet Flight was pilot training, it also went "operational" on occasion in tactical exercises with HMC ships and the Army at Camp Gagetown. During the Army co-ops, the T-33s provided fast air cover in air-to-ground manoeuvres. The type was also useful in photo and visual reconnaissance missions in support of the Army, and in aerial (aircraft-to-aircraft) photography.

With the second seat, the T-33 was well suited to the role of personnel transport ("taxi" service). So when, for example, the Banshee squadrons deployed to CJATC Rivers in 1958 for armament training, the Commanding Officer of Shearwater joined them to observe the proceedings. He made the round trip in the back seat of a T-33 flown by the CO of VT 40. The type could be fitted with a luggage carrier that held up to 100 pounds of low-density cargo. This capacity was used to transport time-critical classified documents "when they just had to get there," or else parts (cum technician in the back seat) to another aircraft that was grounded somewhere.

As a sign of things to come, in September of 1956 the Jet Flight provided target services for gunnery tracking by HMCS Assiniboine. This ad hoc support role was formalized three years later when VT 40 was absorbed by VU 32. With this move, VU 32 advanced into the jet era. In the years that followed the Navy's (and subsequently Maritime Command's) ships were well served by VU 32's jets. The aircraft now provided target tracking services for the fleet's anti-aircraft gunners on a regular basis. The tracking sequences comprised runs in front of the naval guns from a distance of several miles to help synchronize the ships' fire-control radars and guns. Simply put, these on-board equipments were intentionally misaligned, and the radar-operator trainees had to get them back in sync with the aid of the airborne "targets."

Thanks to their small radar cross-section, the T-33s were also well suited to exercising ships' air defence teams by simulating enemy air-to-surface missile attacks. To provide realistic low-flying missile simulation (MISSILEXs), the T-33 was equipped with the DPT-1 Threat Emitter radar that could be programmed to simulate a wide variety of missile and aircraft radars. Air defence exercises included low-level simulated firing runs: while one aircraft zig-zagged back and forth in an effort to confuse the ship's tracking radar, a second aircraft conducted a dive-bombing attack against the ship. On completion of the attack run, the aircraft flashed above the ship's mast in line astern at speeds of up to 500 knots.

This manner of training took on added emphasis following the British Navy's loss of ships to surface-skimming, radar-guided missiles in the 1982 Falklands War. But the air defence exercises actually served a two-fold purpose: not only did the aircraft provide a target for the ships' gunners in tracking and defence exercises, but the pilots themselves were required to keep abreast of and maintain

proficiency in the latest tactics in attacking surface shipping. The work with the ships ensured them of the operational context to do just that.

Another important duty of VU 32's T-33s was target-towing, a task originally assumed by the venerable Avenger until its retirement in 1960. The T-Birds were capable of carrying two Delmar Airborne Towed Target systems. Each system comprised a canister mounted under the fuselage that housed a winch and a reel of thin steel cable. The cable was routed to a Delmar target housed in an under-wing pylon. Each target (RADOP) was made of styrofoam and cardboard and fitted with a wire mesh to reflect radar emissions. Also incorporated was a miss target indicator (MDI). The MDI sensor picked up disturbances in the air caused by ordnance going by, and the information on how close the projectiles came to the RADOP was transferred to a ground station or ship that gave a "real-time" score.



***T33 showing Delmar Targets***

During flight, the target could be streamed up to 3,048 metres (10,000 feet) behind the aircraft, allowing ships' gunners and trainees at the ground-sited Osborne Head Gunnery Range to fire their weapons at the aerial targets without endangering the aircraft. The nose, tail and wing-tip fuel tanks were painted a bright day-glo orange to help gunners distinguish the aircraft from the towed targets. The winch-and-reel towing gear was operated by a weapons technician (armourer) in the back seat during the firing exercises (FIREXs). For a given training session, procedures included "dry run" tracking before live firing began, and the boredom in the cockpit was legendary: there were several long days of tracking at various altitudes and courses for every one of live firing.

A favourite winter haunt of the target-tugs and attack simulators were the Bermuda and Puerto Rico firing



ranges with their excellent flying weather. In January 1960 VU 32 dispatched three aircraft in what was the Navy's inaugural T-Bird deployment to Bermuda, believed to have been the first time ever that the Navy had landed the type beyond the Canadian mainland. And in the summer of 1963 the squadron sent a detachment to RCAF Station Downsview. This marked the first of several occasions that the squadron would be tasked to fly target-towing missions for Halifax-based ships during their 1960s inland cruises on the Great Lakes.

Even farther afield were the deployments to Manitoba: in May of 1974, two VU 32 pilots and their crews flew target-towing trips for the air defence artillery school at CFB Shilo that was armed with the 40-mm Bofors "Boffin" anti-aircraft gun. This tasking was destined to become a major part of Jet Flight's summer schedule in the years that followed. To provide realistic training for the Army at Gagetown, T-Bird pilots were taught tactical doctrines such as "double attack" and "fighting wing."

The fighting wing comprised a leader and a wingman. The leader was the primary offensive unit of a two-plane section – and he was the one who did the actual attacking. It was the wingman's role to stay with and protect the leader. "Double attack" doctrine involved the two section members supporting each other without either being bound to the fighting wing leader/follower scenario. They were both offensive units that were free to manoeuvre as circumstances demanded, with each covering the other. These basic doctrines were followed to simulate hostile intrusion (air-to-ground attacks) and give the Army gunners a more complicated firing experience than would a single aircraft. By the late 1980s the Jet Flight T-33s were being painted in a low-visibility grey scheme to more realistically simulate aggressor aircraft.

VU 32 was disbanded in the summer of 1992 and its T-33s transferred to Shearwater-based 434 Composite Squadron. While serving with 434, the T-Birds continued to provide air-defence training services to the fleet.

A single T-33 was on strength with VX 10 between 1965 and 1970, the year the squadron was decommissioned. The first aircraft was written off in a crash at Shearwater in 1968 and replaced by another of the same type. These aircraft were used for proficiency flying, communications and utility duties, although an unusual task was performed once when the Navy was asked by a local university astronomer take him aloft so that he could record on movie film a total eclipse of the sun as the penumbra transited about 150 miles off the Nova Scotia coast.

In April of 1970 the squadron T-Bird led the five-plane farewell flypast over HMC Dockyard commemorating the impending paying-off of VX 10 that summer

Shearwater's VT 40, VU 32 and VX 10 were not the only Naval air squadrons to employ T-33s. VU 33, based at the

Pat Bay airport north of Victoria, BC received the first of four T-33s in January 1960. As with their counterparts on the East Coast, they served as training assets for HMC ships. In 1974 the squadron and its T-Birds relocated to CFB Comox as part of a move to consolidate all West Coast military flying. VU 33, like VU 32, disbanded in the summer of 1992, and its resources were combined with those of 414 Squadron at Comox.

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**Gordon Lewis Edwards,  
Rear Admiral (Rtd) CMM, CD3**

Life Member and Chairman of the Shearwater Aviation Museum Foundation Board of Directors.

He will be remembered for his long and distinguished military career, his volunteer work and his dedication to his family and friends. Although he spent many years assigned to other disciplines, Admiral Gord considered himself first and foremost a naval aviator. (Adm Edwards obituary may be viewed under NEWS on the SAM Foundation web site - [www.samfoundation.ca](http://www.samfoundation.ca))

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## NAVAL AVIATORS' MESS DINNER

**This year marks the 25th Anniversary of the Annual West Coast Naval Aviators' Mess Dinner.**

**George Plawski, the organizer, wishes to inform you that the upcoming event, which will be held on Friday, 2 Dec 2011, in the Wardroom of CFB Esquimalt, will be the last under his management.**

**There will be several information circulars disseminated in this regard during the year. Anyone not yet on the distribution list, please contact George at: Tel. 604-738-7543**

[plawski34@gmail.com](mailto:plawski34@gmail.com)

**401 - 205 W, 2<sup>nd</sup> Ave  
Vancouver, BC V6J 1J6**

**As this may be the final chance to meet under these circumstances, all Naval Aviators are encouraged to take advantage of this opportunity to honour one another by attending this special event.**

## AIR TEST

I had been at VU-32 for a year and had just recently been appointed OC Jet Flight. During that year I found that the navy (dark blue) and the air force (light blue) had different ways of doing the same thing.

The T-33 full-card air test was spelled out in the AOs, step by step, so there was no room for differences in the procedure. It seemed, however, that the navy pilots preferred to yank out the rear seat pack, tie up the back seat, and blast off on a solo mission to perform the air test. On the other hand, I considered it a great opportunity to take the younger, inexperienced pilots up with me so they could see, firsthand, how it was done.

On July 5, 1971 Lt. John Crowe, a light blue pilot, and I were scheduled to do a full-card test on T-33 499. John would fly front-seat and I would take the rear, talking him through the air test sequences and filling out the card as we went along. John was an enthusiastic pilot and was enjoying putting the bird through its paces. Next item on the card was the negative G test.

The negative G test was my least-favourite air test manoeuvre but it was essential to give the bird a clean bill of health. First on the agenda was a thorough inspection of the cockpit, stowing anything loose – anything overlooked was sure to find itself floating through the air and pinned to the top of the canopy where it could be deftly plucked if you were quick enough. Next, the seat straps were cinched-up good and tight, a good look-around outside to clear the area, then into the manoeuvre.

Just as briefed, John lowered the nose of the bird, picked up a head of steam going downhill, pulled smartly back on the control column to get us going back uphill, then bunted forward to give us the required  $-2G$  for 5 seconds. The usual dust and minor debris floated up off the cockpit floor but what got my attention was a solid column of rust-brown liquid that seemed to be coming up from my control column. It has just taken you 20 seconds to read this paragraph – four times the negative G test. Suffice to say, time was suspended and rolled forward frame by frame during those 5 seconds of negative G.

The brown column of liquid then pinned itself on the canopy and started rolling forward towards the front windscreen, right over John's head. I started to giggle because nothing was going to stop the next sequence of events, and John asked what was so funny as we sat pegged at exactly  $-2G$ . The uncomfortable 5 seconds were now over and John began his recovery by pulling back on the control column and giving us positive G again. Down came at least a litre of the brown messy liquid, right on John's helmet, immediately followed by a

bunch of expletives!

During the ground inspection they found that water had accumulated in the bottom of the canvas-covered control column well from heavy rains and moisture over a period of time. That would explain why the control columns would get "sticky" at high altitude as the water turned to ice. The fix was the installation of a simple automatic water drain valve and the problem disappeared. Chalk up another win for the negative G test.

Captain (A) Turbo Tarling (Ret.)  
VU 32 1970-1973



**Douglas Chiddenton (former CO VU32) and Turbo Tarling**  
(Photo taken in the Shearwater Aviation Museum.)



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## The past as prologue... looking ahead to the Cyclone

Colonel S.M. Michaud, Wing  
Commander 12 Wing

*"Impossible is a word to be found  
only in the dictionary of fools."-  
Napoleon Bonaparte*

As the Maritime Helicopter (MH) community slides to the end of another hugely successful year of operations, it's worth taking a quick look at where we have been before we turn to face the challenges and opportunities ahead. Without a doubt, 2011 promises to be an exciting year with the long anticipated arrival of the Cyclone and a full schedule of new operational demands both on the horizon. If anything was learned in 2010, it's that the need for MH capability has never been higher and it is obvious that this demand is growing steadily. A contemporary security environment that is characterized by uncertainty and volatility – when combined with a globalized international economy that relies heavily on international stability and open lines of trade – implies the requirement for military forces that have near instant responsiveness, significant mission flexibility, worldwide sustainability, and global reach. Nothing currently in the Canadian Forces (CF) inventory approaches the Sea King when it comes to these attributes and no other capability offers this breadth of multi-mission capability at a more affordable cost for the country. The MH community is truly the cheapest date in the Air Force.

Undeniably – given the growing demand for MH services and the level of investment in new MH infrastructure – this is a time of renaissance in the Canadian naval aviation community. Hardly a major operation took place this past year without the involvement of the MH community. From security operations at the Olympics to humanitarian relief operations in Haiti, the year started off with a bang and the pace did not relent. Barely out of the Olympics, the MH community was called upon to implement a Rotary Wing Air Intercept (RWAI) capability for the G8/G20 summit held in Ontario. Building, and certifying, the RWAI capability for the Sea King in just a few weeks allowed the deployed crews to protect the summit from low and slow air threats, ensuring that there were no gaps in the air defence umbrella. Later in the year, availability problems in the Cormorant fleet meant the advent of longer periods of primary Search and Rescue (SAR) standby; so the Sea King SAR capability was enhanced with the integration of SARTECHs with the Sea King crews to ensure that the high-level of SAR protection that Canadians have come to depend on was never reduced or compromised. Take all of those notable operations and mix in the usual range of exercises, recurring operations, and force generation

activities and you get the recipe for a busy year. But as capable as the Sea King has proven to be, even as it approaches its 50<sup>th</sup> birthday, the future of naval aviation in Canada clearly rests with the Cyclone. On the surface, the transition to the Cyclone looks like an evolutionary change from one maritime helicopter to another. However, a look deeper inside reveals a much more revolutionary change involving a multi-generational leap to a leading edge weapon system featuring a full fly-by-wire (FBW) control system, a fully-integrated mission system, an expansive range of 21<sup>st</sup> Century sensors, and unprecedented flexibility in its cabin configuration. These new characteristics represent a level of operational capability and mission flexibility that exist in no other maritime helicopter in service and will see the demand for MH services, already at historic highs, continue to grow in the future. As well, this level of capability drives the Cyclone into the realm of a strategic ISR (Intelligence, Surveillance, Reconnaissance) platform.

To help reduce the steep learning curve in the transition ahead, significant investments have been made in the Sea King to build transitional capabilities needed to start the shift to the thinking and processes that will be required by the Cyclone. Two main initiatives are driving things forward: the introduction of a full Night Vision Goggle (NVG) capability and the development of the Augmented Surface Plot (ASP) situational awareness tool to the Sea King. NVGs open up the night by enabling the crew to see on the darkest of nights. The key benefit from the early introduction of NVGs is the development of the expertise in NVG operations, on an aircraft that is well understood, and this expertise is fully portable to the Cyclone thereby reducing time and risk in the transition. At the same time, the development of ASP has allowed MH crews to experience the advanced integrated tactical environment that will be the hallmark of the Cyclone's mission systems. Already flying in prototype, ASP will be operationally deployed in 2011 to demonstrate its operational utility while also generating a better understanding of the processes needed to support a modern ISR platform. ASP is a supreme example of what the MH community is capable of developing in-house when we accept risk and drive forward with purpose.

Even with these investments, no one should be under any illusions that the transition facing the MH community will be easy. History has shown that the development of any complex weapon system always involves risk, challenge, and the occasional surprise. The development of the Cyclone to date has been no different and we should not expect that its introduction to service will be easy – it never is. Even the Sea King, when it was delivered in 1963, arrived with significant operational limitations associated with its advanced (for the time), but immature new technologies. The Sea King grew into the established and respected weapon system that it is today thanks to the

perseverance, vision, and risk tolerance of those who founded naval aviation and imbued it with a sense of adventure and purpose. Indeed, we need always remember that MH community today owes its operational success to the fact that it stands on the shoulders of giants – those who built naval aviation in Canada. Therefore, the transition to the Cyclone will also need to build off of the traditions and the foundations inherent to its naval aviation roots.

No one denies that the challenge of introducing the most advanced, complex, and capable maritime helicopter in the world – while maintaining an unrelenting operational tempo with the oldest combat aircraft in the Air Force – is a huge challenge. But challenge and risk are the costs of admission to the pantheon of opportunity and success; this is nothing new to the MH community or to naval aviation. Now is the time for great optimism tempered only by a realistic appraisal of the efforts required in bringing the Cyclone online. The transition won't happen overnight but, when we stop and take stock of just how far we've come with the Sea King, the long road ahead with the Cyclone looks less daunting and infinitely more promising.



***A CH124 Sea King helicopter provides air support to HMCS FREDERICTON' Naval Boarding Party as they approach a dhow during counter-piracy operations in the Gulf of Aden.***

Photo: Sergeant Kevin MacAulay, Canadian Forces Combat Camera

## THANKS FOR THE MEMORIES

*by Bill Murray*

Memories from nearly 70 years back tend to be rather vague - unless they are about enjoyable events!

At 18 years of age, adventure seeking is paramount - and joining the military service was the thing to do during World War II - my interest in flying led me to join the RCAF and becoming a Pilot.

Upon wings graduation, I was posted overseas to England and was at 'Y' depot in Halifax, NS waiting to board ship which was delayed because of German U-Boat activity off of Newfoundland. Expecting a long delay, an announcement was made that 121 Squadron at Dartmouth across the harbour from Halifax could use four pilots until we were ready to embark for overseas - upon asking for volunteers many hands went up - four of us were chosen and learned the first rule of the Service 'NEVER VOLUNTEER'. The ships left without us - and I did not get overseas until 18 months later!

Taking the good with the bad though - by then I had the good - Operational Training - on the Mosquito (the wooden wonder) the fastest twin engine fighter aircraft in the Allied forces at the time. So fast that when tested against the fastest US Air Forces twin fighter - upon attaining top speed for US plane - the Mosquito passed it while inverted and one engine feathered!

My time in England was uneventful as by that time German air activity was reduced to unmanned 'V' bombs and VE Day was declared.

At this point, with the war in the Pacific still raging on, announcement was made requesting VOLUNTEERS for the Pacific! This to most of us was not volunteering, but a chance to keep flying, so nearly every hand went up!

While back in Canada on leave before continuing on to the Pacific theatre - VJ Day was declared - the war was over - thanks to the American Air force dropping two atomic bombs, one on Hiroshima, the other on Nagasaki - killing thousands of innocent civilians - another inhumanity of war.

After WWII, we veterans were given benefits that we would never have dreamed of at the end of 1930's depression - brought about by the beginning of WWII.

Upon discharge from the Service, veterans were offered a choice of a furniture grant or an educational grant - I took the educational grant, entering the Faculty of forestry at the University of New Brunswick. Two years later I heard that in Montreal #401 City of Westmount fighter Squadron were flying jet aircraft - the first ever built, the Vampire built in 1938 (another mostly wooden aircraft like the Mosquito built by De Havilland.

My wife, at the time, was from Montreal and at her last dental appointment her dentist had mentioned that there was a need for dentists in Canada - here was an omen - I immediately decided to relocate to Montreal - entered the Faculty of Dentistry at McGill University and joined #401 Sqd - happily flying nights, weekends and summer holidays until graduating in Dentistry in 1951.

I found that being from an outside province (PEI) I could not set up practice in Quebec unless I had registered four years previously - which in my ignorance I had not done. This meant leaving Montreal and #401 Sqd (the end of flying service aircraft). Then - realizing that if I joined the royal Canadian Dental Corps and got posted to an RCAF flying station, I might possibly somehow get back in the air again. The Recruiting Officer (later to become the Director General of Dental Services) during my interview seemed interested in my flying background and we hit mutual ground when he heard that I had flown Mosquito's - his brother had been killed in a Mosquito during World War II! I hinted that I hoped that I would be stationed on a flying station - which actually I was - but not on an RCAF station - but a Royal Canadian Navy Air Station at Dartmouth, NS - my old stomping grounds during WWII!

Being an ex-RCAF Pilot, I was welcome to fly as a passenger in RCN aircraft - which I often did for a year or so. THEN when the Navy was ready to convert from propellor driven fighter A/C (Sea Fury) to jet propelled fighter A/C (Banshee) two friends of mine were chosen for a jet conversion course in England and before leaving for England, borrowed notes I had and any information on jet flying that might help them prepare for their course. This paid off in a big way for me - as when they returned to Canada they returned the favour - and pulled a few strings resulting in the Navy authorizing me to fly all and any Naval Aircraft - EXCEPT - the Sea Fury (the one hot fighter A/C that was my ambition to fly). The rule that only Navy pilots would fly the Sea Fury came about after an RCAF pilot's first attempt to fly a Sea Fury ended up with his never getting airborne - he ground-looped on take off!

The Sea Fury had a five blade propellor and a 3150hp engine in those days - and to this day is still competing in Reno air races for World's fastest Military Aircraft - winning more often than not against US Air Force's P51 and Bearcat over the past 50 years or so.

By a quirk of fate, I finally attained my ambition to fly the Sea fury later on! Picture this - an Easter weekend - years ago - early Good Friday morning a yellow Harvard aircraft takes off from Dartmouth but never arrives at its destination, Fredericton, NB. A pilot and meteorologist passenger are missing. The RCAF Search and Rescue Squadron at Greenwood, NS is alerted and begins a search.

The Navy is told that it cannot join in the search as this would congest the search area. Saturday night a group

of were in the Wardroom when word came that the Air Force was discontinuing the search until possibly Sunday afternoon because of bad weather forecast. We all agreed that if weather allowed us to take off the next morning and the RCAF could not - and the search area was reasonably clear by then - off we would go! I was co-pilot in an Expeditor in the left seat with a perfect view off the left side of the aircraft when I saw a yellow tail of the Harvard pointing skyward - nose buried in a snow bank! It ensued that the Pilot's safety harness had broken and his face smashed into the gun sight (year or so later he was still having operations to restore his face) - fortunately the Met man's safety straps held and he applied first aid over the past two days - no doubt saving the Pilot's life. The Pilot went back flying with the Navy for a short time before emigrating to Australia to join the Air Force there and fly Vampire Jets - had an accident in one and was paraplegic until his death - in the interim he attained a Law Degree and championed pension rights for injured military personnel.

I do digress don't I. Well, back to Easter weekend rescue operation. The day after Easter Monday - I received a phone call telling me to read the Sea Fury handling notes, as there was a fury with my name on it waiting to be flown! Presumably a 'reward' for my spotting the downed Harvard.

The Navy, knowing my obsession with flying the Sea Fury, honoured me by assigning me to lead the LAST FORMATION of Sea Fury's over the sir John A. MacDonald bridge (between Halifax and Dartmouth) on the day of its inauguration. We took off from Dartmouth, flew over the bridge, then straight on to Scoudouc, NB where the planes were 'moth-balled' until they were sold to a foreign power.



**Sea Fury Aircraft**

After saying goodbye to the Sea Fury, I flew mostly jets that replaced them in the Squadron (T33's and Banshees).



The T33 was an ideal aircraft to offer military personnel their first flight in a jet as it had a back seat for a passenger or dual control. Civilians had to wait for some time for the experience, because airlines in America did not fly jets until much later.

Needless to say, I had a waiting list of personnel giving up their noon hour to have their first flight in a jet when I would take them aloft for an hour in a T-Bird (T33). For Many it was also their first taste of aerobatics (miraculously - never had an airsick passenger - well over 150).

I write all this to explain how the Navy felt about Pilots keeping current (regardless of what branch of the Service they were from - as in my case) in those days due to the COLD WAR with Russia.

Lighten up old man! Let's end this epistle with an amusing situation that, incidentally is an example of how rules should only be used as a guide in extreme cases, and not to be considered broken, if modified, in order to obtain an important objective - a wise Commander is well aware of this.

Back to the story. The dental clinic of which I was in charge on the Naval Air Base, Dartmouth, NS was in an isolated building, next to the medical building. Plans were being drawn up to build a new medical building incorporating a dental clinic. Several requests were made by both myself and the Captain of the Station to the commander of 12 Company Dental Corps in Halifax for specifications (size, plumbing, etc) for a new dental clinic.

No such information was forthcoming and no reason given for the delay. In exasperation, the Captain of the Station phoned me one day informing me that he felt forced to go on the OLD BOY'S NET! He explained that

he had arranged an appointment for me with my Director General for Dental Services (DGDS) in Ottawa.

A T33 was made available for me to fly to Rockcliff Airport first thing the next morning and would I plead our case to the DGDS with the hope of having a new clinic incorporated in a new medical building.

I'm off early the next morning with a young navy Sub Lt in my back seat (years later he retired as a Rear Admiral). Now to the amusing part. At that time there was not a Navy Pilot who had attained the rank of Navy Captain. The next morning, the flight plan I filed was wired to my destination Rockcliff airport (this is normal procedure) stating that a Navy Aircraft would arrive, piloted by a Captain (which I was at the time - but Army, not Navy). All the bells and whistles must have gone off. A staff car was ordered to meet the aircraft upon its arrival. A Staff car sporting a fender flag with four rings on it - the designation of a Navy Captain arrived. A very distinguished gentleman (appearing fatherly to the young Sub Lt and even to myself) stepped out of the car. By this time flight-suits had been removed and there we stood - one Navy Sub Lt and one Army Captain (Brown-Job). The driver took one look at us and immediately furled the four ring fender flag and was about to dive off when the Sub Lt (out ranking the driver by only one rank) stepped forward and convinced the driver that he had been ordered to transport us to headquarters in Ottawa - which he did (the car was no doubt fumigated upon its return to the garage).

If this wasn't amusing enough NOW HEAR THIS! After about an hour's flight to Rockcliff (arriving about the same hour as I left Dartmouth - with time change) and a fast drive to Ottawa, I ended up sitting in the DGDS' office - first on his agenda for the day. I painted the picture of the Navy's frustration due to 12 Company Dental Corps laxity and non cooperation in supplying information requested by the Navy with regard to a new Dental Clinic. At this point a phone call reaches the DGDS and he answers it in my presence saying "Yes I am being made aware of the situation by Bill who flew in from Dartmouth this morning - I will call you back after we have finished discussing the matter."

Upon overhearing this I could only presume that, luckily, I had pre-empted any excuses or explanations 12 Company may have planned to use in their defence. I hope the few oldsters left, like me can reminisce while reading this saga and that you youngsters can find an oldster who explains what the Hell this old geezer has been talk about!

Bless you all! Bless you all!  
Bless the short and the tall!  
In writing this - I enjoyed recall  
For any forbearance - I thank you all!  
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**Picture This: Sept 1968**

*from Ross Beck*

I was an Acting Sub Lieutenant in September, 1968, as Bonaventure dropped her anchor in the Firth of Forth in what the Scots euphemistically called a wee mist. Two other aircraft carriers, HMS Eagle and USS Wasp, were also in the estuary but were no where to be seen in the near zero visibility.

We had just come off the largest maritime exercise in the history of NATO. It involved over 40,000 personnel and 200 ships from 10 NATO countries. There were also a smattering of ships, ELINTS, aircraft and submarines from the USSR participating in the exercise unofficially. After ten days of sustained operations the entire crew was anxious to test the delights of Edinburgh. But not me.

The advantage of your last name appearing early in the alphabet was that you got paid before almost everyone else at pay parade. The disadvantage was that you were almost always first to be tagged for rum witnessing officer, shore patrol or Squadron Duty Officer. Then again, in my twenty first year, it may have been that I was not the brightest bulb on the string or at least I gave everyone that impression. Consequently, it came to pass that when the first duty boat pulled along side the Bonaventure, I found myself on the forward brow inspecting the troops going ashore.

As soon as Bonaventure stood down sea stations, the pipe was made that the gangway was open. Of course this was not entirely true. The Dockyard Matey's were still securing a huge sixty by thirty foot flat topped raft under the forward brow for the duty boat to come along side while loading and off loading the anxious seamen. They then rigged a gangway from the ship to the mid-point of the raft. The gangway was inclined at about a twenty degree angle. In no time it was slick because of the "wee mist". After watching the first couple of sailors slide gingerly to the raft I began to become somewhat concerned for their safety, so I added a "mind your step" to my usual response of "Carry on!" when each sailor approached me with a smart salute and asked for "Permission to go ashore."

As usual, the line up of the junior ranks started early and was snaking down the starboard passageway as they waited their turn to address me, the "guardian of the gate". Although I had the authority to say yea or nay, but I don't recall ever saying nay to anyone, much less the Chiefs and Petty Officers who bypassed the line-up as they made their way towards the brow. These were the old salts who knew the gangway was never open when the pipe was made, so they lingered in their messes for a wet or two before proceeding ashore at the proper time. They always had a faint smell of "pusser rum" on their breath and always stood close enough for me to get a whiff, as if daring me to refuse them permission to go ashore.

You see I grew up in a small village on Nova Scotia's South Shore where the smell of rum on a man's breath was not an unknown experience. My father and three of my uncles had

been Chief Petty Officers in the Navy. I was the first member of the family to have the audacity to become an Officer. I had great respect for these men. There was no way in this lifetime that I was ever going to deny a Chief Petty Officer permission to go ashore.

Toward the end of my Watch, about three hours after the gangway had opened, I heard the Corporal of the Gangway mutter, "Uh oh." I followed his gaze down the nearly deserted passageway and saw a sight that frankly made my knees knock. It was the Squadron Chief Armourer, dressed in his number one's, weaving from bulkhead to bulkhead with his arms extended to both sides as if the ship was in heavy seas.

How a landsman might have described the Chief as a fire plug, but I had been aboard HMS Victory and the thought that came to my mind was a carronade. The "ugly, stumpy little" cannon, to quote Patrick O'Brian, that reeked great devastation on the enemy at close quarters. It was rumoured that the Chief ate Sub Lieutenants as a side dish with his kippers every morning.

I moved closer to the gangway in anticipation of blocking the Chiefs departure. The Corporal of the Gangway moved in the opposite direction.

The Chief saw me eye balling him when he was about twenty feet away. To my amazement, he stopped weaving and took on the aspect of a nutcracker, marching smartly between me and the gangway where he halted, executed a smart left turn to face me. His calves were brushing the top edge of the gangway. He took a moment to compose himself while staring at my chest and teetering slightly towards me in a semi rigid state. He then jerked his head upwards to look me in the eye while raising his right arm in salute. "Permission..." was all that he got out before he showed me the soles of his boots. They were size eight and half.

The Chief had gone over backwards while saluting, his calves acting as the fulcrum point to his top heavy body. As I stared with my lower jaw in the vicinity of my belt buckle, he sped away from me on his back like a luge slider. Half way to the raft he seemed to accelerate. His hat popped off his shiny bald head and began to tumble towards his feet. He did not stop at the bottom but slid across the greasy raft with ease. The journey ended with a resounding "bonk" when his head struck the side of the duty boat. His hat hung at a jaunty angle on his highly polished right boot. "Sweet Jesus," whispered the Corporal of the Gangway.

Several sailors on the raft rushed to the Chief's assistance. One retrieved his hat while two others got him up and brushed off his back. After getting to his feet he shook once like a dog coming out of the water. He snatched his hat from the hands of the horrified sailor and clamped it on his head. Then he looked up at me and said, "...to go ashore sir!"

I snapped to attention, returned the salute and said, "Carry on Chief!" After a moments hesitation, I added "Mind your step."  
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## HOTEF

*By 2Lt DuVall*

The Helicopter Operational Test and Evaluation Facility (HOTEF) is a relatively small unit integral to 12 Wing Shearwater. Comprised of a staff of 36 personnel both military and civilian, it was established as a Canadian Forces unit in 1992. HOTEF heritage however can be traced back to the Royal Canadian Navy and No.10 Experimental Squadron. A heritage witnessed by the similarity of the two unit crests which even share the same motto "Suberbia in Progressum" or "Pride in Progress". HOTEF however does not dwell upon the past and constantly looks forward, except where past experimentation may provide clues in tackling future endeavours. This will certainly be the case in the near term when HOTEF assumes the responsibility for the operational test and evaluation of the first new Maritime Helicopter (MH) to be delivered to the fleet in over 50 years.

The primary military occupations employed at HOTEF are Pilots, Air Combat Systems Officers (ACSO), Aerospace Engineers, Airborne Electronic Sensor Operators (AES Op), Aviation Systems & Avionic Systems techs and Logistics personnel. Aircrew coming into the unit must possess a minimum of one operational tour, and while an engineering background is advantageous, it is not mandatory. Many have logged more than one operational tour and consequently have unique competencies in several areas. This varied background and depth of experience contributes to unit versatility and flexibility which helps deal with unique challenges faced by the unit. For example, Major Christopher Charlton, the Deputy Commanding Officer (DCO), spent 2 years in Stratford, Connecticut working on Cyclone development with Sikorsky, another 3 years in the Project Management Office (PMO) in Ottawa as well as several maritime helicopter operational tours including an exchange flying with the USN. His knowledge and experience means that before HOTEF has received any of its assigned seven CH148 aircraft, the unit will already have an intimate knowledge of the various challenges, strengths and weaknesses of the new aircraft. This will in turn lead to a more comprehensive and in depth operational test program. Other unit members have been recruited from other Air Force communities such as tactical helicopter aviation (CH146 Griffon) and the long range maritime patrol group (CP140 Aurora). Skill sets previously unique to these platforms will be needed to properly investigate the unmatched capabilities inherent in the CH148, which will eventually be described as the most technologically advanced aircraft in the Canadian Forces inventory. The variety of experiences and varied backgrounds of HOTEF members are key to unit strength and ability and enable HOTEF to face unique challenges and to adapt to the needs of the Maritime helicopter community.

HOTEF has a varied mandate at 12W Shearwater, but its basic responsibilities can be defined by three key areas. Primarily, HOTEF conducts all operational testing on modifications or enhancements to the CH124 Sea King fleet. This can include minor changes to cockpit configurations right up to comprehensive modifications such as the recent Night Vision (NVIS) program, which required modification to every aircraft instrument and internal lighting source. While not responsible for the developmental or engineering testing, HOTEF does however assist Aerospace Engineering Test and Evaluation (AETE) in this area when required. A second core responsibility includes the conduct of all CH124 Sea King acceptance testing prior to delivery from third line or depot level overhaul facilities. This function was previously referred to as the Base Maintenance Test flight (BMTF). The last major area of responsibility, and a relatively new one, includes support to the ongoing CH148 developmental program. HOTEF personnel have undergone comprehensive training programs to help them support the developmental teams in the PMO as well as the Combined Test Force (CTF) currently located in West Palm Beach, Florida. The CTF is primarily comprised of AETE test crews augmented by engineers and operational crews from Shearwater. Additionally, the HMCS Montreal maintenance detachment and some key embarked aircrew personnel are supported entirely by HOTEF. HMCS Montreal is the sole prototype Canadian Patrol Frigate (CPF) modified to accommodate the CH148 Cyclone and is tasked to sail in support of the Ships Helicopter Operating Limits (SHOL) trials.

Operational test and evaluation however, is HOTEF's primary mandate and over the last decade it has been refined into a very formalized process with ongoing oversight provided by both the operational and technical authorities in higher headquarters. This oversight is in place to ensure all aspects of a new capability are accounted for prior to being introduced to the fleet. These aspects include proper crew training, technical clearances, annotated maintenance practices as well as any risk assessments which might need the approval of the Commander of 1 Canadian Air Division.

The Maritime Helicopter Community is currently one of the most diversely employed in the Canadian Forces and therefore capability enhancement requiring testing may originate from a wide variety of external agencies, or even be internally sponsored by 12 Wing. Regardless of the origin, projects normally commence with the issuance of a Request for Estimate (RFE), which tasks HOTEF to investigate concepts and provide estimates of the time, money, and other resources required to conduct a trial. HOTEF's Project Control Officer (PCO) normally assigns this task to a Project Officer (PO) in the unit, attempting to optimize subject matter expertise and work levels in the selection. The assigned PO then examines the RFE in depth, and staffs a detailed estimate. If the Project



Sponsor, 1 Cdn Air Div and 12 Wing Commander agree to provide the identified resources, a project is born. The assigned PO is then responsible for developing a Project Test Plan which is ultimately approved by the CO HOTEF, who will only authorize its execution following a Technical Review Board, a Safety Review Board, and an Environmental Assessment, and after he has ensured the issuance of appropriate Technical Airworthiness and Operational Airworthiness documentation. Once testing begins, the PO evaluates two broad areas; operational effectiveness, which examines how well the equipment or system performs in realistic conditions, and operational suitability, which measures whether the equipment or system can readily be introduced into the fleet, deployed and or maintained. Suitability testing also examines technical documentation and training issues. In the final report, the PO makes recommendations on whether the equipment / system is acceptable, and if so, any caveats or limitations on employment. Examples may include necessary changes to current or proposed operating procedures, or technical modifications which might ameliorate the employability of the equipment under test.

Projects can be intensive efforts or simply a review of existing procedures; they can vary in scope significantly. One current major effort nearing completion is the Night Vision Imaging System (NVIS) upgrade to the CH124. As the CH124 predated the development of NVIS, it was not equipped with the proper compatible lighting from the manufacturer, however the new CH148 Cyclone will be. An NVIS modification to the legacy fleet will not only enhance the CH124 operational capability in its twilight years but will help ease transition to the new aircraft once aircrew become familiar with the technology and procedures learned in the modified CH124.

HOTEF was therefore tasked with spearheading this initiative and in late 2008, members of HOTEF worked with AETE within a combined test force to examine technical, safety and operational issues. The NVIS upgrade entailed replacing standard bulbs with NVIS compatible bulbs, the use of filtering material, and lighting changes to vital cockpit instruments. Aircrew had to ensure that the helicopter was safe to fly both night and day, even in the event of a system failure, ensuring lights and warning indicators were bright enough to be seen, but not so bright so as to blind the users. The team performed extensive testing which led to an approved modification and training plan which consequently resulted in commencement of a fleet wide embodiment of the kit. Roughly a third of the fleet has been NVIS modified to date with the remainder of the aircraft to be completed over the next 12 months. In parallel, the Wing aircrew are building NVIS hours and experience while undergoing an approved training plan. Much of these efforts and successes are directly attributable to the project work performed by HOTEF.

Another major project currently underway at HOTEF is the Augmented Surface Plot (ASP). This project is also expected to help ease the transition from the CH124 to the state-of-the-art technology employed in the CH148, while boosting CH124 mission effectiveness. Technically speaking, ASP provides an achievable, highly enhanced surface plot compilation and recording capability to the fleet in a medium to high density environment. In simple terms, it is a laptop based Tactical Navigation computer capable of processing signals from the legacy radar, combining it with a Global Positioning System (GPS) feed, an AIS (transponder for the ships) and a map overlay. All this information is presented to the crew in an integrated format which exponentially enhances situational awareness for the crew and consequently increases mission effectiveness. The ASP system is also outfitted with a highly advanced camera which when linked to ASP, the images are correlated with radar images. All this information can be uploaded to the ships computer upon landing using digital media storage. The next phase of ASP is already being designed and tested at HOTEF which includes a tactical datalink which will automatically beam ASP imagery and plot information directly to the ship. Compared to the Sea King's legacy system, ASP represents several leaps forward in technology.

A core of highly talented and motivated people at HOTEF were able to conceptualize ASP, prove the concept, and coordinate its rapid development, creating a product with more features than any alternative proposed by civilian contractors, and at a small fraction of the cost. ASP in its current guise was recently proven to be a successful force multiplier when it was deployed aboard HMCS Toronto in support of OP Carribe.



### **CEP 1**

Not all HOTEF projects are as extensive as NVIS and ASP. Another key project ongoing but albeit of smaller scope is the Communication Ear Plugs (CEPs) project. Defence Research and

Development Canada (DRDC(T)) has highlighted the fact that CF helicopter crews are often exposed to very high ambient noise levels. The resulting difficulty in striking a balance between hearing protection and the ability to hear necessary radio traffic can potentially lead to aircrew hearing loss.



### **CEP 2**

The CEP is a possible solution to this problem and incorporates a tiny active speaker integrated into foam ear plugs. The ear plugs substantially reduce ambient

noise penetration to the ear, while the speakers provide much clearer voice communications. The result is an enhancement in voice clarity with lower sound levels at the ear.



### **CEP 3**

The first iteration of testing was completed in 2010. Shortfalls identified during that trial have subsequently been incorporated into an improved CEP, with testing scheduled in March 2011. Should the results prove favourable, fleet-wide distribution will likely follow.

Many of these projects such as NVIS, ASP and CEP represent discrete testing scenarios with clearly defined testing criteria and goals. HOTEF is however on the verge of embarking upon its greatest testing challenge since unit inception, which will likely not have such clearly defined and finite goals. The CH148 will be an immensely complicated aircraft with over 1 million button combinations possible in some of the computer interfaces. Developing procedures and testing methodologies to best employ the aircraft in a time line short enough to introduce it to the fleet within the next decade will be a challenge. Additionally, there is not just one piece of equipment in a helicopter to test out, but a whole new aircraft.

require extensive knowledge and judgement. In order to prepare for the Cyclone, and learn how to fly it, Sikorsky is responsible for delivering Initial Cadre Training (ICT) to HOTEF members. ICT for aircrew will make use of classrooms, an advanced flight simulator, and finally flight time in the CH148 itself. Once the aircraft is cleared to commence testing and all training is complete, IOT&E (Initial Operating Test and Evaluation) will begin. Similar to other projects, HOTEF crews must learn basic manoeuvres, and then gradually test the limitations and scope of the MH. IOT&E will continue until HOTEF has received all the Cyclones from Sikorsky, and until 12 Wing has reached a mature CH148 operational capability. Following this, the Cyclones will move into the same stage the Sea King helicopter is currently operating at, Follow-on Operational Test and Evaluation (FOT&E). This stage will see the incremental upgrading of the helicopter, in order to help ensure that the aircraft remains technologically up to date and as useful as possible to the Canadian Air Force.

With HOTEF's proactive approach to Operational Test and Evaluation, its experienced personnel and with continued support from the Wing, it is expected that the CH148 Cyclone will be as versatile, robust and adaptable as the CH124 Sea King has been for the last 50 years.

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### **CH 148**

A case in point is the fact that the CH148 is the most advanced "Fly-By-Wire" (FBW) helicopter in the world. FBW replaces manual flight control with an electronic interface. Pilots are flying with a cyclic and collective that, while looking like traditional flight controls, performs more like a 'computer joystick', which will be a new experience for them and will have a number of differing modes available to them at the push of a switch. Determining which modes are appropriate for which scenarios will



*(From Crowsnest Winter 2010 Vol 4 No 4 - in part)*

**Cdr Josee Kurtz**

### **Naval Officer Wins Trailblazers and Trendsetters Award**

A senior Naval Officer was recognized among the Top 100 Most Powerful Women in Canada by The women's Executive Network. Cdr Kurtz, the first woman to command a major Canadian warship, was the winner of an Xstrata Nickel Trailblazers and Trendsetters Award.

An Executive Officer of HMCS Ville de Quebec in 2008 Cdr Kurtz engaged in counter-piracy escort missions with the UN world Food Programme, delivering much needed food air to Somalia. In January 2010, she commanded HMCS Halifax during the humanitarian assistance and disaster relief mission to Haiti following the devastating earthquake. She is now the Chief of Staff at Canadian Fleet Atlantic Headquarters.

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## Lost sailors haunt survivor of attack on Nazi warship Bismarck

By Dave Graham, Reuters December 30, 2010

Retired navy pilot John Moffat, 91, is one of the last survivors from the wave of torpedo bombers that attacked the Nazi warship Bismarck in May 1941.

John Moffat's sparkling eyes grow dim when he remembers the 2,000 sailors swallowed up by the Atlantic after his torpedo bombers consigned the German battleship Bismarck to its doom nearly 70 years ago.

"That still haunts me. It was a terrible sight. All these heads bobbing up and down in the huge waves, and not a chance in hell of being saved," Moffat, 91, told Reuters in an interview. Moffat is one of the last survivors from the biplane bombers that on May 26, 1941, crippled what was then the world's biggest warship, enabling the Royal Navy to destroy the Bismarck.

The sinking showed battleships could not match air power, and put an end to Hitler's dreams of challenging British superiority on the Atlantic, forcing Germany to focus on submarine warfare.

Moffat's tales of his career as a pilot are peppered with laughter and smiles, and the retired Scottish hotelier is still amazed that he survived his date with the Bismarck. Only when recalling the human cost does he become sombre and serious.

Two days before Moffat's raid, the ship shook Britain by destroying the pride of the Royal Navy, HMS Hood, prompting Winston Churchill to issue his order to "sink the Bismarck."

A hit from Moffat's force of Fairey Swordfish planes then jammed the Bismarck's rudder, allowing the British to catch it.

"The weather was horrendous. To get an aircraft carrier pitching 60 feet, you need big seas, huge waves," said Moffat. "And you need a gale-force wind. And that's just what we had."

Conditions were so poor that when the bombers took off from aircraft carrier Ark Royal to intercept the Bismarck as it sped for port, they first attacked a British ship, HMS Sheffield.

Narrowly averting disaster, the planes set off again, and soon came under heavy fire from the Bismarck in thick clouds.

"All hell broke loose. We hadn't seen it. There were shell bursts all around us," Moffat said. "They put up a barrage so that when the shell exploded it brought a wall of water up."

Cut off from the remaining aircraft, Moffat began his attack run and was about to release his torpedo when the voice of his navigator John (Dusty) Miller rang out: "Not yet!"

"I looked to my right and all I could see was his backside up in the air. He was over the side of the airplane," he said.

"He realized that if I dropped the torpedo into that sea, it would go anywhere but in the direction you wanted. He was making sure I put mine into a trough so it would run."

An eternity seemed to go by before Miller gave the all clear for Moffat to launch the only torpedo he ever fired in combat.

"Years passed. I was sure we were going to get hit," he said. "I was very close when I dropped the torpedo."

Debate has long raged over who fired the torpedo that disabled the Bismarck, and Moffat said he was upset when publishers decided to change the title of his 2009 memoir to I Sank the Bismarck from We Sank the Bismarck.

"I told them it was the most controversial thing they could do, and I find it most embarrassing. As far as I'm concerned, it was the Fleet Air Arm that stopped that ship," Moffat said.

With its rudder jammed to port, the Bismarck was a sitting duck, and the Royal Navy moved in. But despite being reduced to a smoldering ruin by hours of shelling, it refused to sink.

So Moffat's bombers were sent back in. They arrived just in time to see the ship roll over and hundreds of sailors be cast into the Atlantic. Only 115 of its 2,200 crew were saved.

"When we got back, nobody said hooray. They were sailors, the same as we were," said Moffat. "Most of us were thinking that but for the grace of God, that could have been us."

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## RAF CADETS IN CANADA IN 1941

Located in the small Texan town of Terrell, which is not far from Dallas, is an amazing little museum called **The No. 1 British Flying Training School Museum**. The museum is housed in one of the original buildings which includes the chapel in the front and a hangar

in the rear. This location has been preserved as a museum and this is how I understand it all came about.

In March 1941, Prime Minister Churchill and President Roosevelt met off the shores of Newfoundland to set up an agreement for training RAF Cadets to fly as the skies in England were too dangerous both in terms of weather and mostly because of German incursions. This meeting was most clandestine as the U.S. was neutral at that time.

Prime Minister Mackenzie King was approached and agreed to Canada being a conduit between the United States and England and so RAF Cadets sailed to Canada via Halifax, Nova Scotia, and landed at Pier 21, which is now a National Museum in its own right. In Halifax they were issued an allowance with which to purchase "civvies" and the list of clothing they were advised to purchase included woollen underwear, socks and a heavy greatcoat.

They then travelled by train to Moncton, New Brunswick, where they resigned from the RAF and were met by the U.S. Consul General's office and issued 6 month visas to the United States. They continued their journey by train in their "woollies" to Dallas where the temperature easily reached over 100 degrees Fahrenheit.

On June 2<sup>nd</sup>, 1941, the first group of 50 young men, some as young as 17, arrived in Texas, and started their training at the Dallas Airport. They lived in a metal building with no air conditioning. In the meantime, the City of Terrell was chosen for the first British Flying Training School. The Terrell Airport was expanded and barracks and other necessary buildings were hastily constructed. The cadets arrived at the Terrell train station late in August and, along with their air training, assisted in completing runways and buildings.

British officers were warned "that isolationist feelings in the United States were strongest in western states such as Texas."\* However, the cadets were "adopted" by the City of Terrell and invited for Thanksgiving, Christmas, BBQ's, weekends and any other excuse the Texans could invent to offer hospitality to these young men. Some fell in love and returned after the war to marry their Texas sweethearts. One such cadet, Henry Madgwick, returned to marry. He eventually serving two terms as Mayor of Terrell. Mr. Madgwick was the driving force behind

preserving the flying school as a museum, serving for many years as President and to this day is on the Board of Directors.

In all, some 2200 cadets were trained, some washed out, some were unfortunately killed while training and some received commissions. Twenty Cadets were killed while training and are buried in a special beautifully maintained site at the Terrell Cemetery.

I first visited the No. 1 BFTS Museum in October 2008 with my friend, Carolyn Long, who is on the Board of Directors of the museum. She invited me to their first "Fly In" and asked me to help out. I met many wonderful, dedicated people and began to realize the significance of my home city, Halifax, in the scheme of things. I met some of the cadets, who are now in their 80's, and they told me about visiting in Halifax on their way through during the war. Although other BFTS facilities were established, No. 1 is obviously the first and is the only remaining school. It has become a museum to celebrate the heroism of the cadets and the co-operative relationship between the United States, Canada and Great Britain.

I offered to research Halifax's role and, with the permission of the No. 1 BFTS Board, visited the Shearwater Aviation Museum. I was most graciously met by Christine Hines, Curator and Barbara Hicks, General Manager. They were very quick to realize the kinship and I happened to suggest twinning the two museums. The Board of Trustees of Shearwater Aviation Museum was approached and they greeted this concept with enthusiasm. I immediately called Carolyn Long and after a meeting, the Board of Directors of No. 1 BFTS appointed me to the Board as their Canadian Liaison.

During this time, Henry Madgwick retired as Chairman of the Board and Reverend Norman Huneycutt became the new Chairman. I also approached Steven Schwinghamer, Head of Pier 21 Research Department, who agreed to play a research role in the future. Marcia Seitz-Ehler, Public Affairs Representative of the Consulate General of the U.S. in Halifax met with Christine Hines and me during which she agreed that the Consul General's Office would be interested in supporting the twinning in their capacity.

Dr. Huneycutt, his wife Dr. Janet Huneycutt, Carolyn Long and Lynnette Nadeau, representing the Mayor and Council of the City of Terrell came to Nova Scotia in July, 2009. Ms. Nadeau presented to Halifax Mayor Peter Kelly a Proclamation from Mayor Hal Richards of the City of Terrell. This contingent of Texans arrived to extend greetings and to help us celebrate 100 Years of Flight in Canada. They also invited all of Halifax to attend Terrell's "Flights of Our Fathers" celebration, to be held in Terrell in October, slated to commemorate the remarkable shared history of our three nations.

Ms. Long left for England to visit the Wings Museum in Surrey, England, and received an expression of their desire to complete the circle – Cadets flying from England to Canada to the U.S. and returning to England via Canada.

A reception was held on July 20<sup>th</sup>, 2009, which was co-hosted by the Shearwater Aviation Museum and the U.S. Consul General to celebrate the agreement to twin the two museums. Dr. Hunecutt read the Proclamation and showed a film about the No. 1 BFTS. The film and a copy of the Proclamation were presented to the Shearwater Aviation Museum.

MLA Becky Kent has become a wonderful supporter of this endeavour and in October 2009 went to Terrell, Texas to attend the 2<sup>nd</sup> Annual Fly In where she was greeted by State Representative Betty Brown and presented with a Texas Flag that had flown over their State Capitol Building. MLA Kent and her son Matthew were guests of Drs. Norman and Janet Hunecutt at their fabulous Texas ranch.

The 2<sup>nd</sup> Annual Fly In was kicked off by a dinner dance on Friday night, October 2<sup>nd</sup>. 2009. Flags were flown along the road to the hangar and the Canadian, British and U.S. Flags flew over the Museum. The three Flags were piped in and the three Anthems were played. We were entertained with music from the era and "The Andrews Sisters" as well as a tap dancing troupe. What an evening!

I had the privilege of meeting several of the "old boys" and some of their wives but each year fewer of the "old boys" attend, either because they have passed away or are unable to travel any more.

Councillor Jackie Barkhouse has been a great supporter and gave me City of Halifax pins which I presented to many Texans who were very curious about Canada and Nova Scotia and told me they plan to visit soon. Many of the Texans and other visitors, including some of the pilots that trained there, were very excited about the twinning of the Texas museum with the Shearwater Aviation Museum.

The 3<sup>rd</sup> Annual Fly In was held from the 17<sup>th</sup> to the 19<sup>th</sup> of September 2010 to celebrate the Texas Centennial of Flight with the theme of "A Salute to The Troops" which includes all of our men overseas, Canadian, U.S., British, French...ALL!!! It was an enormous success. (see No. 1 BFTS October newsletter for photos of people and planes) A flying vintage airplane tour landed in Terrell on Friday the 17<sup>th</sup> followed by a Dinner/Dance in the hangar. The Bob Bullock Museum in Austin had a special feature display at the museum.

I have had discussions with Christine Hines about the Shearwater Aviation Museum putting up a booth in No. 1 BFTS. Pier 21 has been approached about a booth as

well as the U.S. Consul General's Office.

The 4<sup>th</sup> Annual Fly In will be held from Friday September 16<sup>th</sup> to Sunday the 18<sup>th</sup>, 2011. A celebration of the 70<sup>th</sup> Anniversary of the Lend Lease Program, co-sponsored by No. 1 BFTS, the City of Terrell, and possibly Consul Generals of the United Kingdom, United States and



Canada is in the planning stage, scheduled for April 7<sup>th</sup>, 2011. Please visit the website for newsletters and updates as they occur or contact me. I plan to be there

and it would be wonderful to see "y'all come down" with me!

Sheila Ann Barling - Canadian Liaison,  
No. 1 Canadian British Flying Training School  
A Canadian residing in Fall River, Nova Scotia.  
[sheilabarling@yahoo.ca](mailto:sheilabarling@yahoo.ca) 902-860-3729

[www.bftsmuseum.org](http://www.bftsmuseum.org)  
Museum Phone Number is 972-524-1714  
119 Silent Wings Boulevard, Terrell, Texas 75160

\*I have relied extensively on Tom Killebrew's book "*The Royal Air Force in Texas*" for historical information. Mr. Killebrew has also checked over this article for me. Any errors or omissions are mine. If you have any information or possibly mementos pertaining to this moment in our history, I would be delighted to hear from you.

## Creating Canada's Future Maritime Helicopter Warriors

406 (M) OTS is on the brink of some major changes with the arrival of the new Cyclone just around the corner. With major changes come major challenges and the Maritime Helicopter (MH) community has not seen a new aircraft since the arrival of the Sea King in 1963. Can we learn from our past in looking to our future?



### Tracker Aircraft

In the past, 406 Squadron has had a number of different operational roles, from Canada's first night fighter Squadron and later as an Intruder unit in support of bomber raids, both during the Second World War. Since 1972, 406 Squadron has been the training squadron for Trackers (until the early 80's) and the Sea King. Our current mission is to generate trained and qualified technicians and aircrew for operational employment by the Maritime Helicopter community, now specifically the Sea King. However, it is the title of this article that is the motto of the hard working staff at 406 Squadron.

The predecessor to the Sea King, the Sikorsky HO4S-3 "Horse", was a very simple airframe in comparison to the Sea King. The Horse was single engine, it did not have an aircraft stabilization system, it did not have an elaborate emergency handling section in the publications and it was not rated for instrument flying.



### HO4S Helicopter

Col (Ret'd) Laurence McWha flew both the Horse and the Sea King. He believes one of the

biggest challenges for Horse pilots in learning the Sea King was the increased emphasis on instrument flying, for which the Sea King was equipped. The Horse was not rated for instrument flying and according to Col (Ret'd) McWha "many of the older pilots became very rusty in these skills on the Horse, so much so that some could not re-learn them and they could not make the transition."

Another former Horse and Sea King pilot, Col(Ret'd) John Cody remembers the biggest change

being low level flying at night. The Horse was only flown at night on a "Commander's moon" while the Sea King was designed for night operations. Night dipping was another new skill to be learned with the Sea King. Dipping the Horse was only done during the daytime and the lack of an aircraft stabilization system meant that the pilot would have to manually bring the helicopter into a 20 foot hover and hold position with reference to a cable angle indicator.

With the Sea King's increased sophistication, another skill mentioned by Col (ret'd) McWha was the emergency handling training required. A simulator was built to give pilots more opportunity to practice these skills, something that was not necessary with the Horse. Also, the emergency section for the Horse in the MICN (Maintenance Instructions for the Canadian Navy) was only two pages long while the emergency section for the Sea King in the AOI (Aircraft Operating Instructions) was much longer, and it is thirty-nine pages long today.

Let's put the technical differences between the Sea King and Cyclone aside for a moment. When asked what the biggest challenge is for the MH community in transitioning to the Cyclone LCol Greg Leis, Commanding Officer of 406 (M) OTS, stated simply "People." Elaborating, he states that "406 Squadron's current output of aircrew and technicians is barely keeping up with attrition. Many experienced personnel have, and will continue to fill roles at an expanded HOTEF (Helicopter Operational Test and Evaluation Facility) and other staff positions in Ottawa and Shearwater to bring the Cyclone online. As these positions are filled with experienced personnel, they are being replaced with inexperienced personnel." This does not appear to have been a problem in the Horse to Sea King transition, but will continue to be a problem for the next few years.

Tactically, LCol Leis believes the MH community will encounter similar challenges that Merlin crews have faced. "We are leaving behind the Sea King, an aircraft in which we are often starved for information. The Cyclone will initially overwhelm TACCOs and AESOps with information and the challenge will be to determine which equipment can be turned off or ignored, so crews can focus on the important information at that time, ensuring successful mission completion." Information management will become critical for the entire crew. Col (ret'd) Cody agrees that this increase in information will be the biggest challenge for Cyclone crews.

There will be a 50 year jump in technology from the Sea King to the Cyclone as we move from a hand flown aircraft to a fully automated airframe with fly by wire. With this large jump in technology comes a fundamental difference between generations of pilots in how to fly the aircraft. LCol Leis discusses how "older pilots and younger pilots will handle the same emergency differently based on their experience. In an emergency

situation, the older pilot will turn off the autopilot and deal with the emergency. In the same situation the younger pilot will turn the autopilot on and then deal with the emergency. This can lead to problems as crews work best together when you know what the other crew members are thinking and what to expect from them during different situations.”

Today it is uncommon for pilots to have flown a number of different aircraft operationally. In the 1960's it was much more common for pilots to change airframes during their careers. LCol Leis believes the MH community gains a lot in expertise in having pilots do exchanges with other communities and he would like to see more of it, but he believes it is not feasible. Aircraft are much more complicated today, and this makes retraining pilots on a large scale very time consuming, expensive and therefore unpractical.

With the Wing scheduled to take possession of the first Cyclone in the very near future, when will 406 Squadron be graduating Cyclone aircrew and technicians? There is a lot to be done between now and then. The initial cadre training (ICT) will start immediately with the arrival of the first Cyclone and there is a lot of operational test and evaluation (OT&E) to be conducted on the aircraft before we can even think of training students. On completion of the OT&E, instructors will be trained, followed by the training of students. This will be a few years down the road, so 406 (M) OTS will still be training Sea King aircrew and technicians for the foreseeable future.

training, and external slung loads were introduced later in the Sea King's life, not all at the beginning. It still took over one year to start employing the Sea Kings operationally. The Horse was retained for a few years after the introduction of the Sea King in a SAR role, primarily off the Carrier. The MH community was going through an expansion at that time required due to the introduction of DDH and AOR operations. The Cyclone will be all singing and all dancing very shortly after the arrival of the first, so it will take much longer to learn how to utilize the aircraft and all of its systems to their full capability. It will be critical to remain patient as the MH community learns the Cyclone and we can expect to have a transition period as long or longer if we can train and retain the aircrew and technicians required to sustain it. It does not appear the MH community can muster another expansion period to get us through this transition.



***Sea King conducts SWOAD training with HMCS Ville de Quebec during a pause in Operations in the Indian Ocean during OP ALTAIR.***

It is important to note that the Sea King that arrived in Shearwater in the early 1960's did not have much of the equipment that it has on board today. The search

radar, the ASN 501 (and later the ASN 123), the GPS, sonobuoy launchers/processors, the self-defence suite, and forward looking infrared were all incrementally added to the Sea King. Also, many capabilities and training such as HIFR (Helicopter In Flight Refuel), Waterbird

#### ***First Sea Trial Landing - HMCS Montreal***

So how can our past help us with our upcoming challenges? It appears that in general terms our past can assist us in transitioning to the Cyclone, but it looks like we will have a few more challenges this time around. Both former Horse pilots believe the Sea King to Cyclone transition will be much more difficult than their Horse to Sea King transition experience. The MH community has faced challenges in the past, but with quality people and hard work we always get the job done. New technologies will have to be learned by everyone, but after a period of significant change, the mission and motto of 406 (M) OTS will remain the same.

#### ***Capt W.C. Reyno***

Navigation Training Flight Commander 406 (M) OTS

*A sincere thank you to Col (ret'd) Laurence McWha, Col (ret'd) John Cody and LCol Greg Leis for sharing their expertise and insight.*

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By Captain Jazmine Lawrence

423 Maritime Helicopter Squadron, 12 Wing Shearwater's operational CH124 Sea King squadron on the east coast, saw an amazing rush of activity in 2010. While her veterans do an excellent job of reciting exciting tales of yore, the current crop of eagles were amassing stories of their own as the squadron expanded into new theatres and introduced new operational capabilities in what was the busiest year in recent memory. Always in a state of high readiness and typically in high demand, almost every deployable member of the squadron found themselves sailing or flying away from Shearwater to face the world's most modern definition of antagonists – natural disasters, pirates and terrorists, among others – as well as responding to the call from home for domestic support.

Part of the 423 Maritime Helicopter Squadron (423 (MH) Sqn) mandate is to force generate (FG) Sea King helicopters, crews and technicians to respond to the world's likely needs of a sea-based, medium-lift helicopter. FG focuses on the Sea King's unique roles over sea and land involving surveillance, anti-submarine warfare, and search and rescue (SAR). It involves progressing aircrew and techs to higher skill levels; supporting 406 (Maritime) Operational Training Squadron in generating new aircrew and technicians; and enabling the implementation of new technology and capabilities – such as night vision goggles – to enable both current operations and the transition to the Cyclone in the coming years.

The squadron participated in various exercises with the Canadian navy as well as other international navies throughout 2010 as part of its force generation. Exercises at sea are an opportunity for a helicopter air detachment (HELAIRDET, or det) from the squadron to embark on a ship and advance its skills in an integrated setting. Real submarines test the det's anti-submarine skills otherwise practiced at home in the mission simulator, while ships provide platforms to practice surveillance or at-sea search and rescue scenarios. FG was the core of the squadron's routine activities at home and away on exercise.

Force employment (FE) is the second part of the 423 (MH) Sqn mandate. FE – that is, domestic and deployed operations – is inextricably tied to FG and can only happen when aircraft, crews and techs are thoroughly ready for

operations. However, a balance must be struck between the pressures of FG and the relentless demands of FE. 423 (MH) Sqn and 12 Wing have an incredible sense of pride in the results of this endeavour, a success illustrated by the squadron's ability to capably meet the year's challenges, often on short notice.

Besides the routine training and exercises, 423 (MH) Sqn participated in the following deployed operations:

- Counter-piracy and counter-terrorism ops (*Operation SAIPH*, Gulf of Aden)
- Humanitarian response to a devastating earthquake (*Operation HESTIA*, Haiti)
- Security for the Olympics (*Operation PODIUM*, Vancouver)
- Security for the G8 and G20 summits (*Operation CADENCE*, Ontario)
- Supporting government seizures of illegally grown marijuana (*Operation SABOT*)
- Counter-drug ops in the Caribbean (*Operation CARIBBE*)
- Primary SAR standby throughout the Maritimes for three months, and
- Humanitarian response to vast flooding (*Operation LAMA*, Newfoundland)

From October 2009 to May 2010, a HELAIRDET was embarked on HMCS *Fredericton* for *Op SAIPH*. It flew in excess of 650 hours – over 220 sorties – to support Canada's contribution to international counter-piracy and counter-terrorism operations in the Gulf of Aden.

With such a demand for the MH capability in *Op SAIPH's* maritime-based theatre, a CC117 Globemaster III conducted the second-ever aircraft swap mid-way through the deployment to provide the det with a fresh aircraft that had more flying hours left before needing major maintenance. Techs from 423 (MH) Sqn and 12 Air Maintenance Squadron supervised loading the Sea King into a CC117 in Canada and accompanied it into theatre where the det's well-used helicopter was switched for the fresh one. As minor as it may sound to the reader, the ability to airlift the helicopter anywhere in the world greatly broadens the deployable capability of the Sea King helicopter. This gives 12 Wing greater flexibility, expands the operational potential and employability of the Sea King, and allows exponentially greater support to the Canadian navy.



*Op HESTIA* was a whirlwind to put a Sea King and crew onboard HMCS *Athabaskan* to deploy to Haiti in less than two days, not unlike this year's *Op MOBILE* that recently saw HMCS *Charlottetown* deploy to Libya with an embarked Sea King. During *Op HESTIA*, the Sea King flew 248 hours – roughly 80 sorties – to ferry hundreds of passengers and transport tens of thousands of pounds of humanitarian aid supplies, food and potable water. The crew flew almost every day to accomplish this, besides keeping up with their own training needs and supporting CH146 Griffon crews landing on the ship. One of the most straining parts of the deployment was that the crew was at sea for over 50 days until they were finally permitted ashore during her transit back to Canada.

expanded its overland capability to support the operation, assuming a rotary wing air intercept (RWAI) role for NORAD in which Sea Kings were deployed to intercept slow moving targets and, if necessary, enforce the security mandate.

12 Wing Shearwater assumed primary search and rescue responsibilities for several months near the end of 2010. 423 (MH) Sqn personnel, crews from other units, and SAR techs from 14 Wing joined forces to provide the Atlantic region with constant SAR coverage. Now the squadron was balancing not only force generation and deployed operations but also 24/7 rotations on SAR standby. Despite the stresses to both equipment and personnel in executing a mission for which the squadron was never intended, 423 (MH) Sqn once again successfully met the task and proved both flexible and adaptable to the demands of the air force.

*Op LAMA* was yet another short-fuse deployment, this time much closer to home. Hurricane Igor swept through Newfoundland in September, necessitating a joint response from the CF that involved helicopter support as part of the whole air force effort. 423 (MH) Sqn deployed three Sea Kings with crews and maintenance personnel to provide logistics support to communities cut off by washed-out roads, air-lift joint force personnel, and conduct SAR as needed.

423 (MH) Sqn was clearly very busy throughout 2010. Whether engaged in anti-piracy, fighting the drug war, fulfilling new mission requirements

such as RWAI, or providing domestic security and aid, the squadron is a proven and relied upon commodity in the CF arsenal as demonstrated throughout this impressive year

2010 was a year to be proud of for 423 (MH) Sqn in so much as it contributed proud accomplishments to the squadron's history and to the final chapters of the Sea King's legacy. 2011 may prove an even better addition to that legacy as it starts off with an *Op CARIBBE* deployment already under its belt as well as the rapid *Op MOBILE* deployment to Libya. Justifiably, the squadron holds its head high in its achievements and has given command the confidence to look to 12 Wing whenever success is required. Whether in traditional ship-borne roles or in roles as yet undefined, 12 Wing and 423 (MH) Sqn will always rise to the challenge.

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**Canadian Forces members from 8 Wing Trenton and 14 Wing Greenwood - Air Movements Sections load a CH124 Sea King for transportation into a CC177 Globemaster to Vancouver, BC for the 2010 Winter Olympic Games.**

(Photo: Combat Camera - MCpl Danny Shouinard)

*Op PODIUM* saw members of 423 (MH) Sqn deploy west to join 443 (MH) Sqn, her sister unit on the west coast, to play a role in security operations for the 2010 Winter Olympic Games. Sea King crews are well suited and prepared to operate in the joint military/civil environment due to operational and training experience. Therefore the helo was an invaluable asset as it assisted the RCMP by offering surveillance, search and rescue, and mobility support in cooperation with the army and navy.

Lessons learned in *Op PODIUM* contributed to the success of Sea King support to *Op CADENCE*, the security element of the G8 conference in Huntsville, Ontario, and G20 conference in Toronto. 423 (MH) Sqn



**443 MH SQN: Meeting Challenges Head On and Serving Canada's and British Columbia's interests.**

*Written by: Pte Eric Kappler*

**VISION:**

***"443 Squadron's highly trained and motivated personnel will be Canada's premiere experts in the innovative application of ship borne and shore-based Maritime Helicopter air power to achieve diverse effects across the broadest possible range of Canadian Forces missions and tasks."***

As Canada's Pacific Vanguard, the 443 Maritime Helicopter (MH) Squadron's hangar and flight line are a round-the-clock Servicing and Operations Unit. Providing support operations to Vancouver's 2010 Olympic Games, the Squadron drew on its complement of 234 personnel, including both Regular and Reserve Force members, as well as some helping hands that stretched all the way to members of 12 Wing Shearwater.

The operations during the Olympic Games highlighted the Squadron's responsibility "to generate, maintain, and sustain armed capability to guard Canada's Pacific maritime approaches, and to contribute forces to meet national, domestic and overseas commitments, in order to enhance international peace and security", in accordance with Maritime Forces Pacific's Mission Statement. Despite a schedule that was heavy with flights and maintenance being carried out at all hours of the day and night, 443 (MH) Squadron's contribution on the international stage was to say the least, a success. With experienced flight crews providing piloting expertise for an aging airframe, and seasoned technicians providing excellence in maintenance, while grooming new technician's for maintenance positions, the Squadron maintains a steady pace, while meeting operational demands. The Sea King is one of the busiest aircraft in Canada's Air Force, participating in a variety of international and domestic operations.

Keeping a servicing organization running smoothly is in no part a small feat. Professionalism, excellence and integrity are highlighted and exemplified by the Squadron's senior servicing supervisors and executed through cooperation and team work at all levels. Providing leadership, focus and direction allows operations to run smoothly. With all sections of 443 (MH) Squadron working at optimum levels, the Squadron is able to provide serviceable aircraft in a timely manner to meet mission requirements.

443 (MH) Squadron also provides ground training for new members, providing them with field applicable

experience and directive based knowledge for both maintenance functions and ground crew operations. Flight Safety is always at the forefront of training for both ground and aircrew.

***Photos showing Sea King Helicopters training related to the confined space and mountain flying training.***



A new apprentice technician arriving at the Squadron can expect to be met with a supportive supervisory group that will guide them through their transition from a very "green" apprentice to a journeyman technician, armed with the tools, knowledge and experience to carry out day-to-day maintenance and servicing functions.

Apprentice technicians undergo initial training at the Squadron level to familiarize them with basic operations. After completing initial training and an interview with a Senior Air Maintenance Supervisor (SAMS), they are trained at 406 (OTS) Squadron at 12

Wing Shearwater, where upon completion of QL5 and a second interview with a SAMS, they are ready to return to their unit as a journeyman technician.

**QUALITY OBJECTIVES:**

***Operational Commitment / Mission Statement - We do the job for a reason.***

***Safety - We do the job in accordance with applicable safety requirements.***

***Technical Excellence - We do the job right the first time.***

The commitment to ensuring that quality is an intrinsic part of the daily activities in support of the mandate to supply "Wings for the Pacific Fleet", and to supply mission capable helicopters for deployed and shore based operations in Canada, is ensured by the application of the three basic Quality System tenets while also adhering to AF9000 Plus principles and applicable airworthiness, maintenance and safety standards.



***Sea King performing daily operations***

As much as training prepares technicians and pilots with the basic skill set for his or her specific trade, the training doesn't finish once a member has completed their QL5 course. For ground crew at 443 (MH) Squadron, the Naval Environment Training Program (NETP) prepares technicians for the realities of fire, flood or NBCD attacks while at sea with a HELAIRDET.

All said and done, the training and leadership provided to members of 443 (MH) Squadron encompasses the diverse roles that these members of the Canadian Forces will play in global operations, be it as part of NATO or the United Nations, and as a critical component for sovereignty on home soil.

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The DVD shown above is a collection of photographs submitted by members of the Naval Air Community and from the Shearwater Aviation Museum (SAM) collection. This slide show was first presented at the CNAG Reunion 2010 by Ron Beard.

Cost of the DVD is \$19.95 includes shipping and handling. All proceeds to the SAM Foundation.

Call, email or write to order: 1-888-497-7779, local 461-0062 or write:

SAM Foundation  
 PO Box 5000 Stn Main  
 Shearwater, NS B0J 3A0

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## **2011 is the 20<sup>th</sup> Anniversary of the SAMF's First Newsletter Spring 1991 Edition.**

### **How the museum almost never came to be.**

It was late June of 1995. Preparations were well underway turning the old gymnasium building into the new home for the Shearwater Aviation Museum.

The Wing Operations Officer, Larry McWha, was parked in his car down at the ball field across the road from the building watching a ball game. He looked in his rear view mirror and saw what he thought was some smoke curling up from the roof. He got out of his car and investigated further to find that the roof was on fire.

The fire department was summoned and they got there just in the nick of time to put out the fire and save the structure. The Fire Chief told me that another minute and the old wooden Building would probably have gone up in flames. The roofing company had been in that day applying hot tar and there was some spontaneous combustion that took place, and voila, we had a fire on our hands. I recall the Wing CE Officer "interviewing" the miscreants who allowed as how they had not followed all procedures properly.

Who knows what the outcome of that episode would have been, except to say that in all likelihood the entire museum as we know it today would not have come to pass, and SAM might still be in the bottom of Warrior Block.

And there you have the rest of the story.

**John Cody**

**Support the  
Shearwater Aviation Museum  
Foundation**

### **A tribute to "WARRIOR"**

*Twenty years!! How can it be  
Since "WARRIOR" became a reality!  
The foresight, dedication of just a few  
Nurtured a seed - and how it grew.  
Today it's a vibrant, vital part  
Connecting the stout and caring heart  
That remembers the years of Service true  
Keep up the good work - Hats Off To You!*

**Minnie Rogers**

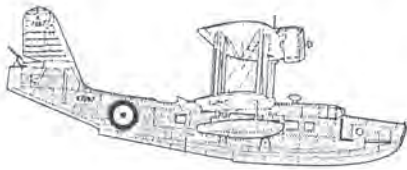


Happy days are here again

The skies above are clear again  
So let's sing a song of cheer again  
Happy days are here again

Altogether shout it now  
There's no one  
Who can doubt it now  
So let's tell the world about it now  
Happy days are here again.

# SAM FOUNDATION NEWS



VOL. 1, NO. 1

SPRING 1991

## THE PRESIDENT'S MESSAGE

It is my privilege to welcome the launching of the SAM FOUNDATION NEWS, and I do so with much pleasure. Keeping members of the Foundation informed is a major responsibility of your elected officials. I am confident that this publication will serve this special need.

Our fund-raising activities are gradually gaining momentum. Response to our current membership drive is most gratifying, and especially the surprising number of applications for Sustaining and Life memberships. On the other hand, negotiations with the Federal and Provincial Governments are proceeding somewhat more slowly than expected. Preparation of a "Business Plan", a necessary tool in the process of successful solicitation of support from industry, is nearing completion.

Studies to find more working and display space for the museum and to improve public accessibility to it, are continuing even to the extent of considering provision of temporary quarters; e.g. using the old CANEX building when CANEX moves to the Hampton Gray School. A recent review of the cost of the planned new building showed little change from the \$2.3m figure first projected.

The Foundation compliments Col. Sandy Kerr, Base Commander, and his personnel for their support. We also thank LCol. Mark Aruja, Museum Director, and Gordon McLauchlan, Museum Curator, for their help and cooperation. I am particularly pleased that BGen. Bowen has appointed a representative to the SAMF Communications Board in the person of LCol. Don McLeod, Staff Officer Air Reserves. This line of contact will be invaluable to us. A special thanks to the increasing number of volunteers who are making this project fly.

Doug Peacocke,  
Acting President.

## BIRDS ON THE VICTUALLING LIST

From: THE NAVALAIRE  
Vol. VIII, No. 21, 12 November, 1964

The recent introduction to Shearwater of Mr. Galicz' seagull-chasing falcons excites the imagination, but it's not the first time we've had birds on permanent ration strength here. Up until about

1942, before aircraft speeds made it impractical to use them, pigeons were a fairly important means of communication between A/S patrol aircraft and the Base.

Corporal Fred Threlfall was the "Pigeon Master" here from about 1938 to 1942, when the pigeon loft was down by the shore just below married quarters. "Freddie" was one of those quiet, calm chaps who knew every one of his pigeons by name. He fussed over the broods, hovered over the hatch and took care of a sick pigeon as tenderly as a nurse. He always had about 150 pigeons in the loft; mostly "homers", but "rollers", "fantails", and "crosses" as well. Nearly every one of his birds would come at his call and it was a sight to remember when, while chatting with Fred, we would see him look up, search the sky and, with a paternal look in his eye say: "There's Beanie now! She's tired, but watch her come!" Fred would purse his lips, make a raspy sort of whistle and a lovely brick-red bird would drop in straight to his hand. He'd look her over carefully, checking whether "those guys loosed her properly" and, satisfied that her plumage had not been damaged as she was launched from a Stranraer (boat seaplane) on patrol, he would take the capsule from her leg, take out the onionskin "Pigeon Service Message Form" and read from it where "Beanie" was launched. Then he'd figure her speed.

Those were the days when the word "radar" was on the secret list and the first "ASV" (Anti-Submarine Vector) hadn't yet been seen here. The DF (Direction Finding) Loop, too, was quite primitive; we had to turn it by hand and read off the bearing for the Navigator.

The armament was rather skimpy, by today's standards. With a crew of 7, the Stranraer carried 2-250 lb and 2-100 lb A/S bombs and 3-.303" Cal. "Free-mounted" Lewis guns besides pyrotechnics. But we also had a primus cookstove, a galley, and lots of rations. (Did you ever smell a steak cooking at 1,200 ft.? mmmMMM!)

We carried 4 to 6 pigeons in a wicker basket on every flight. I don't remember all of the reasons for it, but one of the main ones was that if we went down at sea - not an unusual thing even now - the last pigeon would tell our approximate position.

Flying at 85 knots, one launched the pigeon downward at arm's length out of a hatch. It would drop like a stone for many seconds, circle around a bit, then head for home and "good ol' Freddie" with its message which really meant "All's well! (up to now)!"

Lt. P.J. Brunelle.

## SAMF LAUNCHES 'FOUNDATION NEWS'

The SHEARWATER AVIATION MUSEUM FOUNDATION (SAMF) is pleased to introduce this first issue of FOUNDATION NEWS, dedicated to propagation of information about the museum, the foundation and their activities. As well, FOUNDATION NEWS, which will appear two or three times a year, will be a forum for members and others to help to preserve Canada's Maritime Military Aviation heritage, with their letters, anecdotes and recollections of past personnel, exploits, methods and equipment. Appropriate news, articles, cartoons, sketches, etc., are welcome from anyone. They need only be relevant and preferably short - about 100 to 200 words if possible. But send longer ones too; they are needed as Feature Articles. We'll edit or serialize them as needed.

Address correspondence to:  
The Editor, Foundation News,  
Shearwater Aviation Museum Foundation,  
PO Box 577, Dartmouth, N.S., B2Y 3Y9.

## THE EDITOR'S CORNER

Societies, in their early years, often need to reorganize, and SAMF is doing that now. This first issue of the SAM FOUNDATION NEWS is one of the results, and we present it with much satisfaction. If this first issue is not perfect yet, please note that it has been put together somewhat hastily to meet a deadline, and to let you know that we're ready to accept YOUR input.

Recently, someone commenting on falconry at Shearwater said, in my hearing, that "Never before have we had working birds at Shearwater." I first heard that tune in 1964, when falcons were used experimentally here. That time, I wrote "Birds on the Victualling List" for (then editor) Jan Salter's NAVALAIRE, and I repeat it now for FOUNDATION NEWS.

SAM Curator Gordon McLauchlan just recently acquired a pigeon transport basket, one which I may even have handled myself, 52 years ago. See Gordon's article below. Sadly, I also note Pigeon Master Fred Threlfall's name on the RCAF Pre-war Club's "Roll of Honour."

## FROM THE CHAIRMAN ADMIRAL R.H.FALLS, (RET'D)

Your directors have long realized the need to keep the membership of the Foundation aware of the progress (and the setbacks) of their efforts in support of the Museum, but the realities of survival kept getting in the way. At long last, here it is: The first of what we hope will be an ongoing series of "Howgozit" reports. Informed members are more likely to be supportive members.

The Foundation needs your moral, financial and vocal support as well as the intellectual support of your ideas. We feel sure that if you know what is going on, you will help in whatever way you can to achieve our ultimate goal of "A New Home". We're well on our way!

Robert H Falls,  
Admiral, (Ret'd)

## SHEARWATER AVIATION MUSEUM A BASKET CASE

Parallel technologies seldom go hand in hand. This is no more apparent than in the aviation business where, for example, the Wrights, although bicycle merchants, had no landing gear at Kittyhawk. Another example closer to home for most of us was the Supermarine Stranraer which, as late as 1943, was without reliable radio contact with the ground. (Strict radio silence rules were a more valid reason. Ed.) Of far greater reliability was the centuries-old practice of sending messages across vast distances via pigeon. No one really understands that kind of technology, not even the pigeon! In any event, members of 5BR squadron, RCAF made full use of the technology on the Lower Base at Shearwater when they built a pigeon loft and raised pigeons to replace or at least augment the unreliable radios carried in the aircraft during the early years of WWII.

In February of this year, the Museum acquired a basket used to carry the pigeons in the aircraft. It's about 4' X 2' X 1' and made of wicker. When it arrived, it had a number of characteristics that served to authenticate it; one was an aluminum plate mounted on top which said, "RCAF LOFT, DARTMOUTH"; another was a scrap of very old newsprint wedged in the bottom with a date on it, "1944"; and, littering the bottom, were small dessicated tell-tale lumps of, shall we say, flying guano? Of such is the life of a curator!

Gordon McLauchlan  
Curator, SAM.

## FROM COMMANDER MARITIME AIR GROUP BRIGADIER-GENERAL B.D. BOWEN, CD

As Commander Maritime Air Group, I wish to take this opportunity to congratulate the Shearwater Aviation Museum Foundation (SAM) on its inaugural edition of the SAM FOUNDATION NEWS.

Shearwater has had a long and distinguished history of civil and military aviation, dating back to 1917/1918 and the uncertain early years of aviation in Canada. The initiatives being pursued by SAM will ensure preservation of this proud and distinguished heritage.

From spartan beginnings in Warrior Block in 1978 to the current plans for a new and modern facility at Shearwater, the Museum will continue to display the heritage of the aviation practitioners and pioneers who served Canada so well over the years. Fairchilds, Stranraers, Cansos, Avengers, Sea Furys, Banshees Trackers and Sea Kings - from the RCN Air Section to the RCAF the tradition is held in trust.

I am truly excited about the Museum's future. We are about to begin a new phase in the showcasing of an illustrious past. I encourage anyone with a taste for history and the perpetuation of maritime military aviation to become involved in this worthy endeavour.

B.D.Bowen,  
Brigadier-General

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## 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” 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



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Option B & C



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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



III

(Wall Tiles (continued)

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!

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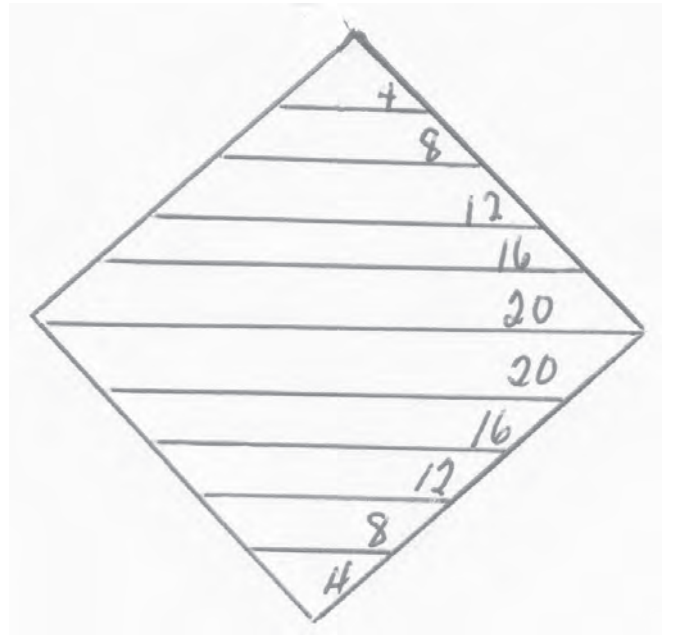
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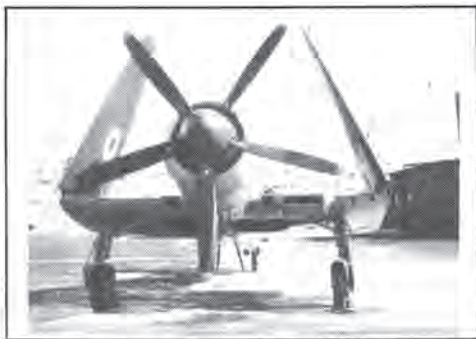
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In addition, L/Col Mark Aruja represents the Board of Trustees of the Shearwater Aviation Museum at SAMF Board Meetings, and SAM Curator Gordon McLaughlan attends by virtue of his office.



## SAMF NEWSLETTER STAFF

Editor, Paul J. Brunelle  
Assistant Editor, Peter H. Steffin

The opinions expressed in this newsletter are those of the authors and not necessarily those of the editorial staff.

SAMF FOUNDATION NEWS will be published twice or three times yearly. Articles for the next issue are solicited from all interested persons and should be forwarded to the Editor, SAMF FOUNDATION NEWS, P.O. Box 577, Dartmouth, NS, B2Y 3Y9.

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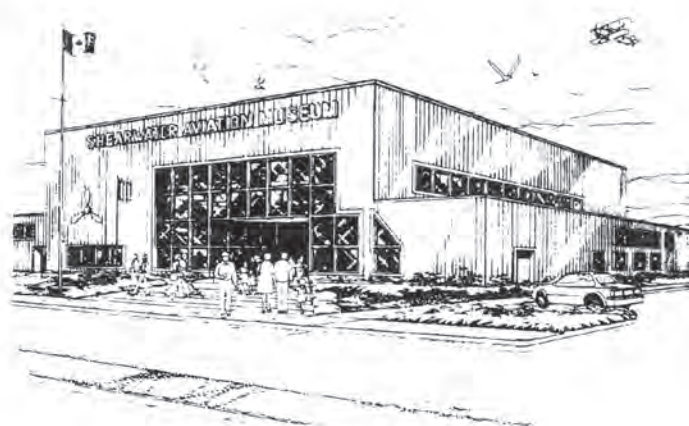
## WHAT IS SAMF?

SAMF is the SHEARWATER AVIATION MUSEUM FOUNDATION, registered as a Charitable Organization (Public Foundation) under the Income Tax Act. Its only purpose is to provide support for the SHEARWATER AVIATION MUSEUM (SAM) in the preservation of Canada's Maritime Military Aviation Heritage. Therefore, all of its member fees, and donations, are INCOME TAX DEDUCTIBLE under the provisions of the Income Tax Act.

At present, our major project is to accumulate funds to erect a building for SAM, outside the security area where it can be seen and reached by everyone, whether military or civilian.

All of the officers, directors and members of committees of SAMF are unpaid volunteers. There is no hired staff. Expenses are kept to a minimum compatible with the Charities Regulation of the Income Tax Act. The only sources of income are TAX DEDUCTIBLE membership fees, donations and bequests from anyone, gifts from associations, industry, governments, etc., and income from investments. By far the greater part of the income is invested to accumulate in the building fund at advantageous rates. However, there is provision for access to these funds for special assistance to SAM as determined by consultation with the SAM Board of Trustees.

## A NEW HOME FOR SAM!



Shown is a sketch of the plan proposed by architect J. Philip Dumaresq, MRAIC, MEIC, of Halifax. Its 12,152 sq.m (40,500 sq.ft.) of display and working spaces will fit in nicely opposite the old Canex and the chapels on Bonaventure Street.

**LET'S MAKE IT HAPPEN!!**

**JOIN US! BE GENEROUS! IT'S YOUR HERITAGE!**

## FROM THE SAM DIRECTOR

Congratulations to the SAM Foundation on the appearance of this, its first Newsletter.

The arrival of the Swordfish in Shearwater again solicits our applause to the twelve stalwarts in Toronto who completed its restoration under the leadership of Brian Ashton and John Eden. Work is ongoing to get the stringbag to flying status once again. My predecessor, Maj. Charles Cormier had his tenure cut short by his Persian Excursion and I have been trying to fill his large shoes since.

Clearly, the new museum building is the focus of our efforts now, because we must continue to turn down artifacts, particularly aircraft, for lack of space. The resolve is quickly jelling to get our fundraising campaign under way, under the direction of SAMF, for this exciting and worthwhile cause. It will be a great day when we can put the Swordfish (and our other eight aircraft) on proper display as both they and the public deserve.

We are not idle in other areas, though: Capt. Butch Bouchard is spearheading the restoration of a Horse with the Aviation Trades School at St. Hubert, Quebec; the Banshee is to be overhauled starting in mid-May; and five Soviet museologists to Colonel rank will be visiting SAM at the end of May. It's too bad that they won't see a new building yet, but who said the Swordfish wouldn't put us on the map?

I wish everyone involved the best of success in this critical campaign to obtain funding for a new museum building as a home for the preservation of the history of Canadian Military Aviation. Through this newsletter we hope to keep you abreast of SAM activities, and we thank all of the supporters of the Foundation for their unselfish contributions.

LCol. Mark Aruja,  
Museum Director

## OUR HERITAGE

On August 10, 1840 Lois Anselm Louriot "Professor of Chemistry and Aerostatic Exhibitions", carried out the first manned flight in Canada. This was an ascension from Barrack Square, St. John, New Brunswick in a gas filled balloon.

In 1902 Wallace Turnbull developed a wind tunnel near St. John where his experiments with air foils and propellers led to the invention of the controllable pitch propeller.

In 1908 the Silver Dart flew above the frozen Bras d'Or Lake at Baddeck to put Nova Scotia on the world aviation map.

In 1919 the USN flew Curtis HS-2L flying boats on ASW patrols from what is now known as Shearwater.

In 1929 Errol Boyd and his navigator H. P. Connor became the first Canadians to cross the Atlantic from Harbour Grace, Newfoundland to England. The aircraft was a Bellanca appropriately christened the "Maple Leaf".

These few historical facts are compiled here to reiterate, to the reader, the importance of the role played by the Maritimes and Maritimers in aviation. The punch line, is of course, that we must preserve and display the artifacts attesting to that role for the benefit of future generations. Please join the Shearwater Aviation Museum Foundation and help to preserve your heritage!

Eric Edgar  
SAMF Communications Board



## HEARTY CONGRATULATIONS TO KEN GIBBS

CITIZEN OF THE YEAR RUNNER-UP  
Victoria BC.



Ken, an ex LCDR pilot, almost single-handedly, and under tremendous difficulties, instigated an inquiry by DVA and DND into ALS (Lou Gehrig's Disease) which will be very greatly beneficial to hundreds of other ALS sufferers across Canada.

(From "CFAX Community Awards, 1991." Victoria BC)

## WITH DEEP REGRET

We note with deep sympathy that FRANK JOBBORN, of Economy, NS, passed away earlier this year. We extend sincere condolences to Frank's family.

Reported in "THE BOSUN'S CALL"  
Newsletter of the NS Naval Officers' Association.

## Canada's Helicopter Destroyers

*Ernie Cable, SAM Historian*

The concept of operating helicopters from destroyers led to revolutionary advances in naval warfare, especially in the role of Anti-submarine Warfare (ASW). The Royal Canadian Navy (RCN), foreseeing the huge advantages of operating helicopters at sea, pioneered the concept of flying relatively large helicopters from the flight decks of small destroyers. After the RCN and Canadian industry solved the difficult challenges of landing and taking-off from rolling decks in rough weather, the use of helicopters at sea was adopted by most navies around the world. The rapid proliferation of helicopters on ships other than aircraft carriers gave rise to shipborne aviation, the most ubiquitous form of naval aviation in all but the largest navies. Shipborne aviation presented challenges quite different from carrier borne aviation where aircraft carriers had much larger, more stable flight decks and more sophisticated maintenance facilities. Destroyers capable of hosting helicopters for shipborne operations were designated "Helicopter Destroyers" or DDH's.

### Arctic Helicopters

The RCN acquired its first helicopters in 1951 to investigate the usefulness of the most radical aircraft of the period for naval operations. The RCN acquired three HTL (Bell 47) helicopters in August 1951 to form No. 1 Helicopter Flight; the HTL's were used for shore-based search and rescue, aerial photography, torpedo recovery, transport and training helicopter pilots. In 1954, the HTL's became the first helicopters to embark on HMCS Labrador, the first Canadian ship to incorporate a landing platform and hangar for helicopter operations during initial construction. Her embarked HTL's searched for navigatable channels through the Arctic ice and more than halved the time required to survey coast lines bordering Arctic passages. In 1954, three larger twin-rotor Piasecki HUP-3 helicopters were purchased to augment Labrador's HTL's and provide a capability to sling heavy equipment (400 kg, 900 pound) ashore for the icebreaker's survey parties.

### ASW Helicopters

The use of helicopters to support Labrador's Arctic surveys gave rise to the concept of using helicopters in ASW. The idea was not new as the United States Navy had considered basing helicopters on frigates during the Second World War. Their role at the time would have been to attack submarines on the surface, or to drive them down to reduce their effectiveness, or to hold them down until a ship arrived. By the early 1950's the concept of the anti-submarine helicopter changed profoundly with the advent of the dunking sonar, a sonar transducer that could be lowered into the depths of the sea from a hovering helicopter. The concept of localizing a submerged submarine with sonar and attacking with a homing torpedo launched by another aircraft or ship promised to revolutionize ASW. To further investigate the concept, the RCN purchased a small fleet of Sikorsky HO4S-3 (S-55) helicopters from the United States and equipped them with

dunking sonar. In 1955, the RCN formed Helicopter Anti-submarine squadron, HS 50, to pioneer the use of helicopters in ASW; the first HS 50 helicopters embarked in the aircraft carrier HMCS Magnificent in 1956.

### The Beginning of Shipborne Aviation

The successful mix of dunking sonar helicopters and destroyers in the anti-submarine screen around the carrier portended a quantum leap in the RCN's ASW capability if the relatively large HO4S-3 helicopter could be incorporated into its small St. Laurent class Destroyer Escorts (DDE's). The feasibility of landing on a small ship was investigated by constructing a small landing pad over the quarterdeck of the Prestonian class frigate, HMCS Buckingham, in the summer of 1956. The first HO4S landed aboard in September in the sheltered waters of Bedford Basin. This much had been done before during the Korean War when U.S. Army helicopters had conducted emergency evacuations from Canadian destroyers by landing on the aft deckhouse. The RCN also had recent experience operating HTL and HUP-3 helicopters from HMCS Labrador; however, the motion of a 6,500 ton icebreaker in quiet Arctic waters was hardly a harbinger of the challenges of landing a heavy helicopter on a 2,500 ton destroyer in the heaving North Atlantic.



***An HO4S helicopter landing on HMCS Buckingham. The makeshift flight deck was used to prove the concept of helicopters landing on small ships. Note sailors with chains at the ready to secure the HO4S to the deck.***

Although the Buckingham trials proved it was possible to routinely land a large helicopter on a small ship, the HO4S's undercarriage was not sufficiently robust to prove the concept in "heavy weather". In the latter part of 1956, Buckingham's landing platform was transferred to the new St. Laurent class destroyer, HMCS Ottawa, and a heavier Sikorsky H-34 (S-58) helicopter with an undercarriage rugged enough to handle the lateral stresses of landing on a rolling deck was borrowed from the Royal Canadian Air Force. The Ottawa trials confirmed that a large helicopter could operate from a small ship in heavy seas. However, severe corrosion from exposure to strong cold winds and

sea spray proved the need for a hangar for maintenance and protection against the weather. Also, a device was required to guide the helicopter down to the deck while landing, then capturing and holding it securely to a rolling and pitching deck in rough seas. The trial also proved that a helicopter even more robust than the H-34 was required. While the trial results were being reviewed and possible engineering solutions studied the HO4Ss continued to operate from ashore and Magnificent.

In 1958, the case for operating helicopters from destroyers gained new impetus with the development of the Canadian Asdic Search Towed model IX (CAST/IX) which quickly evolved into the more popularly known Variable Depth Sonar (VDS). The CAST/IX trials demonstrated sonar detection ranges against a submarine in excess of 20,000 yards, a five-fold increase over hull-mounted sonars of the day. Furthermore, its performance was less affected by water conditions (temperature and pressure) and rough seas (ambient noise) than any other sonar. With the VDS transducer down in the sound channel where submarines operate, the ship-towed sonar was capable of detecting targets at considerable ranges. Even at 15 knots VDS had an effective range of 11,000 yards. Two VDS equipped destroyers could now search an area that previously required six ships with hull-mounted sonar. The RCN quickly adopted the CAST system as part of its St. Laurent class destroyer modernization program.

Being able to locate submarines at extreme ranges presented the problem of how to attack them. The St. Laurent's primary weapon, the "Limbo" anti-submarine mortar bombs, had a range of 1,000 yards. This put the attacking ships well within the lethal range of a submarine's torpedoes. The introduction of the already obsolescent Mark 43 homing torpedo extended the attack range to 4,500 yards. A better 6,000 yard range was achieved with the adoption of the 30-knot Mark 44 homing torpedo; but this was still only one third the VDS detection range against a submarine.

The advent of the shipborne helicopter provided a dramatic improvement for a surface ship's sonar coverage as well as a weapon to attack targets at longer ranges. By 1958 the HO4S-3 helicopters, equipped with dipping sonars and Mark 43 torpedoes, flying from the aircraft carrier HMCS Bonaventure constituted an independent weapons system. The ability to operate autonomously increased the helicopter's potential and provided additional impetus to the RCN's efforts to incorporate sonar equipped helicopters into small destroyer operations. Other navies experimenting with shipborne helicopters thought of the helicopter merely as a weapons carrier for attacking targets acquired by the ship. However, in 1959, the RCN decided that large shipborne helicopters, with their own sonars and weapons, would be most effective by providing its host ship a collaborative but independent stand-off search and attack capability.

### **The St. Laurent DDH**

By early 1959, the RCN decided to rebuild the original seven St. Laurent class Destroyer Escorts (DDE's) completely to carry a heavy helicopter and to be fitted with VDS (Table 1). It also decided to build a helicopter capability into the last two repeat Restigouche class destroyers, better known as Annapolis class (Table 2), as well as most new ships destined for the RCN's fleet. The St. Laurent reconstruction required stripping the ship aft of the bridge, including the "Y-mount" aft gun position and one of the Limbo mortar launchers. This provided new spaces for air detachment personnel and aircraft maintenance to be built along the main deck and a new hangar and flight deck to be constructed above. The critical item was the Canadian designed and built "Helicopter Hauldown and Rapid Securing Device" (HHRDS) better known as the "Beartrap" that guided the helicopter down while landing on a small rolling, pitching deck in all but the worst weather conditions. The DDE's converted to carry helicopters were re-designated DDH's.



*Sea King landing on with aid of the Beartrap.*

### **The Sea King**

It took time to find the money and finalize the design to rebuild the St. Laurents; therefore, it wasn't until 1962 that the first ship, HMCS Assiniboine, started conversion to a DDH. In the meantime the RCN searched for a suitable new helicopter. The obsolescent HO4S-1 was designed in 1948 and first saw service with the U.S. Navy in 1950; the updated HO4S-3 version was also flown from U.S. Navy aircraft carriers; but it was clearly not capable of withstanding the rigours of operating from a small ship. In 1962, the RCN found the ideal aircraft capable of independent operations from a destroyer and selected the CHSS-2 Sea King which combined the "hunter-killer" role in a single airframe. The first Sea King arrived at Shearwater on 24 May 1963. At 12,000 pounds with a maximum speed of 151 knots it had twice the weight and speed of the HO4S-3. Moreover, its twin turbine engines provided improved reliability for extended operations at sea and its hull design increased survivability in the event of a water landing.



***A VX 10 Sea King landing on HMCS Assiniboine during Beartrap test and evaluation trials.***

Embarked Sea Kings enabled DDHs to search larger areas more quickly and provided the ship's only means to attack VDS submarine contacts beyond the range of the ship's weapons. With the advent of nuclear powered submarines in the late 1950's, the Sea King became the DDH's only weapon system capable of keeping pace with the nuclear submarine's superior speed, manoeuvrability and unlimited underwater endurance. By virtue of its ability to operate in the deep sound channel the nuclear submarine's exceptional sonar range greatly exceeded that of the VDS. The Sea King with its long range and dipping sonar provided the sole means to search beyond the VDS detection range to include nuclear submarine probability areas.

### **The Iroquois DDH**

In the early 1970's, Maritime Command introduced four larger (5,100 tons) and more capable Iroquois class helicopter destroyers, also known as Tribal or 280 class destroyers (Table 3). Not only did the Iroquois class ASW destroyers have state-of-the-art command and control systems, sonars and weapons but they also were designed with a hangar that would accommodate two Sea King helicopters (re-designated CH124 after integration in 1968). Like the previous DDH's, the Iroquois class flight decks featured a HHRDS or Beartrap that enabled the two helicopters to be launched and recovered sequentially. As with the St. Laurent and Annapolis classes, the Sea Kings were used to prosecute ships' sonar contacts or operate independently from the ship.

### **AOR Helicopters**

When DDH's put to sea as part of a naval Task Group, the Task Groups usually included Auxiliary Oiler Replenishment (AOR) ships not only to replenish the ships at sea, but also to provide a second line aircraft maintenance capability (Table 4). To perform their aircraft support function, the AOR's were built with a flight deck and a hangar that could house up to three Sea Kings. The AOR air detachment included up to 20 technicians to maintain the aircraft embarked in the AOR which were used operationally and rotated for maintenance with the helicopters embarked in the


accompanying DDH's. The AOR flight decks did not incorporate HHRDS, therefore, free-deck landings and take-offs were the standard procedure.

### **The Halifax FFH**

In 1992, the Canadian Patrol Frigate Project came to fruition when Maritime Command introduced the first of its new 5,000-ton Halifax class frigates (Table 5). The new frigates gradually replaced the aging St Laurent, Restigouche, Mackenzie and Annapolis classes of destroyers and were considered to be among the finest frigates in the world. Although the 12 general-purpose Halifax class frigates were designed for multiple roles, they were equipped with the latest ASW sensor and weapon systems including a hangar, flight deck and HHRDS to support Sea King operations. The frigates replaced their predecessors VDS sonar with the new Canadian-designed Towed Array Sonar System (CANTASS) which was capable of passively detecting submerged submarines at ranges well in excess of the VDS. To be compatible with CANTASS, six Sea Kings were modified with a capability to process passive sonobuoys. The modified helicopters provided the frigates an integral capability to prosecute CANTASS contacts; using the sonar bearings as a search datum the Sea Kings dropped sonobuoys to pin-point the submarine's position and ultimately deliver a stand-off attack. The modified Sea Kings were also intended to explore the systems and tactics to be used by the Sea King's successor, the CH-148 Cyclone.

Since the first Arabian Gulf War in 1990-91 and the demise of the Cold War, ASW has had less prominence in naval operations. Consequently, Canadian DDH's and FFH's now support shipborne helicopter operations in a multiplicity of new roles in UN and NATO peacemaking and maritime security operations around the world.

\*\*\*\*\*



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## 12 Wing Intelligence – E Tenebris Lux

Mention military intelligence to most people and the comments you may hear follow along the lines of "isn't that an oxymoron?" or "oh, those people behind the door". While one may make the argument that "military" and "intelligence" shouldn't be used in the same sentence, 12 Wing Intelligence personnel work hard at ensuring they're not "those people" stuck behind a door.

So how do we get out from behind the door? By getting out to the units and sections to support their missions. And we do that through a variety of means, including providing briefings; whether its pre-deployment briefs to prepare HelAir Dets before they deploy, simple exercise scenarios for crew training or talking to students on course on the role of intelligence in operations and training. On occasion we'll provide a specific mission brief for the crew before they go flying.

For example, 12 Wing Intelligence staff support the 406 Squadron mission of training students by briefing students of the Air Combat Systems Officer (ACSO), Airborne Electronic Sensor Operator (AESOP) and Crew Commander's Courses. By discussing such topics as the Intelligence Cycle and the role of Intelligence in the mission planning process, students and Wing personnel learn how we can support their mission, what we can or cannot provide and how to ask for Intelligence support. We also help prepare students for their training sessions in the simulator by providing background information and Order-of-Battle (ORBAT) intelligence on the opposing force.

12 Wing Intelligence supports 423 MH Sqn (and 443 MH Sqn based on the West Coast) through the provision of a weekly intelligence briefing on various subjects that are deemed to be of value to the HelAir Detachments and the missions assigned to the MH Sqns. In addition and in conjunction with the Navy, the section provides pre-deployment briefings and packages to the Detachments preparing to deploy to regions such as the Persian Gulf, the Gulf of Aden or the Caribbean. Realistic training scenarios are also created to support the Sqn's Force Generation efforts such as a mission brief which incorporates a maritime Vessel of Interest (VOI).

Support to the Wing in general is provided through the dissemination of a Weekly Intelligence Digest containing items of general interest. Commonly referred to as the WID, the Weekly Intelligence Digest provides 12 Wing and Sqn personnel with items that are relevant to their role in the Maritime Air environment. Topics may include the latest on piracy activities or submarine proliferation worldwide. 12 Wing Intelligence will also provide briefings to 12 Wing senior staff on current events worldwide which could potentially lead to the deployment of 12 Wing assets and personnel.

12 Wing Intelligence activities aren't just confined to supporting 12 Wing. Section personnel are regularly deployed in support of CF missions worldwide. In the past two years, 12 Wing Intelligence has had a member deployed to Afghanistan on a continuous basis, on several occasions two personnel deployed simultaneously.



### ***Interior of the Heron GCS (Ground control Station)***

***The Payload Operator (PO) sits on the left and controls the camera, the Aircraft Vehicle Operator (AVO) sits on the right and flies the aircraft, and when required, the Imagery Analyst can sit in between; however, Imagery Analyst personnel normally work out of the CGES.***





### ***Heron CGES***

#### ***(Common Ground Exploitation Suite)***

***The larger grey "box" where Intelligence personnel review any data received from the Heron UAV.***

While deployed, they have been assigned to the Canadian Heron UAV Detachment (CHUD) where their speciality qualifications in imagery analysis and motion video analysis are used to support land force operations. Another member has been deployed to the Tactical Air Intelligence Section (TAIS) supporting Canadian air operations in the skies of Afghanistan. Still another member has deployed as an information operations specialist. Other notable CF operations which included 12 Wing Intelligence staff deploying included Op Hestia following the devastating earthquake that ravaged Haiti, Op Podium (Vancouver 2010 Olympics), Op Cadence (G20/G8 Conferences), Op Sabot, and briefing Wing staff and crews deploying for Op Lama following the hurricane that caused damage in Newfoundland.

As one will quickly realize, 12 Wing Intelligence personnel are working hard to get out from "behind the door."

***Sent to WARRIOR from 12 Wing Intelligence. Ed***

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### **VICTORY'S SO SWEET - AFTER FACING DEFEAT**

*By Bill Murray*

Way back on 26 Nov 55 at HMCS Shearwater, I was taking off in a T33, giving our Medical Officer, Norm Bradford, his first flight in a jet aircraft. What turned from a routine flight to an escapade happened like this!

Upon returning to Base, I requested landing instructions from Tower and was asked if I had fuel enough to fly over the Halifax Football Stadium before landing - Navy were playing the RCAF and needed a boost "in morale" as at the moment, they were losing the game.

I switched the radio to the local station to hear the Commentator of the game and as I flew over the stadium at a legal height, the announcer excitedly stated "there's and Air Force Jet passing over the field and cheering on the Air Force Team". Upon hearing this we settled over the center of the field at about the height of the bleachers - no one could miss the blazon letters **NAVY** on the plane. The Announcer yelled "it's a Navy plane" - as the crowd roared in the background - and "**yes**" - the Navy rallied and went on to win the game that day!

Upon lifting flaps as I left the field, it was necessary to simultaneously open full throttle - the noise of which no doubt aroused the ire of some of the neighbouring citizens who phoned in complaints to the Naval Station - someone there must have diplomatically defused the situation as I never heard anything more about it! I had actually committed a serious violation - and I knew it!

One could not get away with my actions this day and age but in those days, Halifax owed a lot of their economic stability to the Navy's presence.





**Major Mike Collacutt**

### **A Son of Shearwater**

*by MWO (Ret'd) Paul Crawford*

Maj 'Mike' Collacutt is a son of Kay Collacutt, the Editor of WARRIOR and the grandson of LCdr (E) Frank Mackintosh, who many of you may remember from his portrait in the Mackintosh Room of the Fleet Club.

You are reading this because I was able to convince Kay to print this tribute to a career that is unique in my mind.

Mike is also the son of Glenn Collacutt who many of you will remember as an Aviation Tech who had a passion for hunting and fishing. Mike grew up behind the Base in Atholea Park; his summers were spent on Morris Lake, he trapped and hunted the Base perimeter with his father and brothers. He fished and harvested ducks and geese on Cow Bay, played hockey and baseball and his first job was as a busboy at the Dartmouth, NS Steak & Stein. He graduated from Graham Creighton, then went on to Dartmouth Vocational and graduated as a Diesel Mechanic and was the Most Outstanding Student of 1982. There were 1700 students.

I first met Mike when he came from the floor of 420 Air Reserve Squadron (Trackers in 1977 at the age of 17. He went on to achieve "wings" standard in the Squadron where I was the Aircrew Chief. At this time, I knew he was dedicated, but couldn't imagine how much! During his time on the Squadron, he was the recipient of the Helen Brickendon Award, given to the person that most exemplifies the values of the Unit.

Mike also had two brothers in 420, Glenn who recently retired from IMP and Scott who pursued a career as a Vehicle Tech in the Regular Force. His mother, Kay, had a thirty year career on the Base as a civilian Secretary and now is Secretary for the Shearwater Aviation Museum Foundation.

After six years in 420 Air Reserve at Shearwater and Summerside, Mike joined the Regular Force as a Corporal AESOp. Again he graduated as the top student and was posted to Shearwater and Sea Kings. After 900 hours, mostly at sea on the NIPIGON, SAGUENAY, and

IROQUOIS, and shortly after being promoted to Sergeant, he applied for UTPM. In 1988 he graduated Deans List from St Mary's University with a BA in Geography and Economics, his grade point average was 3.87. On completion of the fork and knife course in Chilliwack, Mike was promoted to Lieutenant.

He was posted to North Bay as Air Weapons Control Officer and again graduated at the top of his class. He worked as a Controller instructor, then in 1992 as a Captain, was posted to Geilenkirchen, Germany and flew 237 missions over Bosnia as a Surveillance Controller. In the meantime, he graduated from University of Oklahoma satellite school in the Netherlands with his M. ED in Adult Education.

1997 seen him posted to MARLANT as Airspace and Range Coordinator for Naval Ship AA/FIREX/SURFIREX activity.

Mike received a Commanders Commendation for his work during the Swiss Air Crash organizing the entire airspace NOTAM structure, air space maps, corridor entry/exits for 40 various aircraft to conduct rescue/recovery ops!

In 2001, he was promoted to Major and posted to Ottawa, working in Director General Strategic Plans as the NORAD/NORTHCOM Desk Officer during 9/11.

In 2004, Mike returned to Germany and worked as Chief Evaluator on STANEVAL. He was the mission crew Chief of STANEVAL for entire NATO AWACS Component an organization comprised of four operational Squadrons located at Geilenkirchen.

In 2008, he was transferred to Elmendorf, Alaska as Instructor Mission Crew Commander, he is responsible for monitoring and mission accomplishment for the entire Alaskan Airspace, launching and recovery of F22 Raptors, F15 Eagles, NORAD AWACS aircraft and KC 135 Refuelling tankers. He is 2 I/C of the Cdn detachment, 32 military personnel and their families.

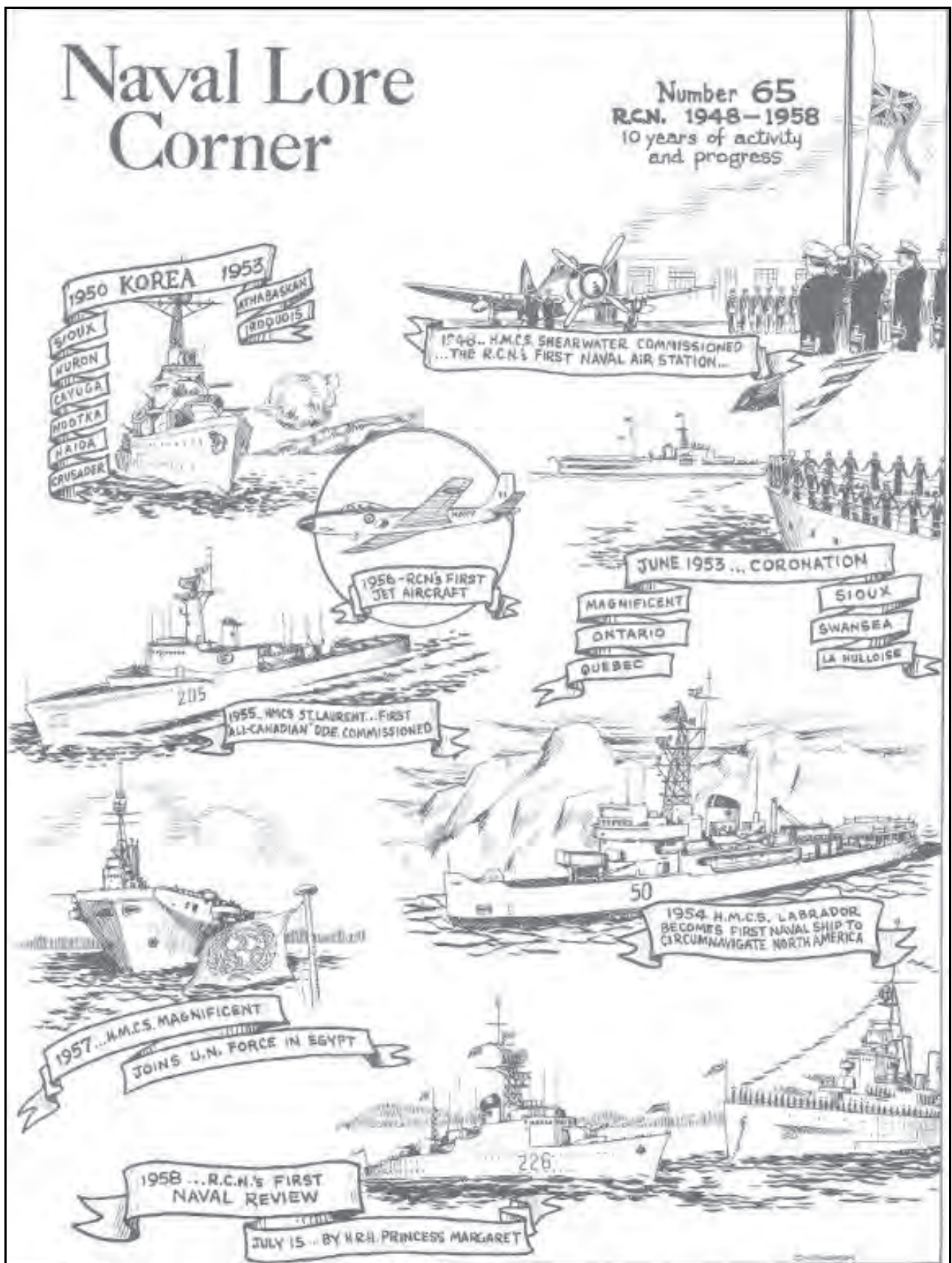
Mike and Jill have two children, Justin 12 and Jordan 11, and Mike plays hockey twice a week, he has a River Jet boat and pursues King Salmon on a regular basis. He coaches pee-ewe hockey and resides in Eagle River, Alaska. His expertise in the AWACS world has led to articles being published in American Military Journals. Mike is fully bilingual and has graduated from US Command and Staff College with Honors (US).

Mike has logged a thousand hours on Trackers, over nine-hundred in Sea Kings, and more than 2800 hrs on AWACS aircraft!

From the air Reserve, to AESOp, to AWACS to Alaska Aerospace control Officer, and the journey is not over. Mike tells me that near his home, he often drives by a US Tracker with wings folded, sitting on a dirt runway, in the middle of nowhere - the "Stoof" always reminds him that he is a *Son of Shearwater*.

# Naval Lore Corner

Number 65  
R.C.N. 1948-1958  
10 years of activity  
and progress



From CROWNEST November 1958

# JUNIOR BIRDMEN



I wish I could introduce myself, but as you can see they haven't Christened me yet. Perhaps, though, I can introduce the people who put that winged anchor on my eggshell. They are members of #7 Junior Aviation Officers' Basic Training Course - all midshipmen getting basic training under their belts (white, web) before going on into Naval Aviation.

Mid. Con Bissett is the logical person for you to meet first, since he is responsible for my portrait being taken in this rig. Con is from Winnipeg, Manitoba where he was a Second Lieutenant in the Queen's Own Rifles. As President of the gunroom, he has done a fine job organizing the place, aiding in building up the record collection, livening it up with mirrors and plaques. He also interested several of the Midshipmen in building modern airplanes to decorate the gunroom walls. Finally, he invited Nicholas Monsarrat, author of "The Cruel Sea" to become an Honorary member. Happily, the offer was accepted.

Mid. Roger "Geek" McEachern is next on my introduction list. From Toronto and Sudbury, Roger was an Observer's Mate before applying for his transfer, and so he has a good knowledge of the RCN's Air Branch. He also seems to have a good knowledge (theoretical) of a certain blonde Hollywood star who recently married an ex-ball player. There's no accounting for some people's taste, as we ducklings say.

Mid. Al "Gunner" Greer is from Moncton, NB. He has the dubious distinction of being the smallest "snotty" in the present course, but this hasn't bothered him in the least. His voice and parade-square manner have earned him his nickname; fortunately his barks is worse than his bite. Al comes to us from the HURON where he was an Electrician's Mate and won his Korean and United Nations ribbons.

Mid. Colin Winter, as you will learn within three minutes of meeting him, is from Victoria. He was in the ONTARIO while in the UNTD and comes to us from a provincial government job. When you speak with him, you find he is fond of Dizzy Gillespie, Gerry Mulligan, and others who go bob in the night.

Mid. Al "Newf" Bennett is from Trinity East, Newfoundland. Before putting on his white patches, he was a Cadet Medical Assistant (sick bay tiffy to you) in HMCS LA HULLOISE during her Coronation cruise. Al has the honour of being the only father among the Mids. His son, Phillip Alexander, was born June 26, 1954 and is the gunroom's youngest honorary member.

Well there are five of the Midshipmen, anyway. The Editor has given me room for a sample and no more.

The Midshipman's course is a varied one and a busy one. Academic subjects as English, mathematics, naval history and physics are stressed along with parade drill, rifle drill and sword drill. A lot of time was spent in Seamanship School, in boatwork and in HMC Communication School. In addition, there are a host of other things: Officers' duties and responsibilities, first aid, aero engineering, damage control and fire fighting, battalion drill, court martial procedure, current events, padres' hours, naval aviation history, debating procedure. Finally, of course, physical training has been emphasized. The Mids have done basic tables, swimming, trapeze work, rope climbing, a field scheme, and the assault course, in addition to organized team sports such as volleyball, hockey, soccer, softball and water polo. A busy six-month course and a valuable six months' experience is the reaction they have felt.

The students in this course have come from different provinces, have different ages and different backgrounds. But they have one thing in common, and it is the important thing. They all want a career in Naval Aviation and this common future that they seek, has smoothed away their differences. It is something the Navy does for everyone in uniform, this throwing of people together to share common experiences and common adventure. Yet these fledglings, and myself, the duckling they chose as mascot, think it is especially true in Naval Aviation. *E.M.*

*(Taken from the September 1954 issue of The Crownsnest.)*

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## Junior Aviation Officers Basic Training Courses - UPDATE

Thanks to responses by many former members of various JAOBT Courses, we now have a more accurate, but still incomplete listing of course members. Changes known as of 1 Feb 11 have been added. If any reader knows of any of the members listed who are now deceased, please advise.

### JAOBTC No. 1

Bolger, M \*  
Bouch, I \*  
Holden, C \*  
Jolin or Jobin, C \*  
Jones, R \*  
Lavigne, P \*  
Williamson, A  
Winchester, N

### JAOBTC No 3.

Arnold, J  
Hunter, R \*  
Long, W  
McCall, M  
Rogers, E  
Searle, J  
Watson, G \*  
Williams, D  
Williams, J  
Willis, F

### JAOBTC No. 5

Clark, D +  
Goodfellow, F \*  
Newman, G  
Oliphant, D  
Pollard, T  
Sloan, W \*

### JAOBTC No. 2

Arnott, J  
Chandler, R \*  
Cowie, J  
Craven, J.G.  
Edwards, G \*  
Hewer, J  
Maloney, G  
More, G \*  
Prout, D +  
Sherwood, F  
Walter, J  
Zbitnew, L

### JAOBTC No. 4

Alexander, E +  
Baker, B  
Brown, W  
Dainard, G  
Dunn, J \*  
Garneau, P  
Gunn, W  
Laing, R  
MacArthur, G \*  
MacArthur, L  
McLennan, I  
Miller, C  
Perrault, D  
Robertson, I +  
Watt, R \*

### JAOBTC No. 6

Correction -  
should read:  
  
Brown, K

### JAOBTC No. 7

Babcooke, M  
Barber, P  
Bennet, A  
Bissett, C +  
Bullough, R  
Capon, R  
Cooper, H +  
Copeland, T  
Cruddas, E  
Davis, D \*  
Duguay, P  
Greer, A  
Hawthorne, A  
Matheson, D(?) \*  
McEachern, R  
McFarlane, E  
McNish, R  
Menzies, M \*  
Miller, J  
Ogden, N +  
Rainboth, R  
Riddell, R  
Schweitzer, P  
Stephen, G \*  
Symington, R +  
Winter, C \*

\* Deceased

+ Killed on duty.

Again, we are urging anyone with additional, or more accurate information to advise Kay at 1-888-497-7779 or local 461-0062 or email [samfoundation@sympatico.ca](mailto:samfoundation@sympatico.ca) Or please email Ken Brown at [nsfsna@eastlink.ca](mailto:nsfsna@eastlink.ca)

In addition, if anyone has course pictures, we would be glad to publish them in a future edition.

Thanks to the following for their assistance:

Bruce Baker  
Geoff Newman  
Whitey Williamson

### JAOBTC No. 8

Very little information about this course is available. Bill Monkhouse is the only one known to have been a member of this course.

### JAOBTC No. 9

Crawford, N  
Dall, W +  
Dempster, M  
Down, F \*  
Judge, N  
Murray, S  
Turner, T  
Waterman, K  
Williams, A +

## AIRFIELD UNDER THE SEA

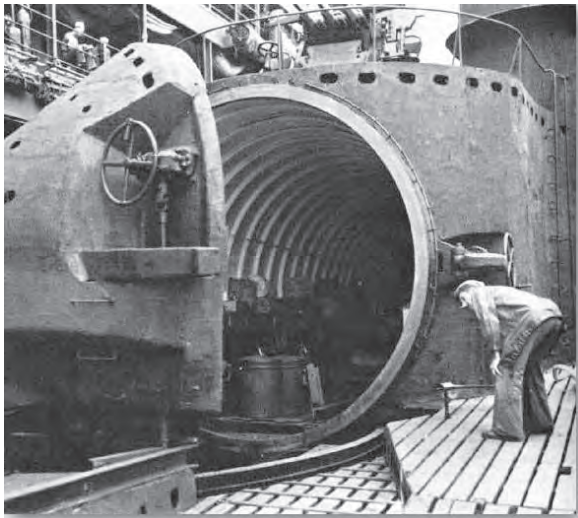
Received from Chuck Rolfe

His Imperial Japanese Majesty's "Sensuikan Toku"  
[Special Submarines].

Designed specifically to attack the Panama Canal.

### JAPAN'S SUBMERSIBLE I-400 AIRCRAFT CARRIERS

In many ways HIJMS I-400 was decades ahead of her time. She was the world's largest submarine with a length of 400-ft and a surface displacement of 3,530 tons. Above her main deck rose a 115-ft. long, 12-ft diameter, hangar housing three torpedo-bombers. These float planes were



rolled out through a massive hydraulic door onto an 85-ft pneumatic catapult, where they were rigged for flight, fuelled, armed, launched, and after landing alongside, lifted back aboard with a powerful hydraulic crane. The I-400 was equipped with a snorkel, radar, radar detectors, and capacious fuel tanks that gave her a range of 37,500 miles: One and a half times around the world. She was armed with eight torpedo tubes, a 5.5-in 50-cal deck gun, a bridge 25mm anti aircraft gun, and three triple 25 mm A/A mounts atop her hangar. The advent of guided missiles and atomic bombs transformed her from dinosaur to an overspecialized undersea menacing strategic threat.



The I-400 was originally designed so that it could travel round-trip to anywhere in the world, and it was specifically intended to destroy the U.S. controlled Panama Canal. A fleet of 18 boats was planned in 1942, and work on the first one was started in 1943 at the Kure, Hiroshima arsenal. Within a year the plan was scaled back to five, and four (I-400, I-401, I-14 and I-13) were completed.

The I-400's had aircraft storage and catapult for three M6A1 *Seiran* (Storm from a Clear Sky) torpedo bombers. These specially designed float planes had a length of 35-ft, a wingspread of 40-ft, a range of 654 miles, and a munitions payload of 1800-lb. Additional fuel and bombs could be carried by jettisoning the floats on one-way missions where the pilots and planes were to be expended.

The sleek *Seiran* bombers, built by Aichi Kokuki at Nagoya, were stowed in the hangar compartment with floats detached and wings and tails folded. Actually with the stabilizers folded down, and the top of the vertical stabilizer folded over the overall profile of the aircraft was within the diameter of its propeller. A trained team could rig a floatplane for launch with fuel and armament in as short a time as seven minutes, in fact that same trained team could prepare all three planes, and have them in the air in under 45 minutes time. The planes were launched from a 120 foot catapult on the deck of the giant submarine.

Accommodations for a crew of 145 were designed into the capacious twin hulls, but on most occasions was much higher....somewhere in the 200+ range. The reason for the high number was to facilitate speedy submarine and aviation operations at sea. Even though the sub could surface, the trained crew could in fact could break out, assemble, fuel, arm, and catapult all three aircraft.....more men was an "assurance" of that. Also the I-400's had great cruising range which enabled them to launch her three bombers within striking distance of targets as far from Japan as San Francisco, the Panama Canal, Washington, or New York. All of these missions were considered by the Tokyo Naval Strategists.

Below the hangar in the starboard twin hull was a special compartment equipped to conduct aircraft engine overhaul and test. An adjacent magazine stored four aircraft torpedoes, 15 bombs, and gun ammunition; more shells were stored topside in pressure-proof, ready-use lockers handy to the guns. Each of the two engine rooms housed a pair of 1900-hp diesels linked through Vulcan hydraulic couplings to drive the twin propeller shafts. A 1200-hp electric motor generator on each shaft drew electricity from her storage batteries to drive her submerged. With a clean bottom this propulsion plant gave her a top speed of 18.7 knots on the surface and 6.5 knots below snorkel depth.

Meals for her oversize crew were prepared in a galley in the starboard hull, where large steam kettles turned out great quantities of rice. As in all long range submarines, a four month supply of food was stowed in every cranny, including a layer of crates laid out on deck which the crew

walked on until they'd eaten their way through. Supernumeraries slept on the deck wherever they could find a nook, being used to a floor and tatami mat.

### OPERATIONAL HISTORY

Several surviving Japanese submariners have described the hopes that accompanied the completion of the top secret boats in late 1944. As they became available the four giant submarines were assigned to a newly created SubRon One, a ten-bomber strike force. For their first mission V. Adm. Jisaburo Ozawa, Vice Chief of the Navy General Staff, selected Operation PX, a top secret plan to use SubRon One's ten aircraft to unleash bacteriological warfare on populous areas of the American west coast and Pacific Islands.

Infected rats and insects would be dispersed to spread bubonic plague, cholera, dengue fever, typhus and other plagues. General Ishii's infamous medical laboratory at Harbin, Manchuria, had developed the virulent germ warfare agents and confirmed their lethality by infecting helpless Chinese and Caucasian prisoners.

On 26 March 1945, this sinister mission was cancelled by Gen. Yoshijiro Umezu, Chief of the Army General Staff, who declared that, "Germ warfare against the United States would escalate to war against all humanity." As an alternative the staff considered bombing San Francisco, Panama, Washington or New York, and decided to launch a surprise air strike against the Panama Canal's Gatun Locks. Destroying these locks would empty Gatun Lake and block the passage of shipping for months.

For the 17,000 mile round trip to Panama each sub-marine needed 1600-tons of diesel fuel, which was unavailable at Jure. I-401 was therefore despatched to Dairen, Manchuria, to bring back the needed oil. On 12 April she grazed a B-29 laid mine off Hime Shima Lighthouse in the Inland Sea and had to return for repairs. In her place I-400 successfully carried out the undersea tanker mission.

By early June all four boats were fuelled, armed, equipped with new snorkels, and disguised with false funnels. They sailed north through Tsushima Strait and the Sea of Japan to Nanao Bay on the west coast of Honshu near Takaoka. Training there was hampered by B-29 laid mines. American submarines penetrating their training areas, and shortages of aviation gasoline, material and aircraft, but SubRon One managed to launch a number of simulated air strikes on a full scale model of the Gatun Locks erected at Tayama Bay. While the submersible carriers were perfecting their tactics to cripple the Panama Canal, the position of the Japanese Navy was steadily deteriorating. Before the submarines could set sail for Panama more than 3,000 Allied warships and transports had reached the Pacific for Operation Olympic, the forthcoming invasion of Japan. This growing threat forced Tokyo strategists to reconsider the attack on distant

Panama, which now appeared a questionable diversion. The I subs was ordered to abandon there carefully rehearsed canal strike and attack instead American Naval forces at Ulithi Atoll.

In response to the new orders I-13 proceeded on 4 July, to the Ominato Naval Base on the northern tip of Honshu. There she loaded two crated Nakajima C6N2 *Ayagumo* (Colored Cloud) long range reconnaissance aircraft, then sailed into the Pacific through Tsugaru Strait bound for Japan's island stronghold of Truk. After repairing a hot propeller bearing I-14 followed on 14 July. On the 23rd, I-400 and I-401 departed Ominato on separate tracks far to the east for a rendezvous at sea southeast of Ulithi in three weeks.

Suddenly, on 15 August, Emperor Hirohito broadcast direct from the Imperial Palace this dramatic decree ending hostilities. The I-boats crews were thunderstruck; their combat careers ended just as they reached the attack rendezvous. After a council of war met, the shattered ComSubRon One reluctantly carried out Tokyo's orders to cease hostilities, hoist a black flag, and return on the surface to home port. The captains of the I-boats were ordered to jettison all documents and munitions, fire all torpedoes, and catapult all aircraft into the sea.

When I-401 surrendered to an American destroyer, the U.S. crew was astounded at its size. The commander of the submarine fleet, Captain Ariizumi, apparently decided on suicide rather than surrender to the Americans. He requested that his body be wrapped in the Japanese flag and buried at sea and shot himself. His body was never presented as proof of his death.

The U.S. Navy boarded and recovered 24 submarines including the four I-400 subs, taking them to Sasebo Bay to study them. While there, they received a message that the Soviets were sending an inspection team to examine the submarines. To keep the technology out of the hands of the Soviets, Operation Road's End was instituted. Most of the submarines were taken to a position designated as Point Deep Six, about 40 miles west from Nagasaki and off the island of Goto-Retto, were packed with charges of C-2 explosive and destroyed. They are today at a depth of 200 meters.

Four remaining submarines (I-400, I-401, I-201 and I-203 which achieved speeds double those of American submarines), were sailed to Hawaii by U.S. Navy technicians for further inspection. Upon completion of the inspections, the submarines were scuttled in the waters off Kalaeloa near Oahu in Hawaii by torpedoes from American submarine USS Cabezon on May 31, 1946. The reason for the scuttling is apparently that Russian scientists were again demanding access to the submarines. The wreckage of I-401 was re-discovered by the Pisces submarines deep-sea submarines of the Hawaii Undersea Research Laboratory in March 2005 at a depth of 820 meters.

## **The Canadian military then and, hopefully, in the not too distant future.**

*by Ron Bezant*

To realize the sad state of the Canadian military, for which the Trudeau and Chretien Liberals were largely to blame, one need only paraphrase the last half of the Most Holy Trinity's proclamation: ". . . as it was in the beginning, is now and ever shall be shortages without end. Amen."

When I alighted from a coach on the DAR Railway at HMCS Cornwallis on August 17, 1953, along with 64 other untrained ordinary seamen, the Royal Canadian Navy numbered 21,000 personnel, the Canadian Army 49,000, and the Royal Canadian Air Force 51,000. The Canadian military was close to its maximum Cold War complement. Today, with more than twice Canada's 1953 population, the military personnel complement is less than half its 1953 level.

Eighteen days before at HMCS Star in Hamilton, I had signed on the dotted line for a five year hitch. The proverbial chocolate bar was no more than figurative. Gross pay for a new entry was \$87 per month. The recruiter neglected to tell me that after deductions for pension and income tax, including tax on the value of my "free" room and board, my net pay would amount to a mere \$60 per month. Recompense in the other two services was identical. For comparison, my friends were working in factories for \$90 per week. But, despite the paltry pay, it was our sense of purpose and belief in the country's military history that kept many of us reenlisting, much the way I suppose that Royal Navy sailors are said to have walked with a cocky swagger throughout the 19<sup>th</sup> century when they were long removed from any major naval battles.

During the mid-fifties the navy had a fleet of 51 ships, including an aircraft carrier and two light cruisers, the Army possessed more than 500 Centurion heavy tanks, most of them positioned in Europe, and 1 Air Division of the air force was operating 300 first line fighter aircraft constituting 12 squadrons in France and West Germany.

The Canadian military triumvirate was a moderately powerful force for the time. Each of the three branches was firmly cemented together by adequate equipment, first class training, and a strong belief in military culture, history and tradition that had gone before. With unification on February 1, 1968, the whole defence organization became unglued and, with Pierre Trudeau's ascension to power, the fragments were scattered like so many dead leaves. This I consider the true "beginning of the shortages without end."

Yes, there were other times when the Canadian military

would have found a wet paper bag impregnable. During the 1920's and well into the Depression years, the greatest military threat to Canada was perceived to be the United States and, accordingly, Canadian Army doctrine revolved around a grandiose plan for the invasion of the northern States and the occupation of several vital points, such as Seattle and the Chicago rail yards. The plan had been drawn up by one Colonel J. Sutherland Brown, the Canadian Army's director of intelligence.

When my father served in the equine equipped Royal Canadian Horse Artillery between 1928 and 1932, the total strength of the regular Canadian Army was 3,000 men. The US Army numbered 175,000. But Canada was as yet a largely agricultural society; and the "war to end all wars" was not expected to see an encore.

One of Trudeau's early acts affecting the military was to withdraw half of the 10,000 personnel from Canada's NATO contingent in Europe. It was only international pressures that kept him from following through with an original proposal to withdraw them entirely. The first shock to the military's senses, and budget, was the requirement to finance the transformation from its historic language of operations to accommodate the imposition of bilingualism.

Everything from aircraft markings to operating and maintenance manuals to signs on military bases had to be translated, produced and posted in two languages. After the Canadian Forces had spent hundreds of thousands of dollars undertaking studies on how best to bilingualize itself and on the costs of paint and labour and printing contracts and god knows what else, on one notable occasion Trudeau was boarding a military Boeing 707 when he made the offhand remark, "I can't see the French from here." Back to square one went the military, with the end result that every aircraft in the CF transport and fighter fleet once again underwent repainting so that the French and English were visible from either side.

The CF-104 fighter aircraft, designed as a high altitude interceptor, was modified for low level operations, sometimes with tragic results, and flown by our pilots in Europe long after other NATO countries had converted to more modern aircraft like the F-4 Phantom and the Tornado multi-role combat aircraft. Our 4th Canadian Mechanized Brigade Group in West Germany made do with Centurion tanks for years after their operational "best before date" had expired. It was only when Trudeau's overtures seeking special trade considerations with western European countries were met with a demand from NATO that Canada first replace its fighter aircraft and tanks that he reluctantly relented. The air element was able to procure a mere 138 CF-18 Hornet aircraft while the land element retired over 500 Centurion tanks in favour of 114 German Mark I Leopard's when the more advanced



Mark II was already in production. The Navy has given up its only aircraft carrier and completely lost its minesweeping capability, while its fleet has shrunk in total numbers. The popular traditional slogan "Join the navy and see the world" no longer applies to Canada's naval element as long overdue capital expenditures on other equipment have meant a shortage of money for operating costs and prevented ships from sailing.

This is not a call to arms. It is a call for the country to place itself in a position to be able to defend itself. And if defending itself means to be able to pick the time and place to participate in pre-emptive action in distant corners of this earth, so be it. It is heartening to see the present government beginning to undo the years of neglect and damage.

***Ron Bezant - a former Royal Canadian Navy Petty Officer, retired Canadian Armed Forces Air element Captain in the Aerospace Engineering Branch, and freelance writer.***

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**VU 32  
NAMES PLEASE????**

## 50/50 DRAW

### A NEW FUNDRAISER FOR THE WARRIOR

Over the years, notes/letters/email messages etc have been written looking for donations for many things. Now we are asking for your help for something near and dear to my heart - the WARRIOR. (Not that the other requests weren't dear to my heart - they were.) As you probably have guessed, the WARRIOR gets more expensive every year to have printed and mailed. Postage can be a killer.

You are so generous to our cause(s) that we want you to have a chance to get something from this appeal for yourselves. It was decided that we hold a 50/50 draw every six months to supplement WARRIOR. Tickets will not be numbered and can be used for the draw of your choice. We will send out 4 books of 5 tickets each. **Tickets will be sold by the book** - each book is worth \$10 - if you want more tickets, just call us toll free 1-888-497-7779 or local calls to 461-0062 or email us at [samfoundation@sympatico.ca](mailto:samfoundation@sympatico.ca) As your tickets come in, we will replace them with others. (Aren't we generous? Ha)

The first batch of tickets will be mailed out in late May and drawn for 16 Nov 2011.

**THIS IS IMPORTANT** We all know what can happen when you mail things - sometimes it takes longer than you think to get here. Unfortunately, if we don't receive them ***in the office by 10 November*** you will miss the first draw; but they will go in for the next one which will be drawn for in May 2012. Remember the first draw is in November.

### BEDCHECK CHARLIE

Shortly after arriving back in Canada from training in the UK, I learned that one of my course-mates, shortly after completing the required qualifications and OFT, was airlifted to join a squadron aboard a carrier ranging off the coast of Korea where the Royal Navy had maintained a presence from the outbreak of hostilities. I believe the Firefly squadron which my colleague joined was embarked aboard HMS Theseus, but I'm not sure. At any rate, at the time, the war was in yet one more indeterminate "cease-fire". Despite this and as they always did, the Chinese and North Koreans maintained spasmodic but deadly small-arms, artillery fire and ground sorties; UN troops were ordered to not respond in kind...for the most part, they did not.

At this point, the battlefield closely resembled the trench-fixed ground stalemate of WW1. General McArthur's brilliant end run landing at Inchon had taken the wind out of the enemy's major drive south. Chinese and North Korean troops to the North filled trenches that spanned the peninsula. Allied soldiers stuck in the trenches opposite, in addition to enduring daily barrages of artillery and small arms, were visited every night, weather permitting, by an ancient, bi-wing, single engine aircraft. The bi-wing ranged freely at night over the allied trenches allowing the back seater to drop hand grenades and other nasties on

soldiers below. The Brits code-named the unwelcome visitor "Bedcheck Charlie". These annoying and frequently deadly nocturnal visits could not it seemed be countered effectively either by small arms fire from the trenches (once it was heard, the aircraft was well past and ground fire couldn't reach it) nor could the cannons of UN jet fighters too fast moving to target the very slow moving night marauder.

In an attempt to deal with the situation, it was decided that two Mk 4 Firefly aircraft complete with support and air crews (my course-mate among them) would be deployed from the carrier and stationed at the nearby USAF Pusan airfield close to the ground trench action. A Firefly's relatively lower airspeed would, wheels and flaps down (it was theorized) allow the four 20 mm wing guns it carried, guided by the ANAPS radar, to deal with the intruder and bring it down. As it turned out, the hypothesis was dead right. A few nights later, a section of "Fireboxes", already airborne was alerted by ground radio that the unwelcome night visitor was indeed in the immediate area. The Firefly's located, slowly closed in on and destroyed the intruder. Bedcheck Charlie may be the only aircraft ever shot down by and credited to the Firefly, but there were no further visits from Bedcheck Charlie.

***From Jake MacLaughlin***



**Rear Admiral (Retired) Haruo Arai**

### Zuihosho Medal

Rear Admiral (Retired) Haruo Arai, formerly of the Japanese Maritime Self Defence Force, is a Life Member of our Shearwater Aviation Museum

Foundation who sends us a letter each Christmas to update us on his well-being. In this years letter he wrote; "The biggest news of my family this year was I was conferred a ZUIHOSHO Medal and was received in audience by His Majesty the Emperor at the Imperial Palace on the 8th of November.

Indeed, the Canadian Naval Attaché to Tokyo, Captain (N) Bruce Walker, confirms that RAdm. Haruo Arai (71-year old) was awarded with the order's 4th class, Gold Rays with Rosette, for his contribution to the defence of his country.

The Order of the Sacred Treasure is a Japanese Order, established on January 4, 1888 by Emperor Meiji of Japan as the Order of Meiji. It is awarded in eight classes (from 8th to 1st, in ascending order of importance). It is generally awarded for long and/or meritorious service and considered to be the lowest of the Japanese orders of merit (hosho). The British counterpart of the order would be the Order of the British Empire (OBE).

Originally a male-only decoration, the order has been made available to women since 1919; it is awarded for both civil and military merit, though of a lesser degree than that required for the conferment of the Order of the Rising Sun. Unlike its European counterparts, the order may be conferred posthumously.

This Sacred Treasure (zuihosho) Order Medal is designed to represent the Yata Mirror and the Yasakani Jewels which are two of the Japanese Imperial treasures. The Yata Mirror represents purity and wisdom and is so sacred that even the Emperor cannot look to it. The Yasakani Jewels represent the desired traits of benevolence, obedience and affection.

The Order can be awarded in any of eight classes. Conventionally, a diploma is prepared to accompany the insignia of the order, and in some rare instances, the personal signature of the emperor will have been added. As an illustration of the wording of the text, a translation of a representative 1929 diploma says:

"By the grace of Heaven, Emperor of Japan, seated on the throne occupied by the same dynasty from time

immemorial, We confer the Second Class of the Imperial Order of Meiji upon Henry Waters Taft, a citizen of the United States of America and a director of the Japan Society of New York, and invest him with the insignia of the same class of the Order of the Double Rays of the Rising Sun, in expression of the good will which we entertain towards him."

The insignia of the order incorporates symbols for the three imperial treasures: the Yata Mirror; the Yasakani Jewel, which is made of the finest jade; and the Emperor's personal Sword.

The badge for the second, third, fourth, fifth and sixth classes is a Maltese cross, in gilt (1st, 3rd and 4th classes), gilt and silver (5th class) and silver (6th class), with white enamelled rays (representing the sword). The central disc is blue, bearing an eight-pointed silver star (representing the mirror), surrounded by a wreath with red-enamelled dots (representing the jewel). The badge is suspended on a ribbon in light blue with a yellow stripe near the border, worn as a sash on the right shoulder by the 1st class, as a neck let by males of the 3rd class, on the left chest (the ribbon folded into a triangle) by the 4th to 6th classes (with a rosette for the 4th class). For females of the 3rd to 6th classes, the ribbon is a bow worn on the left shoulder (with a rosette for the 4th class).

From all of us at Shearwater, we are honoured that you chose to be a life-member of the Shearwater Foundation.

Congratulations, Admiral Arai, on your award of the Zuihosho Medal.  
**Ernie Cable, SAM Historian**



**From the Editor:** In Nov 1995 Adm Arai wrote to SAMF: (In part)

**"It is my great pleasure to congratulate all who worked for the 50<sup>th</sup> Anniversary of Naval Aviation and the new Shearwater Aviation Museum.**

**I have been concerned about Canadian Maritime Operations of Destroyer combined with Helicopter since I was assigned to the LSO of JDS HARUNA, the first Japanese Destroyer Helicopter Carrier, after I returned from HS50, CFB Shearwater in 1972, being qualified for LSO and DDL. We had to become the same skill level, as soon as possible to defend West Pacific Ocean, as Canadian Forces that had been the most professional and the highest in the world. JMSDF is trying hard to achieve it operating 24 Destroyers and 48 ship-borne Helicopters, because Canadian Forces is still "Number One in the World" and is our goal to come up with."**



## SHEARWATER AVIATION MUSEUM FOUNDATION WALL TILES

by Jack Moss

Upon visiting the Shearwater Aviation Museum a few years back, I had ample time to peruse the tiles mounted on the atrium wall. Other than the standard order form contained in the Museum Foundation Newsletter, the significance of these tiles receives little recognition. Behind each inscription, there is a story of a person, people or an event in the history of life at the Shearwater Naval Air Station.

A story behind the inscription John and Paddy Bruce and Family dates back to the late forties when RCN naval air entries were trained in the U.K. at Royal Navy establishments. John met Paddy during that time, they were married in 1948 and spent many years as members of our naval aviation community.

There are many other tiles bearing family names and their tenure at Shearwater, or squadrons and ships in which they served.

Another tile bearing the names of four killicks, John Gourlie, Jack Gibson, Bob Graham and Bob Cornish, was purchased by the incumbents who served in the same squadron aboard HMCS Magnificent in 1951 and 1952. All four were five year entries who departed Shearwater in 1954 and joined CNAG chapters in the areas in which they settled. John Gourlie was an active participant in the restoration of the Swordfish aircraft. Their friendships continue.

A more sobering event is reflected in the memorial tile dedicated to Lt. Derek Prout who lost his life when the main spar of the Banshee aircraft he was flying fractured and the mainplane separated from the aircraft.

LS Gord McLeod, who was standing in front of VX-10 hangar, witnessed the catastrophe. He ran back into the hangar shouting rapidly to the extent that he was almost unintelligible in trying to tell others what he had seen. LCDR Meikle approached Gord and asked him to come to his office and write down exactly what he had witnessed. Gord's account was possibly one of the best to appear before the accident investigation board.

The inscription Wally Walton, Gray Ghosts, raises happier memories of the Banshee era. The Gray Ghosts was the name given to a Banshee flight that performed aerobatics at local air shows and Natal day celebrations. Wally was one of the LCdr's to lead the flight. Other members included Alex Fox, Wally Sloan and Fred Hallet.

During this time there was also a T-33 titled The Red Herring, flown by Lt Ian Ferguson in solo aerobatic performances.

A tile unveiled at the 2007 CNAG reunion acknowledges the volunteer efforts of Petty Officer Martin Hamilton in creating a museum in the basement of Warrior Block during the mid sixties. He retired as a Chief Petty Officer in 1971 and continued to serve as a volunteer curator until a paid curator was acquired.

Then, there is the black tile which commemorates the establishment of the existing Shearwater Aviation Museum in 1972.

There is also a tile with which the writer is very familiar . It is the story of a young killick who met a Halifax girl and they were married in the Shearwater Chapel in 1953, and were part of the Shearwater community until 1967.

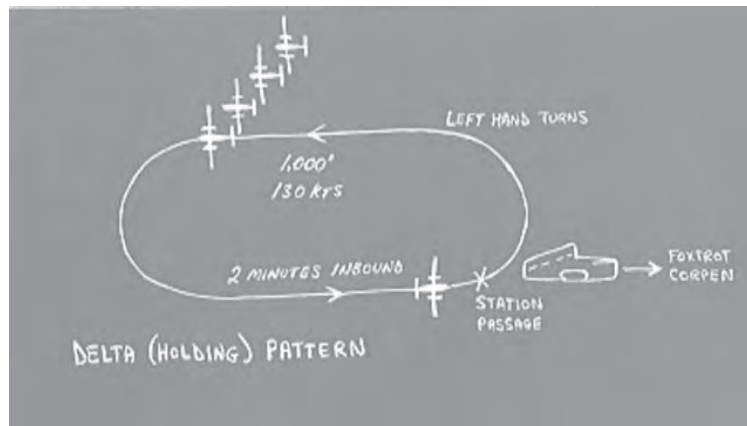
If the tiles could talk, the accumulated stories contained on the Wall of Honour would provide an historic account of the lives and activities at Shearwater from its inception.

Tiles continue to be added and the story grows, The tiles also provide an historical record for the museum.

It is not too far fetched to say that a second wall has been acquired and that, not too many years hence, children will pass through the atrium and say, "That was my dad, he worked on the helicopters of 12 Wing", or grand children will look at a tile and say, "That was my granddad. My mom went to Hampton Gray School". **Jack**

**(The Wall of Honour in the Main Atrium has been filled and a new Wall of Honour is already underway with tiles. Ed.)**

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## IN THE DELTA

**Baak, Hank**

**Kieser, Edward (Ted)**

**Nantais, Doris**

**Barkhouse, William (Bill)**

**Lamperd, Arthur**

**Paradis, J.R. (Rolly)**

**Bartlett, Richard (Dick)**

**MacDonald, Ruth**

**Roberton, Lorne**

**Beeman, Jack**

**MacPhail, George**

**Roy, Betty**

**Brooks, Del**

**Marlow, George**

**Salmond, John**

**Bryson, Richard (Rick)**

**Maynard, Joan Elizabeth**

**Sheedy, Kenneth**

**Burchell, Alan**

**Mazmanian, John**

**Soward, Stuart**

**Davies, Hal (Capt (N))**

**McPherson, Jake**

**Turner, John (Photo)**

**Edwards, Gordon (Adm)**

**McQueen, Bud**

**Wagener, Ross**

**Elliott, Harold (Chuck)**

**Mead, Bert**

**Wahl, Peter**

**Washbrook, Larry**



## MEMORIES OF A BACKSEAT NAVAL AVIATOR

by PETER BRUNER

In January and February 1958 we were attached ashore at the Observers' school to maintain our flying efficacy and collect our \$30.00 per month "flying pay" which required 25 hrs per quarter. In mid January while airborne with Lt. Babcooke on a night flight the wheels of our Avenger would not come down. I managed to get one to come down by manually pumping the hydraulic fluid pump to the gear. One of the wheels did extend but that was all. After more orbiting over Shearwater we decided to try and loosen the wheel oleo by doing a series of touch and go landings bouncing the aircraft on the one good wheel. After a half dozen bounces the hung up wheel came partially down but would not extend further. Going back to the manual pump I started pumping again and after about 15 minutes the gear came down but would not indicate in the locked position. We decided to attempt landing which we did. The aircraft rolled to a full stop on the runway and we stepped out on the runway to the cheers of the crash crew. Our total flight time was 4 hrs.

In March we sailed on Bonaventure and exercised locally. In June 1958 I took leave and went to Ontario for some R and R. One day I decided to go to Stratford, Ontario to attend the Shakespeare Festival. On the way I turned on to Highway 400 northbound and the road ran East of the runway which it paralleled at "Malton Airport". As I proceeded Northbound I observed a large white delta wing fighter taxi out from the Avro hangar and on to the runway. I stopped the car to watch the aircraft taxi down the runway. It was the "Avro Arrow" taxiing to the button before take-off. On the runway, did a few checks and started to roll at the same time two "Sabre Jet" chase planes dived down one on either side of the "Arrow" as it became airborne. They all proceeded North for about 1/2 a mile, pulled up in a vertical climb at which time the Arrow disappeared going up and left the 2 Sabres far behind.

I stayed alongside the runway for about 15 minutes and the "Arrow" returned and landed on the runway. It taxied into the hangar and that was the last I saw of it. To this day I marvel at the fact that our government cancelled the production of the "Avro Arrow" which for a few years afterwards not many aircraft could compare to or match at all.

On October 3 I departed Shearwater for Ottawa with LCdr Langman and LCdr Laidler in C45 #2368, part of the need for proficiency flying.

On the return trip to Shearwater, both engines cut due to fuel starvation from the main tank. We dropped about 3 thousand feet before we got a restart from the wing tanks and ended up landing safely at Shearwater. All for \$30.00 flying pay per month.

October 1958 and the Bonaventure sailed for The Mediterranean. First port was Gibraltar and we crawled all over the "Rock". Observed the famous Barbary Macaque monkeys, shopped and almost crossed into Spain but the Spanish said NO TO ENTER.

That evening a group of us were invited to the British Military Police Mess for a few Draft and some games. Darts, Pool and one called Bottles. Bottles was where a person put his toes on a line on the floor, balancing himself on two empty upright beer bottles and walked out on his two hands with the bottle on in each hand. The objective was to place one bottle as far as he could reach, deposit as far as he could in an upright position, then return to the start line, hopping with the one remaining bottle to obtain the body vertical at the finish line. Being only 5 foot 7 inches I hardly could reach far enough to compete with the British MPs, all about 6 feet tall. This was for free beer for the evening to the Canadians or the British. One of the Brits placed his bottle a good 6 inches ahead of all the competitors. At this point, Ron Greenbury stepped up to the line. Ron who was muscular, grasped the two bottles, leaned forward with toes on the line, walked out on his hand and bottles to his full extent and gracefully placed his bottle a good five inches in front of the British Mps. He hopped back to the line on his bottle to the upright position and we Canadians enjoyed the hospitality of the Mps for the remainder of the evening.

We sailed from Gibraltar the next day for Malta. Exercising en route for 2 days, we arrived at Grand Harbour and anchored in the harbour. The locals provided daisies (water taxis) to ferry us ashore. Once there, we proceeded to tour around and view the war damage and the usual tourist type shopping. That evening, we proceeded to the "Gut". A local night life attraction, and met more than one of the ladies that worked therein. Some were quite renown and well known to the members of different navies that had visited Malta in the past. We were four in number and proceeded to one of the well known bars. Seated at one of the tables we were approached by one lady who was extremely well known by ALL the military persons who had visited Malta since the start of WWII. She sat down at our invitation and regaled us with stories of her experiences for the years she had been employed in the local bars. It was interesting to note that she did not drink any alcohol but insisted on buying us drinks for the evening while recounting her escapades. It was a couple of years later I heard she married a Canadian and immigrated to Ottawa where the last I heard they resided. I have not named her as she was known to us by her maiden name and later to myself by her married name. Best to say "No Names No Pack Drill".

I wish her all the best in her new life here.

In late October of 1958 we sailed from Malta to Naples, Italy and arrived at the time of the Coronation of Pope John XXIII. Tying up alongside in Naples in the morning we were fortunate to be given shore leave. Steve "Newf" MacDonald, Lee Roy and I proceeded ashore in the PM and proceeded up the jetty to the shore area. At that moment as we were walking, a cloud blew over our path and with a clap of thunder proceeded to pour copious amounts of rain on our threesome. We were immediately engulfed as if by a fire hose and we proceeded to run back to the ship as there was no other cover available. The entire deluge only lasted about 5 minutes but ended our shore leave and we stayed aboard until next day and our clothing had dried out.

The next morning a bus took a group of us aboard and off we went North to Rome to see the new Pope. We arrived in mid morning and proceeded to "St Peter's Square" to see the celebrations. We as a group of about 60 were led into the square and placed next to a tall monument with an excellent view of the balcony from the middle of the square to view the Pope and his entourage. I wondered at the time how come a "Black Protestant" such as I should be treated. All in all it was not an event that was wasted on "Yours Truly".

By lunch hour we had seen the Pope and proceeded to lunch in sight of the "Trevi Fountain". From there to the "Coliseum" and right next to it the "Arch of Constantine". We saw various other historical sights including the original walled city and several museums. In the early evening we boarded the bus to return South to Naples and arrived back at Bonaventure about midnight. It is one day in my life I shall never forget and was so pleased I could attend.

The next day, more shore leave and a trip to Naples without that black cloud re-appearing with its firehose effect. First stop was up to the mountain which dominates the city. That area is known for the cameos it produces and we covered all the shops. I purchased a cameo bracelet pin and ring set in silver for the sum of \$15.00. I like it so much I returned to the shop and bought a second set of the same for \$10.00. The first was white cameo and the second green which was rare. When I returned to Dartmouth NS I took them into Neimas Jewellers to appraise. Leon Neima like them so much he offered me \$300.00 per set. I ended up selling the white set to him for \$400.00 which he later sold for \$950.00. The green I gave to a relative which to my knowledge they still have.

The last day in Naples we took a bus tour to the ancient city of "Pompeii" buried under the ash and lava of the volcano "Vesuvius". Two thousand years had passed since that tragedy occurred and only in the last 260 years or so had any excavation occurred. We toured the local museum and saw the remains of many people who were engulfed in the eruption. We viewed an arena where

many games etc... had been held. On the main street were cobblestone which bore the wheel marks from the chariots of that time. We viewed the houses where people had lived and observed the furnishings, tool marks, cooking utensils and marks in the debris where bodies had lain. Some of them were still laying there in gross positions where they had died and been turned to stone. We were shown a villa of "ill repute" which contained various shapes and forms of beds for the enjoyment of the clientele.

As the day was growing late, it was time to catch the bus back to Naples and Bonaventure. Our guide asked us if we wanted to see one last sight before we left. We agreed and he led us to another villa and on the wall was a door with a padlock on it covering a painting. If we wanted to see this it would cost 600 Lira which was about \$1.00 Canadian and 60 of us Matelots said OK and dug out the cash. The guide unlocked the door and swung it open. There on the wall was a Roman Centurion dressed in his armour, helmet, breast plate and metal skirt. Next to him was a merchant holding a balancing scale in his hand, on one side of the scale the centurion had placed his private parts. On the other side of the scale the merchant was placing gold coins. This painting was 2000 years old and is believed to be the origin of the expression "worth it's weight in gold".

The next morning the Bonaventure cast off and sailed from Naples into the "Med" for further exercises. But that's another tale.

To be continued..... Yours Aye, "Peaches"

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## **SAMF FUND RAISING DINNER/AUCTION**

**WO/SGT'S MESS 12 WING SHEARWATER**  
**11 JUNE 2011 1800 FOR DINNER 1900**

**TICKETS \$50 EACH**  
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**For tickets or further information, please call or write to any of the following:**

**Local calls: 461-0062**

**Toll Free: 1-888-497-7779**

**Fax: 461-1610**

**email: samfoundation@sympatico.ca**

**This is a major fund raising event for the SAM Foundation.**

## **I Was a Sailor Once** *Author, Unknown*

I liked standing on the bridge wing at sunrise with salt spray in my face and clean ocean winds whipping in from the four quarters of the globe. I liked the sounds of the Navy - the piercing trill of the boatswain's pipe, the syncopated clangor of the ship's bell on the quarterdeck, the harsh and strong language and laughter of sailors at work.

I liked Navy vessels -- plodding fleet auxiliaries and sleek submarines and steady solid aircraft carriers. I liked the proud names of Navy ships: Athabaskan, Fraser, Restigouche, Tribal Class, Town Class, Bird Class; and City Class.

I liked the tempo of a Navy band. I liked liberty call and the spicy scent of a foreign port. I even liked the never-ending paperwork and all-hands working parties, as my ship filled herself with the multitude of supplies. I liked to see my ship cut ties to the land and carry out her mission anywhere on the globe where there was water to float her.

I liked the naval Officers and enlisted men who came together from the farms of Upper Canada, the small towns of Nova Scotia, the big cities, the mountains and the prairies. I trusted and depended on them as they trusted and depended on me -- for professional competence, for comradeship, for strength and courage. In a word, they were "shipmates"; then and forever.

I liked the surge of adventure in my heart, when the word was passed: "Do you hear there - Hands to stations for leaving harbour" and I liked the infectious thrill of sighting home again, with the waving hands of welcome from family and friends waiting on the jetties.

The work was hard and dangerous; the going rough at times; the parting from loved ones painful, but the companionship of robust Navy laughter, the "all for one and one for all" philosophy of the sea was ever present.

I liked the fierce and dangerous activity on the flight deck of aircraft carriers, Warrior, Magnificent, and Bonaventure sadly scrapped.

I liked the names of the aircraft and helicopters; Sea King, Avenger, Sea Fury, Banshee, that bring to mind offensive and defensive orders of battle.

I liked the excitement of the almost daily at-sea replenishment as my ship slid in alongside an Oiler and the cry of "Standby to receive shot lines" prefaced the hard work of rigging span wires and fuel hoses echoed across the narrow gap of water between the ships and welcomed the mail and fresh milk, fruit and vegetables that sometimes accompanied the fuel.

I liked the serenity of the sea after a day of hard ship's

work, as flying fish flitted across the wave tops and sunset gave way to night.

I liked the feel of the Navy in darkness - the masthead and range lights, the red and green navigation lights and stern light, the pulsating phosphorescence of radar repeaters - they cut through the dusk and joined with the mirror of stars overhead.

I liked drifting off to sleep lulled by the myriad noises large and small that told me that my ship was alive and well, and that my shipmates on watch would keep me safe.

I liked quiet mid-watches with the aroma of strong coffee -- the lifeblood of the Navy - permeating everywhere. I liked hectic watches when the exacting minuet of haze-gray shapes racing at flank speed kept all hands on a razor edge of alertness.

I liked the sudden electricity of "Action Stations, Hands to Action Stations," followed by the hurried clamor of running feet on ladders and the resounding thump of watertight doors as the ship transformed herself in a few brief seconds from a peaceful workplace to a weapon of war -- ready for anything.

I liked the sight of space-age equipment manned by bright young sailors clad in dungarees wearing sound-powered phones that their grandfathers would still recognize.

I liked the traditions of the Navy and those who made them. I liked the proud names of naval heroes such as Mainguy, De-Wolfe, Budge, Landymore and the Lower Deck legends: Wolfpack, Macleod, Gunboat Smith, Moose Book, and so many others.

A sailor could find much in the Navy: comrades-in-arms, pride in self and country, and mastery of the seaman's trade. An adolescent could find adulthood. In years to come, when sailors are home from the sea, we will still remember with fondness and respect the ocean in all its moods the impossible shimmering mirror calm and the storm-tossed green water surging over the bow. Then there will come again a faint whiff of stack gas, a faint echo of engine and rudder orders, a vision of the bright bunting of signal flags snapping at the yardarm, a refrain of hearty laughter in the Wardroom and Chief and Petty Officers messes and mess-decks.

Once ashore for good we grow humble about our Navy days, when the seas were a part of us and a new port of call was ever over the horizon.

Remembering this, WE stand taller and say, "I WAS A SAILOR ONCE"

*Sent in by Robert Graham.*

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## **LETTERS - WE GOT LETTERS**

From **Ted Gibbon**: Kay: Montgomery got lucky again this year and once again won our annual Grey Cup wager. As you may remember, I bet on the West and Monty on the East with the winnings going to the Museum and the tax receipt to the winner.

Enclosed is a cheque for \$100. Please send the tax receipt to: Barry Montgomery (the lucky SOB)  
(Thanks so much. Your turn will come. Kay)

**Pop Fotheringham** writes:

Dear Kay: Couldn't resist dealing with what I naturally view as a significant part of the story. All the best, Pop.

I am writing about what I, and possibly joined by 20-odd others, regard as a serious omission from Ernest Cable's excellent article about Naval Aviation. I am referring specifically to the period between 1943-46. Regrettably I am unable to provide a precise date but late in 1943 or early 1944, Ottawa sent a message to the fleet calling for executive officers to volunteer to undertake pilot or air Observer training. As a volunteer who had been trained as a signalman years before and was now the navigator of HMCS Shawinigan I was pressured to volunteer for Observer training. Having requested transfer to the FAA on previous occasions, I was granted selection for pilot training. I joined the RCAF programme in 1944 and was sent to ITS in Belleville where I met Don Knox, another volunteer. We went on to EFTS at St. Eugene where, as by now an RCNVR naval lieutenant, I was trained by a PO, subsequently to SFTS in Kingston where we got our wings in October, 1944. We were selected for training as fighter pilots and ended up at the OTU in the UK at Yeovilton flying Corsairs. Our training was completed when we had made eight deck landings aboard HMS Smiler in the North Sea over the period of VE Day 1945. After a brief break Don and I were flown to Australia via a month in Ceylon where we received some survival training. We joined 1845 Corsair Squadron in Nowra in July 1945 where we trained to meet the Japanese. Fortunately the war ended one week before we were to embark for the Pacific battle. I now jump to Ottawa where I appeared for my end-of-hostilities formalities. I decided to transfer to the RCN when offered my wartime VR seniority as a lieutenant dated 1 May 43. Back to the UK for conversion to British types and finally ended up as a Firefly pilot at RCNAS Dartmouth in May 1946 and fitting back into Ernest Cable's history. My memory does not allow me to tell the story of any of those other 'executive' officers who responded to Ottawa's much earlier request.

From **W.A.B. (Alec) Douglas**: Dear Kay: Your newsletter gets better every issue. It gives me great pleasure, even though my links to the Air Branch have all

been through friends rather than service. It is heartwarming to read about old running mates like Wall Schroeder, and to learn something new about theme every time. Wally was a true gentleman, even if he rejoiced in the nickname "the animal".

Ernest Cable's article on "Canada's Naval Air Arm" in the Winter issue brought to mind a letter, the attached copy of which I have acquired from Mike Kingsmill, the grandson of Admiral Sir Charles Kingsmill, the first Director of the Naval Service. Readers might be interested to see what a friendly relationship Kingsmill had established with Richard Byrd, the future antarctic explorer, who commanded the US Naval Air Forces, Canada, in 1918.

By the way, it was an Admiralty rather than USN initiative that led to the USN presence in Nova Scotia. The British Commander-in-Chief North America and West Indies, Rear Admiral Sir W.L. Grant RN arranged the two conferences in Washington and Boston, attended by Captain Walter Hose and Admiral Kingsmill respectively, that led to the detachment of US Naval Air forces, as well as some surface ships, to Nova Scotia in 1918. To my knowledge, this was the first time, and the real reason, the US Navy "explored the possibility" of extending its air patrols northward. And, of course, the ground facilities in Halifax and Sydney were established by the RCN. See S.F. Wise, *Canadian Airmen and the first World War*, (Toronto, 1980), p.604.

With best wishes *Alec Douglas*

*(From the Editor. The following is a typed copy of the letter from Richard Byrd to Adm Kingsmill.)*

Office: COMMANDING OFFICER

Halifax, N.S. 30 November 1918

My dear Admiral:

I am writing to thank you for the Officers and myself, for the dandy time you showed us on the yacht. I meant to come over to the Navy Yard to bid you good-bye, but some urgent matters came up which prevented my getting over to the Navy yard before you left.

From a letter I have recently received from Colonel Cull, it seems that your department does not desire us to operate any longer, and I therefore recommended to Washington that this station cease operations just as was done at North Sydney.

I have written Colonel Cull about this, and also that I will leave a care and maintenance party behind, until such time as it is convenient for your Department to take things over.

Should you desire to continue your Naval Aviation as a peace time affair, I am at your service to do anything in my power to assist you

I am now standing by for word from Washington as to where they wish to send me when I leave here; however, I expect to see things here to a satisfactory conclusion, and it will probably be some weeks before I leave.

I certainly enjoyed the poker game we had together and I am buying "Violet" a present with my great winnings. Captain Hines lost his reputation that night as a poker "shark". I dined with him last night and he sends his regards to you.

My men are now eating in the Mess Hall, and are all comfortably quartered.

I have never had the good luck to meet Lady Kingsmill, but I hope to have that pleasure if I shall be fortunate enough to be able to accept your invitation. Anyhow, won't you pay my respects to her.

The best of good wishes to you.  
Respectfully and very sincerely yours,

R.E. Byrd  
Lieut.Commander, U.S.N.

To: Admiral Kingsmill,  
Department of the Naval Service  
OTTAWA

**Mike Patterson** writes: Kay - Here is your man in Malaga Spain again - at 88 plus!

Pop Fotheringham - in 1949 my boss at our three-man air personnel section at NAHQ, with Rod Bays as Pilot and me as AEO.

Pop writes well of Admiral H.N. Lay, neglected by historians. In Washington, when Lay was a senior member of the Canadian Joint Staff, Vince Murphy, Pilot and I playing golf on the course around Bathesda Naval Hospital - we had to run hard to keep up with the Admiral between holes.

(I recall how Murphy was against giving tax free booze to the Pakistani Embassy.) Lay OK'd it!

At that time I had a security rating of Cosmic Top Secret to do with Polaris Nuclear Submarines. So when our office had to be moved, I was much concerned about the security of our filing cabinets en route. I called on the Chief of Police of the precinct. All he said was 'Where will all your tax free liquor and tobacco be?' I heard later when some

embassy had moved in DC, a whole truck load of the stuff got highjacked. Our move went off ok, but I was the car-pool driver and it was just before Christmas when the car had a big load. I must have been breaking many State or DC laws when I drove to Maryland when it was snowing, where they had no plows.

You call that gallant Naval service on the high seas Mike? That's another story. If it hadn't been for Stringbag's and brave Naval Air pilots, we would have lost the Battle of the Atlantic - (MacLean's had eight items about WW1 & WW11 and no mention of the RCN) Ignorant landlubbers. I lost sleep at sea, agonizing over the thought of those merchant seamen going down in the UBoat torpedoed ships - one tanker off Norway.

And here I am living in the lap of luxury near the sand, sea and ever blue sea off the Costa del Sol.

BTW, we have read about the Japanese midget submarine in Hawaii and US Destroyer encounters, before the Pearl Harbour attack. USN Naval aviators I knew years ago spoke of the summer of 1941 dummy attack they staged to alert the Admirals on how vulnerable their line of battleships were. But, only the Japanese got the message, it seems to me. When I joined the RN Fleet Air in Halifax in 1941 and at sea on the way to the UK, I had an airtec shipmate who had loaded torpedoes on Swordfish on the Illustrious prior to the highly successful attack on Italian Toranto - which was a vital signal to the Japanese.

Strangely, on first arriving in Scapa Flow Orkney Islands, there was the Home Fleet with all the battleships in a line stem to stern, the giant KG V, Prince of Wales and others plus battle cruisers. I expect you heard when Churchill and the Admirals went to sea on the Prince of Wales to discuss the idea of disbursing the fleet in many ports, their ship was hit by four German torpedoes which did not explode, for the reasons stated in a book by a German after the war, which I have a copy of here.

I wonder how many youngsters who visit the Museum these days are interested in such hoary old sea stories?

Yours most sincerely, **Mike**

**Eric Atkinson** writes: **Sailors Dream Draft**

Some of the old timers will remember the summer of 1953 - to ease the strain on Shearwater and the main runway that was being repaired, the 31<sup>st</sup> Support Air Group made up of 870 Sqn Sea furies, and 880 Sqn Avengers packed their bags and moved to Scoudouc, NB and reopened the wartime RCAF Station Scoudouc.

Station Scoudouc is in a little town in N.B. between Moncton and Shediac and the best part - only 4 or 5 miles from Scoudouc is the fishing village of Point Du Chene where one of the best beaches in Canada "Parlee Beach" is located. On this beach in 1953 there were three large beach houses, with large verandas for dancing by juke box until 10PM daily. Also, in the village was a large dance hall where live bands played twice a week. Now the best part - Parlee Beach is the summer playground for the city of Moncton and what is Moncton noted for "girls" (10 - 1) and that summer the beach was loaded with them. All the single men had a ball. A lot of the married men rented cottages for their families to enjoy the lovely beaches that summer. Bus Service was good and a work train ran daily.

But - all good things end. In September our aircraft took part in the Toronto Exhibition, returned to close Scoudouc and moved operations to RCAF Station Summerside, PEI. What a summer - great to be an Air Type.

**In addition, Eric** writes: I joined the RCN as a Stoker. While in Cornwallis, one of the Leading Seaman staff members had a pig tattooed on his knee. As an OD, I was afraid to ask him about it. But one Sunday afternoon, I saw a sailor from the Division ahead of mine laying in the sun. He was older than most of the others and he had a few tattoos. I introduced myself to him and he told me he was a re-entry and had served in the war. His name was Vic Poirier. Little did I know at the time, how many times our paths would pass through our Naval career. He told me he was a Stoker and on leaving Cornwallis would be drafted to a ship. I would go to HMCS Naden for Stoker course. (Years later as an Air Type, he was killed by running into a Tracker prop in Debert - that is another story.) He told me a pig tattooed on a knee was safety at sea.

I left Cornwallis and went to Naden for the Stokers course and then I was drafted to HMCS MicMac and worked for Acting LS Vic Poirier. While in Port Colon Panama on a run ashore, Vic asked if I was going to get a pig tattoo. I was married the Friday night before we sailed and deep down, I knew she would not like it. Vic said to get a tattoo with her name on it and she will be happy. So I got a three master tattooed on my right arm with her name under it and a pig on my right knee. (She was not impressed with either of them.)

**Mike Pinfold** writes: I just received my latest issue of WARRIOR and as always, it's outstanding.

It is a wonderful read every time. The reminiscences of "nasal radiators" who served before my time, or indeed while I served or even subsequent to my service all add something to the WARRIOR and indeed, to the history of Canada's Naval Aviation. And, Ernie Cable's research is marvellous.

I visited the Museum in March 2010 during a short visit to Halifax. I was met by Christine Hines as I entered the building and she generously provided me with an overview and update of the Museum and current projects. It had been a few years since my last visit and I was dazzled with the number and quality of the exhibits. It's a tribute to all who have spent so much time to make it what it is.  
Yours Aye, **Mike**

From **Jim Tateishi**: Before I arrived at the CNAG reunion, I had made a personal pledge to myself that I would not leave Halifax until I had an opportunity to thank you for the outstanding effort you had put into the recent publications of the Warrior. It worked out well that I was able to meet and talk to you on the first day of the reunion. The articles in the Warrior were so enlightening because they explained why certain things happened the way they did and why certain decisions were made. It made me feel a lot better knowing that both you and I actually served during the heyday of Naval Air. Thanks again. (You're very kind, Sir. **Ed**)

**Ray Doucette** writes: Just received the winter issue of WARRIOR - what a great job you have done - you are just getting better with age. The OUIJA board must be smiling. (... getting better with age? I always thought I was fairly good. A little late to start now. Ha **Kay**)

From **Lorne McDonald**: Please convey my best regards to everyone at the Museum. I think all of you are doing a wonderful job and deserve a BZ for your efforts. We always enjoy the Warrior - you and your staff do a fantastic job, Kay.

**Merv and Marilyn Bodner** write: (in part) I am so pleased to hear from Marie that their donation to the Museum has been used to provide an elevator to the second floor displays and that Marie was the first person to ride in the elevator. The Museum was so dear to Ted's heart and he was so dedicated to it. The pictures and displays on the second floor are fantastic and will now be accessible to everyone.

From **William Rikely**: I have many fond memories of my years in Naval Aviation, dating back to 1945, when we formed the original 803 Fighter Squadron in Arbroath, Scotland. You must have flown a Seafire/Spitfire to

appreciate the thrill of taking one of these beautiful machines into the air for the first time. This feeling was only exceeded by converting to the newer Seafire 15 version, with a more powerful engine from Rolls Royce. Great memories and wonderful experiences, none of which are for the light hearted!

From **Davis Edwards:** Dear Kay: Seasons Greetings from an old fishhead and one time shipmate of your father.

The Warrior never ceases to amaze me. BZ

**Dr. Bill Murray** writes: I was as shocked as anyone to read that membership in the Foundation has dropped by more than 100 in the past few years - with dire consequences on funding.

Reminiscing about the many hours that I enjoyed flying Naval aircraft, I feel guilty that I have not shown more appreciation and would like to now 'step up to the plate' in some small way by increasing my membership to a Life Member, donating to the building fund and purchasing a Wall of Honour tile.

In closing, I wish to thank you for printing the 'Fury of the Fury' article. I think that the few old Pilots left, like me, can enjoy relating to it! Most sincerely, **Bill**

**Fern Cunningham** writes: What a marvellous achievement the Newsletter has been and the WARRIOR is.

From **Stanley Brygadyr:**

LCdr (P) Dickie Bartlett and LCdr (P) Stuart Soward

Two of the finest "Trail-blazers" of the Royal Canadian Naval Air Branch!

**Dick Pepper** writes: Kay: (WARRIOR 2010 Winter edition) A certified "collectors" edition. **Torch**

**Ken English** writes: I have just been browsing through the three 2010 issues of WARRIOR and drifting back in time. The stories, the pictures and the names of those not seen for so many years bring back a flood of wonderful memories. Thank you for your tireless work in producing such a great magazine and your efforts to keep the memories alive. **FLY NAVY**

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## **THE LAST WORD!**

Hi everyone:

Here we are already into the beginning of the 4<sup>th</sup> month of the year. A long winter.

Our 'In the Delta' list is really quite lengthy. I suppose we shouldn't be too surprised. This makes me wonder though; in the not too distant future, who will look after your heritage/memories and the Museum you so clearly love and support. I've said this time and again, if it were not for you, I truly do not believe the Museum would be anywhere near what it is today.

But what next for the Museum. As it stands today membership from the Base still consists of the WComd, and two of my sons-in-law. Not many out of approximately 1200 serving members. There are some that come down and help out on the Firefly or whatever else they are asked to assist with and do it gladly. The majority however, come down to take part in Medal's Parades, or the monthly coffee break with the WComd, and some bring their children in to look around the place.

There is support from the Wing in the form in kind items, use of buildings, heat, lights etc and financial support for Museum Staff wages. As for what's inside regarding Naval Air - well it has been your support that has carried things along.

How can we keep this support going? There are still many, retired Naval Air guys out there who have never joined. If you know anyone like that, get after them. Or, if you can, why not leave a donation for the Foundation in your Will etc or perhaps, as some do, add a little extra with your membership donation - you know what has to be done.

In this issue you will note we have received articles from Squadrons etc from the Wing telling it like it is today at Shearwater and 443 Sqn on the West Coast. When you read them you will see some of what you did during your time here. Flying off ships etc. I guess you could say you've been there and done that. There have been so many changes to Shearwater, it is getting harder to recognize the place - especially the airfield area.

The lifeline of WARRIOR are the articles we receive from you - keep them coming.

Don't forget to get involved in our new 50-50 draws about to begin. AND, if you haven't sent in your membership as yet - get on with it, please.

Look after yourselves and if you know an old buddy who is under the weather and you are near enough to visit, why don't you - even if they are well and you know they live handy to you - visit them.  
Kay