

WARRIOR

Summer 2014



Lieutenant Don Sheppard
Canada's Only Corsair Ace

Canadian Peacetime Sailors Memorial (Bonaventure Anchor)



Did you know that part of the Canadian Peacetime Sailors Memorial is an anchor and chain from HMCS Bonaventure?

Dedicated in 1973 by Rear Admiral Robert Timbrell, the dedication statement reads:

" To commemorate the personnel of the Armed Forces of Canada who lost their lives at sea in the performance of their duties and for whom there is no known grave."

HMCS Bonaventure was Canada's last aircraft carrier. Commissioned in 1956 the ship served the Canadian Armed Forces from 1957 until its decommissioning in 1970.

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.

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

Shearwater Aviation Museum Foundation or

SAM Foundation
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Summer	1 July
Winter	15 October

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

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Front Cover

***Lieutenant Don Sheppard
Canada's Only Corsair Ace***

**We present Lieutenant Sheppard's
magnificent story
on our SAMF website
www.samfoundation.ca**

***NAVY BLUE FIGHTER PILOT
by Michael Whitby***

For further info, see page 4

Lieutenant Donald Sheppard

Canadians like their fighter pilots. Perhaps more than any other figures in our military heritage they are a source of pride and admiration that even transcends generations. Bishop, Barker, Beurling, Collishaw and Gray are amongst those who receive the most acclaim—in the typical understated Canadian way—but there are many others whose names, if not celebrated, still ring familiar and are held with respect. Donald John Sheppard is one of those lesser lights: “A gallant young fighter pilot with plenty of dash and enthusiasm”, according to his superior officer.[i] Because he flew for the Royal Navy from a British aircraft carrier and met his greatest success on the other side of the world in theatres of war not as well known to Canadians, his name does not resonate as much as some others. In fact, Sheppard is probably better known in the United Kingdom than he is in Canada--the British company Hobbymaster has produced a die-cast model of the Corsair he flew in the Pacific and his exploits have graced the covers of books and journals published in the UK.[ii] But, as this study of his Second World War service demonstrates, his career is worthy of attention. The quiet young man from Toronto—he was just 21 when the war ended—faced a range of experiences in operations that took him from north of the Arctic Circle to south of the Equator, and which put him at the forefront of some of the most significant missions carried out by the Royal Navy in the Second World War. During this time Sheppard fulfilled his duties as a fighter pilot with exemplary ability; an indication of his skill is that he met enemy aircraft six times in aerial combat and on each occasion emerged the victor. The goal is not to heighten acclaim for Sheppard—his modesty would protest any such motive—rather to portray the experiences of a young Canadian at war, one who through skill, opportunity and fortune, realized tremendous success that earned him the respect of his colleagues and superiors. (Thank you to Vintage Wings.)

For full story, see www.samfoundation.ca (With permission from VINTAGE WINGS.)



The three Canucks of the 47th Naval Fighter Wing: Sub-Lieutenants Barry Hayter, Don ‘Pappy’ MacLeod and Don Sheppard (on the right) pose proudly on Victorious’ flight deck shortly after TUNGSTEN. Other Canadians joined the wing later in the war, but they were the three originals. Hayter did not pilfer his Irvin jacket from the RAF; it was standard FAA issue. Photo: Courtesy Sheppard papers.



From the Curator's Desk

By Christine Hines

Many of our SAM Foundation members recently received a letter from Kay Collacutt, to recruit for volunteers on the Museum's behalf. I am deeply grateful to Kay for her proactive assistance in this area, as we have been juggling schedules to ensure the museum is properly manned. We had a great response from Kay's appeal, and have seen former volunteers return, and have welcomed new volunteers to the team. There are lots of tasks we could use a hand with, so if you think you may have some time to contribute, please drop me a line at curator@shearwateraviationmuseum.ns.ca All skill sets are welcomed, as there is a role for everyone at SAM! Additionally, the SAM Foundation sponsored a student to help us with weekend openings during the summer, and in June we hired Chelsea Swinimer, a lovely young woman with customer service experience, to work in the shop and front desk. I would like to thank the SAM Foundation for this great commitment of support. I hope you can drop in over the summer to welcome Chelsea to the team in person.

In the Maintenance Bay, we are working on fabricating the bomb bay doors for our "new" TBM, as well as repairs to the Firefly continue. Bud Ayer, Wayne White and Albert Hennen are working on the restoration of the Continental R-975 engine from our HUP. We had great support on this project from our friend Bob Murray and the Library staff at the Canada Aviation and Space Museum, who assisted us with obtaining copies of the appropriate technical references, for which we are most grateful. Bucky Innes is working on the restoration of a Cessna 15 in support of a smaller exhibit on the Shearwater Flying Club.

Current exhibit projects include the imminent delivery of the next interactive exhibit, to join the existing interactive exhibits on the Swordfish and the Sea King. The next in the series will be the Firefly, and will also feature scratch-built model of HMCS Warrior, currently being constructed by Wally Moore of Anchor Models, located in Sackville NS. We are also in the final phases of an exhibit on the CAM (catapult aircraft merchant) ships, equipped with a catapult to launch a single Hawker Hurricane. CAM sailings were initially limited to North American convoys with aircraft maintenance performed by the Royal Canadian Air Force at RCAF Station Dartmouth, Nova Scotia during World War II.

You may be aware that Shearwater will be celebrating its Centennial in 2018. Plans for museum projects to celebrate are currently being developed, including an exhibit plan to redesign a core theme exhibit, you may know currently as our Time Capsule exhibit. While 2018

may seem far away, it will go quickly. **This** is also an opportunity for SAM to tie in its First World War observances using this major exhibit redesign and installation. Big things are in the works for the museum, and we need your help to realize them. Space constraints are a big concern for us right now, as they have slowed the progress on current exhibit projects, and funding uncertainty has had an impact on staffing. Your support is critical for the SAM Foundation and SAM to move ahead with long-term planning and development, to better preserve your heritage.

Thanks in advance!



Cpl Caleb Meldrum

On to the Next...

SAM Volunteer Cpl Caleb Meldrum, an AVN tech with 12 Air Maintenance Squadron, posing proudly in front of his volunteer restoration project, a Ranger L-440 air-cooled 6-cylinder (inverted) in-line engine, commonly used in the Fairchild Cornell training aircraft. The Ranger engine is one of two of this type in the SAM collection, and is a cut-away training aid. The remaining Ranger from the SAM collection is on loan to the Bomber Command Museum/Nanton Lancaster Society Air Museum, in Nanton, Alberta, and is mounted in their Fairchild Cornell on exhibit. Caleb's Ranger engine will be placed on exhibit once a protective plexiglass case has been constructed for preservation of this great piece of work. Congratulations Caleb, on a job well done!

Photo credit: SAM, Christine Hines

ARMOURERS FINAL MEETING

At the Canadian Naval Air Armourers Association AGM last June the members decided to terminate their association due to shrinking membership. The 12 members present voted to donate the balance in their bank account to Shearwater Aviation Museum Foundation's Building Fund.



Dave Shaw, President, CNAAA presenting a cheque to SAMF President John Knudsen.

BONNIE BOOKS

SAMF now has a new supply of

“THE BONNIE”

Book

\$50 each

includes shipping and handling.

Makes a great gift.

SEE OUR PULL OUT SECTION FOR FURTHER INFORMATION.



John Knudsen

PRESIDENT'S REPORT

The first major SAMF fund raising event of the year, namely the Dinner /Auction,

was held the 21 June, and by all accounts it was the most successful D/A to date, food and service was outstanding, almost 100 people attended, and I have not heard any complaints to date. (No, I am not looking for any). Such an event does not happen by itself, but is a result of the hard work and support from many.

Patti Gemmell - Chair

Patti Adam + 2 ladies from Scotia Bank

John Cody (Drafted as MC at the last minute and did an outstanding job.)

Barb Hicks

Barb Ryan

Kay Collacutt

Carol Shadbolt

Margaret Ferguson

Of particular note, two very generous donations were made to SAMF this year from Mrs Marie Kieser and Mrs Mary Elizabeth Edgar, and earmarked for our new Building Project. Thank you ladies.

Special thanks to our continuing exceptional donors:

Canadian Tire - Cole Harbour

Scotia Bank - Dartmouth, and

Technology Venture Corporation - Moncton, NB.

Thank you to all donors:

St. Mary's University

Cole Harbour Place

O'Reagen's

Superstore

CatNrose Jewellery

Pharmasave Eastern Passage

C&PO's Association

Tai Chi - Halifax

John Cody

Kay Collacutt

Shirley MacDonald

Rolly West

Mrs E. MacFarland

Helga Trenholm

Anne Teasdale

Joyce Treen

Patti Adam

Dartmouth Sportsplex

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Jamieson's Bar & Grill

Coffee, Tea and Sea

Ryan Duffy's

Hillcrest Volkswagen

Col Bourgon 12 Wing

Patti Gemmell

Thelma Knudsen

Michael McFadden

Peter Staley

Jav Stevenson

Ann Heaton

Gerald Marshall

Mrs S. Conrad

And last but not least all those that attended the gala event - without you, enjoying the Dinner and bidding on the many auction items, nothing would have come of this great effort.

Your next question might be what are you doing with the money? Most of the money will be placed in the building fund. As most of you are aware a new hangar is urgently needed, and although we do not have approval to start yet, it is important to get a head start on the required fund raising. In order to avoid taxes the fund raising account can only used for that purpose, and is not included in Revenue Canada's requirements to use most of our yearly revenue in support of our stated objects.

The following are a few photos taken at the Dinner/Auction.



John and Sharon Webber



Joan Slack and Jane Biggs



Folks from Atlantic International Air Show



Cake baked, decorated and donated to the Dinner/Auction for fund raising by the WComd Col Bourgon.

This beautiful cake fetched the Foundation over \$300.

Thank you very much, Col Bourgon.

Margaret Ferguson



Joyce Treen trying out a patio chair.

HISTORY OF 111 (MICMAC) WING ROYAL CANADIAN AIR FORCE ASSOCIATION

Following the closing of 101 Wing RCAFA in Halifax, NS in 1967, a group of RCAFA Members at Large met with staff from National Hqs RCAFA at Shearwater to discuss the feasibility of forming a wing in the Dartmouth area. On the 20th of April 1978 after a decade of fund raising initiatives, numerous meetings and recruitment of members a charter was presented to 111Wing RCAFA. Only Bob Sacre and Robert Skinner remain as original Charter Members.

After nearly thirty years following the demise of the RCAF a name change for the Association was proposed by Air Command and adopted by RCAFA membership at their Annual General Meeting in Winnipeg in 1993. On July 1st 1994 the Air Force Association of Canada became the official name for our organization. As a result of the recent re-institution of the Royal Canadian Air Force the association has again re- adopted the title Royal Canadian Air Force Association.

111 Wing has operated successfully for many years without permanent quarters within the confines of CFB/12 Wing Shearwater. Presently we hold monthly meetings in the 12 Wing Officers and Sergeants Mess. In 1995 in agreement with CFB Halifax our wing gained residency in the then Flight Deck lounge which at the time appeared to permanently solve our residency situation. However in 2006 due to training space requirements at 12 Wg our office was moved to the "lofty confines" of the Shearwater Aviation Museum. Although meeting space is limited the former choir loft of the old chapel meets our requirements for storage of our records, flags and artefacts and is genuinely appreciated by all wing members.

Over the years 111 Wg has been very active with the Air Cadet movement. Over the years the wing has sponsored 342 Bedford RCACS and has organized cadet tag days, model aircraft competitions, bowling competitions for all seven metro area cadet squadrons. At present we are the sponsor for 615 Bluenose Sqn and participate fully in their fund raising activities. During the summer months 111 Wg members can be seen at the Trident office in Halifax preparing their bi weekly issues for mail out. The monies derived from this enterprise furnish the cadets with funds for squadron activities. Wing members are also involved with and work on the NS Air Cadet Committee.

In conjunction with 12 Wg our wing is co-ordinator and sponsor for the annual Battle of Britain Parade. This parade involves participants from 12 Wg , veterans organizations and members of local air cadet squadrons. The parade forms up at the Somme Legion in Dartmouth and marches to the cenotaph at Sullivans Pond . Following the parade under the kind auspices of Somme Legion a congenial gathering of veterans ,association members and serving personnel enjoy a leisurely time for past reminiscences. The wing proudly participates in other veterans parades and services including the Battle of the Atlantic, D-Day, VE Day and Remembrance Day. Also implicit in our mandate

are periodic visits to the Veterans Memorial Wing at the QE2 in Halifax.

Members of 111 Wg have been active in all levels of the association fulfilling roles as National President (2), Eastern Regional Director, Atlantic Group President, Group Treasurer and VPs of Nova Scotia Wings. At least two wing members have joined the wing following tenures as Wing Liaison Officers while employed in the Regular Force.

On the 1st of April 2002 a memorial ceremony organized by members of 111 Wing took place at Pier 21 Halifax commemorating the 94,000 Air Force members who travelled to Great Britain through Pier 21 during the Second World War. A plaque was unveiled by then LGov Moira Freeman assisted by RCAF veteran and member of 111 Wing Rus Hubley . In addition to the plaque the wing provided two WWII period uniforms on stands for permanent display on the Wall of Service Deck. Former National President Stewart Logan also a member of 111 enthralled the audience of veterans, dignitaries and service personnel with his recount of what it was like to sail from Halifax during those perilous times. Up until this dedication there were no memorials in the Halifax area commemorating the services of the RCAF during WWII.

We have successfully hosted two National and three Atlantic Group Conventions which are no small tasks for a wing with limited financial resources and active membership numbers. In 2015 111 Wg will host another Atlantic Group Convention in Dartmouth utilizing Somme Br Legion facilities. An experienced committee has been formed and a good turn out of association members is expected for this three day event.

111 Wg maintains a close working relationship with the Shearwater Aviation Museum. Presently we are assisting in the completion of the Battle of Britain Display. The construction of a full scale model WWII Hurricane aircraft is nearing completion thanks to the financial contribution by an anonymous member of 111 Wg. Financially we are committed to the successful completion of this undertaking and are indebted to WO Rowe of 12 Wing for his devotion to the construction of this very important piece of history. Hurricane aircraft flew from RCAF Station Dartmouth during the early years of WWII and became the first Canadian squadron to participate in the Battle of Britain.

On June 3rd 2012 111 Wing was instrumental in having a plaque dedicated to the crew of the Hudson aircraft who perished in the crash on Sable Island during the night of 3 June 1941. The plaque resides at the SAM and was purchased by Atlantic Group members. The families of the fallen airmen were also in attendance at the dedication ceremony.

111 Wing membership consists of both male and female participants from many different age groups and occupations sharing a common interest in;

- advancing the education and citizenship of the nations youth;
- promoting Canada's rich air force history; and
- advocating a strong air force for today and tomorrow .

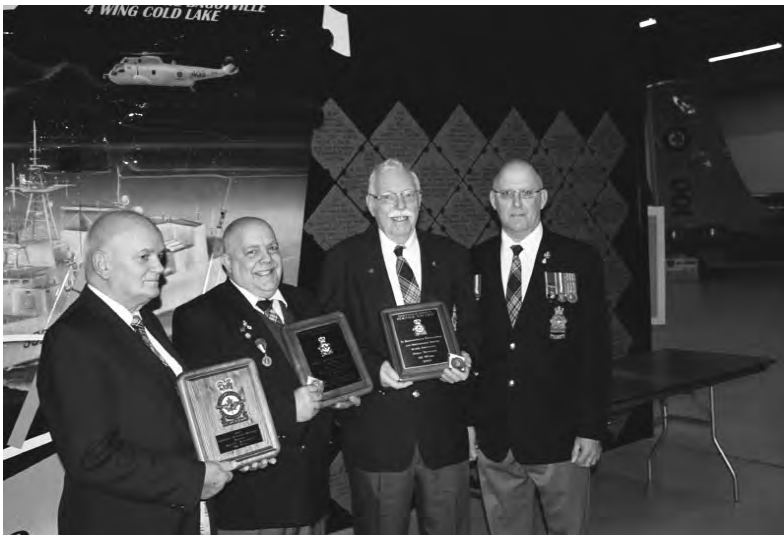
Joining the Air Force Association is an effective way to share your experiences and provide the context that helps strengthen Canada's national air power.

This year marks the 90th anniversary of the formation of the RCAF and a special pin has been struck to mark this occasion. Should anyone be interested in obtaining one of these collectors' items you may do so by contacting Bud Berntson at 902-435-9164.

Information concerning past achievements, current activities and future plans can be seen on our website: www.111wingdartmouth.ca

Membership information is available through membership chair John Bowser at; 902 443-2226. Email: bowserjr@ns.sympatico.ca.

Earl McFarland 111Wing and SAMF member.



Awards presented in December 2013 to members of 111 Wing by Atlantic Group President Ralph Murphy.

L - R John Knudsen, Christina Handler Memorial Award

Serge DeSerres, Meritorious Service Award

John Bowser, Distinguished Service Award

**Memories of a Back Seat Naval Aviator
Part 14**

In the Fall of 1978 I returned to Canada from England and settled in at my office to catch up on my paperwork and prepare for Christmas.

The Festive Season was one of great happiness and social occasions. Old friendships were renewed and many parties and gatherings were enjoyed with family and military friends.

The Spring of 1979 was a family trip to Arctic bases for Senior Officers; Goose Bay, Frobisher, Alert, Cambridge Bay, Yellowknife, Whitehorse and Anchorage Alaska. We spent one day at each location, met all the personnel and dignitaries at each location. It was a real education on the Northern extremities of Canada and the people who live there.

April 1979 was the annual "One Canadian Brigade Group" exercise for the battalions in Wainwright, Alberta. At the completion of 4 weeks the units returned their home bases, Victoria, Comox, Edmonton, Shilo, Cold Lake and Calgary.

July was "Stamped Week" in Calgary and as "Air Officer" I employed the "Snowbirds" to do their airshow routine. The people of Calgary always enjoy the aircraft display and many compliments were directed to the Snowbirds Display Team.

In August 1979 I commenced retirement leave and was officially retired on March 5, 1980. This concluded thirty four years of military service in the Royal Canadian Navy and the Canadian Armed Forces. I joined the RCN in Calgary as a seaman trained as an Aero Engine Mechanic and shortly after was accepted as an observers mate. I was promoted through the ranks from Able Seaman to Chief Petty Officer. In 1969 I was commissioned with the rank of Lieutenant, went through the ranks and retired with the rank of Captain. After retiring I was employed as a Real Estate Agent working in the Residential and then later Commercial areas in Calgary AB.

In 1980 I retired full time to take care of my wife Gwynn. On December 30, 2013 we were married for 53 years. On February 8, 2014 she turned 81. Unfortunately she passed away on February 12, 2014.

I feel as I have covered my Military career and described all that I can at this time. There may be other thoughts which come to mind, if so I will submit to this for your information.

Many thanks to the "Warrior", Kay Collacutt and staff for allowing me to publish my memories as I recall them.

Yours Aye, Peaches

Captain Peter Charles Bruner - Retired



A sea aviator far from the water.

In June of 2013 I was selected to deploy to OP ATTENTION in Kabul, Afghanistan. You might ask what a MH aviator was doing so far away from the ocean, and I did sometimes feel like a fish out of water, but there were many things in Kabul that reminded me of being at sea. This article will give you my impressions of living and working in Kabul as part of NATO's International Security Assistance Force (ISAF).

I spent the majority of my time living and working in Camp Eggers. This was one of several NATO camps in the Kabul area of which two, Camp Eggers and Camp ISAF, the NATO HQ, were located in the centre of Kabul in an area of somewhat higher security called the Kabul Green Zone. In many ways Camp Eggers reminded me of a big ship and when I mentioned this to anybody else who had lived and worked on ships they agreed. The camp was not very big physically, about 400m by 200m, but with over 1000 people living and working there. The neighbourhood where Camp Eggers was located used to be one of the nicer areas of Kabul. The Green Zone still had many diplomatic residences and embassies in the area. You could still see that some of the original buildings in Camp Eggers had been nice villas with pools. Because of the need to house and provide working space for people there were numerous sea container buildings in any empty space between the original buildings and even on top of the pools.



One container building used the pool as a basement classroom. This gave the camp its ship like feel with many small alleyways that twisted and winded their way around the camp and reminded you of ships passageways. Having said that, there were many hidden gems in the camp - roof top patios with trees and grape vines for shade in the summer that had gorgeous views of the surrounding mountains. Interestingly all the buildings were named instead of having an address. For instance I worked in Lone Star West and my room was in Swamp II (likely in homage to MASH).

Most accommodations were in buildings made of sea containers up to three stories high. Rooms were about 20'x6' with two or three people per room with showers and toilets at the end of the hallway. Accommodations were simple but comfortable. Some people who had been there longer - I spoke to one US contractor who had been there for eight

years - had made several modifications to their quarters so they were much more comfortable. Accommodations were in short supply so there would be regular checks done to confirm who was staying in each room. This was because the out-clearance process was very loose and it was easy for someone to leave and not tell accommodations, so some people could end up with a room to themselves. Urban legend had it that on some of the really big US bases outside of Kabul there were US contractors that were hiding out in empty buildings after their contract ended. They would do this until they got another contract and then magically pop up already in theatre.

While some complained about the physical amenities in the camp, I felt we didn't have much to complain about. There was Wi-Fi good enough that you could Skype or FaceTime home in off peak hours, a coffee shop, a small PX, two gyms, indoor and outdoor movie theatres and two DFACs (Dining Facilities - mess halls). The food was pretty good although by the end of my time there I was like most people and complained about the food mostly due to seeing the same things over and over again. On the bad side you could eat corn dogs almost every day for lunch, but on the good side they had a Mongolian BBQ on Monday nights (popular with US Officer's Clubs). If you really wanted there was also a Subway and Pizza Hut on the camp that operated out of their own sea containers.



Pizza Hut

If you didn't watch it you could easily gain lots of weight as the DFACs had numerous tempting desserts including ice cream every lunch and dinner. They had a saying that you would either finish the deployment weighing 300lbs or bench pressing 300lbs (i.e. you were working out a lot). While I didn't do much weight training, I did get into a rhythm where I worked out at least once per day. Initially you had to take it easy as Kabul is at 6700' altitude so you really felt the lack of oxygen until you acclimatized. Someone at Camp Eggers also had a connection with the organizers of the Rock and Roll series of half marathons. If you ran a half marathon between the Friday and Monday of the weekend they were running one back in the US you could get the t-shirt and medal for free. Because of the small size of the camp this meant doing 18 of the 1.2km loops for a half marathon or on a treadmill. Between September and November I ended up doing almost one each weekend and sometimes two per weekend if two were happening the same weekend in the US.

Another similarity to ship life was the "big voice" as it was called - the camp PA system. In contrast to a ship's PA, the big voice was rarely used as it was intended for use in emergencies to get information out quickly. Each camp had its own big voice and when Camp ISAF or the US Embassy, which was close by, were having exercises you could hear

their big voices talking away. Our camp security was provided by a Mongolian detachment under the supervision of US MPs. They were a very professional and tough looking bunch and I was glad they were on our side. Because the Mongolians were providing camp security all the big voice announcements were in English and Mongolian.

As with flying off the ship at sea, I was lucky that my job of advising the Afghan National Army G5 (long term plans) took me off camp and out of the Green Zone between three and five times per week. Some people spent their entire tour, 6 months or more, and never made it out of the camp. Our vehicles were up-armoured Toyota Land Cruisers and we would go in convoys of two vehicles or more. Like flying, we had a brief where we would go over our mission, routes, alternate routes, call signs and we would discuss what we would do if we found ourselves in a few scenarios (everything from vehicle breakdown to contact with the enemy). Departing the camp was always interesting as the space was so tight you could only move with a ground guide (someone walking ahead of you) to clear the vehicle around corners or other tight locations. Frequently you would run into a vehicle going the other way and one of you would have to back up to find a wider spot where you could pass.



Loaded up for a trip outside the wire in our uparmoured Toyota Landcruiser. The antenna on the back is a cell phone jammer to prevent IED (Improvised Explosive Devices) that are triggered by cell phones.

The really interesting part was driving around Kabul. When I joined the military I never thought I would be driving myself and leading a convoy of two or more vehicles around Kabul. Traffic was chaotic and, generally speaking, drivers were the opposite of the courteous drivers that you see in Halifax. Driving on the wrong side of the road or the wrong way down a one way street were to be expected. In fact it was said that the only laws that Afghan drivers obeyed were the laws of physics. Can you physically drive the wrong way down a street? Then you can. Can you physically fit three cars where there is only supposed to be one? Then you can. By the end of my tour I was very comfortable driving there. Once I found myself driving up on the sidewalk to get around a truck that

was blocking our way and another time leading a convoy the wrong way around a traffic circle to avoid a traffic jam.

The weather in Kabul was quite varied. I arrived in the middle of July when daytime highs were up in the range of 35C or more with no rain for months. This made it extremely uncomfortable when we left the camp as we had to wear and carry about 40lbs of body armour and weapons.

In the transition to fall and winter one good thunderstorm came through Kabul with golf ball sized hail coming down for about an hour. Unfortunately Kabul isn't built with a very good drainage system so large pools of water would accumulate.



Winter temperatures were much like the west coast of BC - low single digits and occasionally below freezing. When we did have winter precipitation, at Eggers we would more likely get rain or big wet snowflakes that

wouldn't stay long. When the clouds cleared after a winter rain or snow you would get spectacular views of the mountains surrounding Kabul all covered in snow.

One of the most rewarding times on the tour was helping out some of the local children which I got to do twice. Inside the Green Zone we could walk between Camp Eggers and Camp ISAF but with full body armour and weapons. A group of local children would try and sell pashminas to people walking in between the camps, but since I did not need any I ended up getting people back home to get me things to give them. In the end I gave them a bunch of pens, pencils and other school related things that were hard for them to get in Kabul for which they were very appreciative. In another case when we were moving out of Camp Eggers to Camp ISAF we had furniture that was going to be disposed of. Someone found a school near Camp Julien that the Canadian Armed Forces had previously supported and we donated a lot of furniture to the school. In Canada I would have guessed the school would have been big enough for a few hundred children - in Kabul it taught over 2,000 children in two shifts. When we dropped off the furniture it was the day after a major snowfall and it was nice to see the local kids were like kids everywhere, sliding down a snowy hill using anything they could find.

My tour in Kabul was very rewarding with many interesting experiences, many of which reminded me of my time at sea. I was very lucky to have a chance to see a part of the world most people do not and to have worked with a great bunch of Canadian, NATO and Afghan officers and NCOs. I am thankful for the opportunity and will not soon forget my time far away from the sea.

Ian Lightbody, Colonel
Royal Canadian Air Force

HISTORY AND THE HISTORIC: CANADIAN NAVAL AVIATION

Leo Pettipas, Winnipeg

What is "history"?

History is the sum total of everything that ever happened in the past. Something that happened five seconds ago is as much a part of history as something that happened 500 years ago.

However, not everything that has ever happened is "historic." A historic event is something that is generally agreed to have been remarkable or significant -- sufficiently so as to merit commemoration by at least a segment of society. Some historic events are considered as such at the local or regional level, while others are of national significance. Commemoration may take the form of a book, a plaque or some other public indicator of significance.

The locality wherein a historic event took place is referred to as a "historic site," and artifacts associated with a historic site are "historic objects."

Not all historic events are considered as such because they were positive, happy or good. A great many of the things that transpired during the Second World War could not be considered in a positive light, but that does not make them any less historic. Nor are all historic events necessarily regarded as historic from the very day they happened: an event may achieve recognition and be considered noteworthy (that is, historic) many years after it actually took place. If such acknowledgement is not forthcoming, the event will forever be a part of history, but it will not possess the quality of being well and truly historic.

Canadian Naval Aviation constitutes a portion of Canadian aviation history. In the legal sense it began and ended within a particular period of time (1945-1968) and comprised a complex series of events, actions and activities, many if not most of which have gone unrecorded by virtue of their daily routine and commonplace nature. Nonetheless, I believe that Canadian Naval Aviation as a whole should be looked back on as a truly historic phenomenon throughout the entire duration of its existence, and that the benchmarks of that existence should be recognized as a series of historic events. I believe that much of what went on within the context of that formation is worthy of recognition and commemoration by the Canadian public. And I believe that the site of what was once HMCS Shearwater, the home of Canadian Naval Aviation, is worthy of being considered a historic site. What are my reasons for holding these opinions?

Historical Overview

The Canadian Naval Air Arm was never very big as far as air forces go, nor did it have the opportunity to prove itself in war. Most Canadians today are not even aware it ever existed! My main reason for regarding Naval Aviation as a truly historic manifestation among Canada's military accomplishments lies with the excellence it eventually achieved in carrying out its mandate.

Admittedly, the air arm's "track record" in its formative years (1946-1950) was far from distinguished; the accident rate and concomitant loss of life were hardly the stuff of legend. However, with the establishment of the North Atlantic Treaty Organization (NATO) and the Navy's assumption of an anti-submarine warfare (ASW) role, the stage was set for the development of a first-rate, world-class establishment whose reputation within the NATO alliance was second to none. It will be my purpose below to review the Canadian Naval Air Arm's rise to excellence; and to that end I will draw upon a series of testimonies and accounts that bear witness to that achievement.

The very best measure of the quality of one's work is assessment by one's peers, and such evaluation will play a prominent role in the paragraphs that follow. However, since many of my readers are probably not familiar with the subject, I will begin with a brief overview of the history of the Service.

During World War Two, Canadian airmen served in the British Fleet Air Arm, and the ship's companies of two British escort carriers, HMS Nabob and HMS Puncher, were for the most part Canadian. Canada did not possess its own naval air arm or aircraft carriers during the war; nonetheless, it was during that conflict that the foundations were laid for a post-war naval aviation, including the formation of air squadrons and the training of ground crew. On 19 December 1945, four months after VJ-Day, Cabinet approved the establishment of a Naval Air Branch.

Between 1946 and 1970, Canada operated three aircraft carriers -- HMC Ships Warrior, Magnificent and Bonaventure. No two of these vessels were in service at the same time; rather, they succeeded one another over the 24 years of Canadian carrier operations. Only the Bonaventure was actually Canadian-owned; the other two were loaned to Canada by the British.

HMCS Warrior was commissioned into the RCN in February of 1946. A Light Fleet carrier of the Colossus class, her major shortcoming was that she was not "arcticised" -- in other words, she was unsuited for winter-time use in the North Atlantic, the RCN's main area of operation. As a result, she was transferred to the more temperate climate of the West Coast during her first and only winter of active service with the RCN. Throughout her brief career with the Canadian Navy, Warrior was used primarily for training airmen in operating from an aircraft carrier. She was decommissioned in March of 1948 and returned to the Royal Navy.

Several weeks later another Light Fleet carrier, HMCS Magnificent, was commissioned into the RCN although, like her predecessor, she was actually on loan from the British. The main difference between the two ships was Magnificent's ability (she was one of the improved Majestic class) to operate in arctic waters; and in fact one of her first voyages took her to Wakeham Bay, located at the extreme northern tip of Quebec on Hudson Strait. In the process, she and her two destroyer escorts achieved the distinction of being the first Canadian ships to carry the White Ensign into this country's arctic waters. During the 1950s Magnificent, nicknamed "Maggie", participated in all the major NATO sea exercises to be staged in the North Atlantic, and she was active in the Caribbean and

Mediterranean as well. She was retired from the RCN in June of 1957 after eight years of productive and valuable service.

Both Warrior and Magnificent were of World War Two vintage, as was the equipment with which they were fitted. During the early 1950s three revolutionary innovations, all of British origin, were introduced into aircraft carrier design. These were the steam catapult for launching aircraft, the Fresnel Lens, a mirror landing guidance system, and the angle deck that provided a much-enhanced margin of safety and efficiency in carrier take-off and landing procedures.

Neither Warrior nor Magnificent had any of these modifications. However, when the RCN ordered its third carrier from the British in 1952, provisions were made to have all of these innovations incorporated into it. Thus when HMCS Bonaventure was commissioned into the RCN in January of 1957 she was equipped with state-of-the-art gear. For the next 13 years, Canada's sole conventional aircraft carrier was a conspicuous element of the Canadian fleet and in NATO manoeuvres. In July 1970 Bonaventure was paid off and sold for scrap.

Throughout the two decades plus of its existence the RCN Air Arm was equipped with a variety of first and second-line aircraft. In the early years, some of the machines used by the Navy were real museum pieces – between 1946 and 1950, the Navy had three different types of biplanes in flying condition and in active use. At any rate, the record shows that no fewer than 560 machines, representing 18 different types, served with the RCN throughout its history. In 1956, when the air arm was at its peak, a total of 15 squadrons were in operation.

When the Air Branch was initially formed in the latter half of 1945 it was outfitted with two squadrons of fighters and two of strike-reconnaissance aircraft. The former were single-engine Seafire XVs, direct descendants of the immortal Spitfire of Battle of Britain fame. In the summer of 1947 the RCN began to re-equip with another propeller-driven fighter (actually a fighter-bomber), the Hawker Sea Fury, considered by many to be the epitome of piston-engine fighter design.

Both the Seafire and Sea Fury were British aircraft; when the RCN finally entered the jet age in the mid-1950s the Air Branch looked to the United States for fighters. The type selected was the all-weather, twin-engine, single-seat McDonnell Banshee. Operating from Bonaventure, the Banshees, like their predecessors, were charged mainly with protection of the Fleet from enemy bomber, strike and reconnaissance aircraft; however, they could also function as fighter-bombers if necessary.

In 1958 the Banshee was fitted with a pair of Sidewinder heat-seeking missiles and in the process became the first aircraft in the entire Canadian armed services to carry air-to-air homing missiles. The Banshees were finally retired in the summer of 1962 and the era of the manned interceptor in the RCN came to a close.

In addition to the fighter-bombers, the RCN also flew a variety of reconnaissance and patrol/strike aircraft whose purpose it was to seek out and destroy enemy ships and submarines in times of war. The first such aircraft to enter

service was the two-seat Fairey Firefly, a tried-and-true veteran of the Second World War.

In order to fulfil its new-found NATO ASW mandate, however, a more suitable carrier-borne anti-submarine aircraft was needed. The best machine available in sufficient quantities was the American-built Grumman Avenger, originally a torpedo-bomber that was instrumental in the defeat of Japan in the Second World War. Between 1950 and 1956 the Canadians had reworked the Avenger into a highly effective ASW vehicle.

However, an airplane designed "from the ground up" for anti-submarine search and strike was not only required but, by the mid-50s, actually available. This was the Grumman Tracker, a twin-engine four-seater that represented the state-of-the-art in its class. Crammed with electronic sensors and detection equipment and armed with rockets, homing torpedoes and depth charges, these aircraft, of which 99 were built by DeHavilland of Canada, were delivered to the RCN commencing October 1956.

In addition to fixed-wing aircraft, the RCN operated four types of helicopters. These were used for such varied tasks as pilot training, cargo/passenger transport, mercy missions and search-and-rescue, forest fire fighting, ice reconnaissance for Canada's ice-breaker HMCS Labrador (it was with the aid of her helicopters that Labrador became only the second ship ever to navigate the Northwest Passage and circumnavigate the North American continent), and of course ASW.

The helicopters, teamed up with the Trackers and destroyer-escorts and operating from Bonaventure, proved to be very effective in executing ASW tactics and techniques. It was also the RCN that pioneered the development of the Helicopter Hauldown and Rapid Securing Device fitted on the flight decks of destroyers that enabled helicopters to land on small ships in rough seas. This device is found in all ASW navies today and is considered Canada's gift to naval aviation.

For as long as the Naval Air Arm was in existence, its main shore base was HMCS Shearwater located across the harbour from Halifax, Nova Scotia. Originally a Second World War air force aerodrome known as RCAF Station Dartmouth, the establishment hosted the Naval Air Section when it was formed there shortly after the war ended. The Navy became master of its own house in December of 1948 when the airfield came under RCN ownership and was commissioned HMCS Shearwater.

Although Shearwater was headquarters of Naval Aviation, it was by no means the only home to naval air squadrons. One utility unit was permanently based at Patricia Bay airport north of Victoria, BC, and Reserve squadrons ("Weekend Warriors") were stationed at Quebec City, Toronto, Hamilton, Calgary and Pat Bay. For a time during the mid-1950s RCAF Station Summerside temporarily served as the home base for VF 870 and VS 880 squadrons. This arrangement was put in place while the runways at Shearwater were being upgraded. Commencing in 1948, naval squadrons made annual appearances at Canadian Joint Air Training Centre at RCAF Station Rivers, Manitoba to receive training in air support of ground troops at nearby Camp Shilo.

On 1 February 1968, the Royal Canadian Navy was abolished, its personnel and resources being absorbed into the newly-formed Maritime Command of the Canadian Armed Forces. Several years later Bonaventure was paid off and for all intents and purposes Canadian Naval Aviation was a thing of the past.

A Record of Accomplishment

The historical accounts that follow can be divided into two categories. One group comprises major innovations that influenced the direction of free-world naval aviation. The larger collection describes more routine but noteworthy accomplishments and events realized in the regular line of duty. After the signing of the NATO pact in 1949, Canada's Navy participated annually in joint operations with Allied fleets, and it was not long before the Air Arm was gaining the attention of senior officers of collateral Services.

After the signing of the NATO pact in 1949, Canada's Navy participated annually in combined operations with Allied fleets, and it was not long before the Naval Air Arm was gaining the attention of senior officers of collateral Services. On 13 January 1950, the Fireflies of the 18th Carrier Air Group embarked in HMCS Magnificent for her third Caribbean cruise of her career with the RCN.

The highlight of this voyage was "Caribex 50," which commenced in mid-March. The Canadian ships and aircraft were pitted against Phantom jets, Bearcats and Skyraiders of the USN, and the quality of the Canadian pilots did not go unnoticed by those with whom they were working. One Firefly crew was commended by the USN authorities for the "cunning and skill" with which it went about its business, while the Air Group at large was observed to deliver its low-level simulated torpedo attacks with such "realism," "skill" and "deception" that a number of American officers were "uncomfortably reminded of Pacific actions [during World War 2] when the attacking planes were not manned by our friendly cousins from the north." As for the British, the Commander-in-Chief, America and West Indies Station, was "impressed with the way 'Magnificent' handled her aircraft." He might well have been referring to the fact that the Canadians' serviceability rate was 93%!

It was performances like these that led Commodore C.L. Keighly-Peach, Assistant Chief of Naval Staff (Air) to justifiably declare that Canadian naval aviation "has won high praise from senior officers of older navies, with a longer experience in carrier-borne operations, and has in fact established a notable degree of overall efficiency." In his report for 1951, Commodore Keighly-Peach noted that "these far from insignificant achievements were crowned by the establishment of an accident rate that is currently lower than those of the Royal Navy."

In September of 1952, Magnificent, with air squadrons 871 and 881 embarked, participated in the first major NATO manoeuvres in the North Atlantic, code-named "Exercise Mainbrace." Here too the Canadians quickly established their superiority: the first "kill" of an "enemy" submarine was scored during the initial phase of the exercise by an RCN Avenger while on daylight patrol. This achievement earned a "well

done" from the British Task Group Commander, flying his flag in HMS Theseus.

Another Avenger crew accounted for a second submarine "sinking", this time while on a night-time anti-submarine patrol during phase two of Mainbrace. The record shows that these two sinkings were the only ones accounted for by aviators from the three carriers, HMCS Magnificent, USS Mindoro and HMS Theseus in the task group.

Nor were the aircrews the only members of the Canadian contingent deserving of credit; at the end of the cruise, which had seen Magnificent steam nearly 27,000 miles and her aircraft fly some 3300 air hours, the flight deck and maintenance crews could point with satisfaction to the fact that all 15 Avengers of 881 Squadron were serviceable and seven of the 10 Sea Furies of 871 Squadron were in operation. Little wonder that Magnificent's Captain, K.L. Dyer, declared at the end of the cruise that he was "very proud of the showing of the Canadian aviators, particularly in anti-submarine work."

In May of 1953 VF 871 and VS 881 embarked in Magnificent and proceeded to Great Britain to help celebrate the coronation of Queen Elizabeth II. On the way over, flying operations were carried out, and on one occasion a Sea Fury suffered a barrier crash, causing considerable damage to the aircraft. The VF 871 Squadron Repair and Inspection Unit (RIU) began work on the machine at 2100 hours that same day, and 36 hours later, with minimum interruption, the aircraft was again in flying condition and ready for the Coronation Review Flypast. Said an officer in charge of the RIU personnel: "They take extreme pride in their work and feel that it reflects on them personally if a single aircraft is idle when it should be flying. Hours of work don't mean anything to them ... and to be able to see that aircraft take off is all the reward they ask."

This vote of confidence did not pertain to an isolated instance; it bespoke of the general attitude among and toward the Navy's groundcrew. Consider the words of Commander Ralph E. Fisher RCN (Ret'd), a former Air Electrical Officer, who in 1992 wrote in retrospect:

All of us have a deep and abiding pride in the history of building by Canadians of a highly professional and technically advanced seagoing air force over the all-too- brief 22 years of its life. As engineers who trained and served in both general and air duties with the RCN, we had a special regard for the air maintenance crews.

Along with other shipmates in the carriers or helicopter-equipped destroyers, they shared the common dangers and difficulties of life at sea. In addition, they had to deal with the hazards and burdens of repairing and servicing aircraft and equipment in cramped hangars and workshops laden with the stench and explosive menace of high-octane gasoline and jet fuel, holding on against the roll and pitch of the ship in heavy seas. Not for them the luxury of a simple four-hours- on, four-hours-off watch routine, dining and dozing to a tidy and regular schedule. They worked unpredictable and generally long and hard hours to patch up and maintain machines subjected to the punishing conditions of day and night operations at sea in the North Atlantic. Here, a thousand miles or more from supply depots, they learned self- reliance, improvisation and

ingenuity with relatively limited on-board repair facilities and spare parts. Under the leadership of dedicated Chiefs and Air Engineer Officers, they were a bright and cheerful brotherhood of young sailors, fiercely proud of their squadrons and can-do traditions.

It comes as no surprise that when the time came to dispose of the Avengers after eight hard-working years in RCN service, several private US companies made bids for the surplus machines, "stating without reservation that these aircraft have far superior maintenance compared to all types of aircraft in the United States." It was clearly with considerable pride that the late Kenneth ("Big Nick") Nicolson, former pilot and Landing Signals Officer on Magnificent, stated in a presentation to the Canadian Aviation Historical Society on 7 June 1978 that

I would match [HMCS Magnificent] against any other carrier, American or British, of that period.

For the equipment we had, a very high state of operations was maintained, several times with more success and efficiency than those in the fleet we were operating with.

As an example, the following is a first-hand account, courtesy of former pilot Robert Bovill, of an operation conducted by a VS 881 Squadron crew under the aegis of the RN's Londonderry-based Joint Anti-Submarine School.

It exemplifies not only the kind of work carried out by the unit but also the level of professionalism its crews achieved with the capable Avenger. An aircraft was launched from Magnificent into a pitch black, horizonless night sky in heavy rain somewhere off the Irish coast. About half an hour into the sortie the observer suddenly reported a firm radar contact at about 7 or 8 miles. The pilot immediately altered course towards it, the observer becoming increasingly certain that it was a surfaced submarine. The pilot took the aircraft down to an altitude of 50 feet, opened the bomb bay doors, and prepared to release the 11½-lb practice bomb that hung in the rack.

From that point, the observer kept track of the target, calling out the range and course changes as necessary. The observer's mate (OM) readied the sonobuoys and awaited word to launch the first one, while the pilot concentrated on his instruments. Upon glancing up at one point, he spotted a smudge of white water on either side of what was undoubtedly the conning tower of a submarine. He pressed the bomb release and the OM deployed the sonobuoy. That done, the pilot took the aircraft up so that the OM could lay the standard sonobuoy pattern. He confirmed that the buoys were all working and that he could hear the submarine, which by then had dived. The sonobuoy pattern was then extended in order to maintain contact with the quarry, and so it went until the operation was handed over to a relief aircraft.

During the ensuing "wash-up" ashore, the commander of the RN submarine rendered an account of the event as he and his crew experienced it. His report acknowledged that his vessel had indeed been successfully attacked, but seemingly attributed it to luck. The Avenger pilot then recounted the airborne scenario from his perspective, followed by his observer who detailed the all-important

tracking of the submarine with the sonobuoys. To settle the matter, he displayed a sonobuoy plot that turned out to be almost identical to the track on the submarine's navigator chart. Clearly, the results were attributable to something more than mere luck!

The can-do attitude of the Canadian Naval Air Arm was expressed in a letter written to me in 1979 by the late Harry Hollywood, a former airborne early warning "Guppy" Avenger pilot. In speaking of Exercise Mariner, a NATO joint undertaking that ran from 16 September to 4 October 1953, Mr Hollywood wrote:

We operated day and night 24 hours a day and had one Guppy airborne all the time throughout the entire period. With four aircraft this was a great effort. Even the USN could not beat this with twice the number of aircraft.

Similar confidence was expressed by former Sea Fury pilots reflecting back on their experiences many years after the fact. A typical comment is that made by ex-Sea Fury pilot J.W. "Deke" Logan when he wrote several years ago: "We knew we were the elite among all Navy and Air Force pilots, as so many otherwise excellent pilots just were unable to cope with the demands of flying this superb aircraft from Maggie's flight deck." Compare that observation with this one provided by Ron Heath:

I served on exchange or trained with the RCAF, RAF, RCN, RN and the US Navy over fair periods of time, so I

had the opportunity to appreciate the quality of professionalism of a wide range of aviators; and by and large the professionalism, attitude and sheer guts of the people that served the RCN and therefore Canada, were just outstanding.

Mr Heath also voiced high praise for the engineering and maintenance people "who performed astoundingly well with the tools they were given to operate with." He is unequivocal in his recognition of both the operational and the maintenance crews, who got the job done with "exceedingly rudimentary equipment, including aircraft carriers, but whose contribution excelled over that of the other navies and services with which we operated and competed."

It must be kept in mind that "the other navies and services" with which the RCN is being compared were no slouches themselves. The US Naval Aviation and British Fleet Air Arm were world-class, hands down. On the American side, seven Essex-class carriers were modified as ASW ships and displaced about 40,000 tons each. Ex-pilot Ted Gibbon noted in a Navairgen message that "we regularly exercised with this class, and despite their having over twice as many aircraft, Bonaventure routinely out-flew them in sustained operations – testimony to our crew structure policies and the quality and dedication of squadron maintenance personnel."

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Naval Aviation Today in History - April 21

1918 - All three flights of 209 RAF are on a patrol of the Allied Lines when Flight Commander 'Boots' Le Boutillier finally scores his fifth victory. It has been nearly ten months since his fourth successful engagement.

However there is little time for celebration as the eleven Camels now run into the twenty-seven machine Jagdgeschwader of Von Richthofen - The 'Flying Circus' of variously coloured aircraft. In the ensuing action, Germany's Ace of Aces is killed. His death ignites a controversy that continues to the present day - **'Who shot down the Red Baron?'**



LeBoutillier has a ringside seat as his fellow Flight Commander Roy Brown of Carleton Place, Ontario, brings his guns to bear on Richthofen. During a newspaper interview in 1973 LeBoutillier will state: "To my dying day I'll say Brownie shot him down, Capt. Roy Brown. I'm convinced of it. By God, it was so evident. I saw the shots going into the cockpit. How could it be anything else? There is absolutely no doubt Brownie shot him down. He was probably dead before he hit the ground. "The Australians saw the red triplane and started firing like hell at him. Then when he was down they jumped in and scavenged the airplane. It isn't up to me to say they didn't fire at him and maybe they hit the wings. But they claimed him. The Australians will always say, 'We got him.'"

Brown dives after a red-painted Fokker Triplane that is about to kill a novice member of his flight, 2Lt Wop May (former RFC, Carberry MB). In the ensuing three-way chase, Brown shoots and distracts the German pilot driving him down into the sights of Australian troops. Rittmeister

Manfred Freiherr von Richthofen, the eighty-victory Red Baron, is dead.

Roy Brown will be remembered in aviation history as the man who was pivotal in sending down the Red Fokker and later forensics determine that Australian infantry gunners may have fired the fatal round. In Action since early 1917, Brown is now diagnosed as being completely fatigued. He is taken out of battle to become an instructor in England. Wop May, the pilot saved by Brown, becomes an Ace himself and later a famous Canadian pioneer bush flier.

At an International Aerobatic Championship event some fifty plus years after the Great War, the German team members were strutting about in beautifully tailored scarlet flight suits, driving a brand new red Mercedes station wagon bearing an artistic notice that proclaimed them to be 'Sons of the Red Baron.' The Canadian team, not so well equipped, wore nondescript military surplus flying gear and drove a beat-up older Chevy wagon. In the true spirit of competition, the Canucks propped a grease-penciled cardboard sign in their car window declaring that they were the 'Sons of Roy Brown!'

LeBoutillier was born in New Jersey to an English father and a French-Canadian mother. He had crossed into Canada in 1916 and entered the RNAS through Ottawa's Department of Naval Service. A Columbia University student and Wright Brothers Mineola Flying School trainee he was easily accepted into the Royal Navy. He finishes the War with ten aerial victories. Remaining an aviator, LeBoutillier will work as a barnstormer and a skywriter.

A Hollywood stunt pilot, he flies in eighteen movies, including such aviation classics as 'Hell's Angels' and 'Wings'. In August 1931 LeBoutillier becomes the first pilot to land and takeoff atop a moving car, an act that is now an airshow staple. Later 'Boots' is chief test pilot for the Lockheed brothers and gives the famous aviatrix Amelia Earhart her first instruction in twin-engined aircraft. LeBoutillier will amass some 19,000 flying hours before retiring as a Civil Aviation Authority inspector. He dies in 1983 at Las Vegas.

OR



An accute case of serendipity

from John Thompson

I was serving as Tanky; (Navigator's Yeoman) on HMCS Inch Arran, and on Shelburne patrol, when the message came in. Somebody told me my name was on it so I tracked it down and it read...

The following men are to attend the selection board for Observer's Mate; followed by the date. I checked the long list looking for my name, but didn't see it. I continued reading, until I came to the last sentence, which stated "Able Seaman John G.D. Thompson may also apply if he so desires.

I had re-entered the navy as an ABNQ (not qualified). I therefore didn't have a branch I could call my own. I was then told I was to be a Quartermaster a seamanship branch. I was informed that I had no choice in the matter.

I aced the QM's course, spending most of it as a projectionist in the seamanship school, while the instructors toddled off to the tavern near the centre gate of the dockyard. On completion I was sent to HMCS Nippigon, had one trip up the St. Laurence on her, and was then drafted to commission Inch Arran, in Sydney NS,

I recalled that while on my second session of basic training in Cornwallis as a re-entry, I had requested to transfer to ship's diver but had been turned down for being a few months past my "sell-by-date.

An "Observer's Mate by the name of Detchoff, who was on a leadership course at the time, and who painted an interesting picture of his branch of the navy. Incidentally, I did find him very hard on the new entries in my custody as their "Divisional Captain," and asked him to check with me before administering punishment to those recruits in my charge.

In spite of of this little bit of friction between us, I appreciated his information about his branch, and immediately submitted another request form, to transfer to his branch, I didn't hold out much hope, and forgot about it, although, I was determined that I was going to be something other than a Quartermaster, which was to be my apparent destiny.

I terminated my basic training, after a couple of months, much to the chagrin of my divisional petty officer, P1 Hart, (a former, with his wife, dominion champion ballroom dancer,) as I was basically doing his job of running the division. My divisional officer, was also perturbed at my desertion all what he called my responsibilities. But after two months, I'd had enough of my second dose of the chicken manure routine and wanted to be able to go ashore.

Until my division graduated, I was seconded to Joining Block as an instructor. A job I quite enjoyed.

Now my discontent with my naval future was coming back to bite me. I quite enjoyed my job as Navigator's Yeoman, and was inclined to straddle the fence.

I received a message to report to Number One right away. The Jimmy was waiting for me on the bridge, and I had noted previously that he wore pilot's wings on the left breast of his uniform. He received me with such enthusiasm, and congratulated me on being selected. He proceeded with enthusiasm to paint me a great picture of life in Naval Air, so much so, that he convinced me to give it a try. He even sent the signal stating that I would attend the selection board.

Now I was sitting in the Aircrew Division cinema awaiting my turn. The projectionist was showing non-stop airplane crashes on American aircraft carriers in the Pacific, ostensibly to separate the men from the boys, I surmised. One or two did leave the theatre before being called for the interview.

I apparently passed the selection board and moved in to Warrior Block eventually, along with Dodd, Blake, Barnes, Pomeroy, Weir, Chapdelaine, Lahey, and Elrick.

I did know morse code, but was having trouble reading it at 18wpm on the final exam. At wings presentation, mine were on an elastic band and sprang back into the box, until I passed my final morse. We all ended up on VS 880 in Trackers. Where we were subjected to other little adventures over the years.



All the nice girls, love a sailor

All the nice girls, love a tar

For there's something about a Sailor

Well you know what Sailor's are

Bright and breezy, free and easy

He's a ladies pride and joy

Falls in love with Kate and Jane

and he's off to sea again

Ship Ahoy - Sailor Boy

TOWARD THE GENESIS OF FRU 743

Leo Pettipas, Associate Air Force Historian,

1 Canadian Air Division, Winnipeg

The first Canadian Naval Air squadron to be formed on home soil was Fleet Requirements Unit (FRU) 743. An abiding source of confusion and one that I want to address here is, "When was it activated?"

First, some background history, concerning which there's no real dispute: In his book "The Squadrons of the Fleet Air Arm" (1984), author Ray Sturtivant tells us that FRU 743's direct ancestor was officially formed as Royal Naval Air Squadron 743 at RCAF Station Yarmouth, NS on 1 March of 1943. It was part of the No. 1 Naval Air Gunners School whose task it was to train Telegraphist Air Gunners for the British Fleet Air Arm. Administration was provided by the RCAF (the school was a component of No. 3 Training Command of the BCATP). The gunnery training was the direct responsibility of the RN, while the staff pilots were a mixed bag of RN and RCAF personnel. By the end of August 1943, 743 was equipped with no fewer than 58 Swordfish, the school's première training aircraft.

The Squadron was disbanded on 30 March 1945, all training having ceased eleven days previous. The number was re-activated during the following year as part of the alpha-numeric designator of a fleet requirements (utility) squadron of the RCN. And this is where the confusion sets in ... at least from a historical standpoint.

The Sturtivant book states that FRU 743 came to life on 18 September 1946. Its home base was the Naval Air Section, RCAF Station Dartmouth, and Lt (P) J.N. Donaldson RCN was the Commanding Officer. On the surface of it, this appears consistent with the more general "September 1946" notation listed in *Appendix E: Commanding Officers of Air Squadrons* of Kealy and Russell's publication "A History of Canadian Naval Aviation 1918-1962" (1965). I have good reason to believe, however, that the Sturtivant information is incorrect, while the Kealy and Russell notation is (to me) somewhat ambiguous. My objective here is to set the record straight.

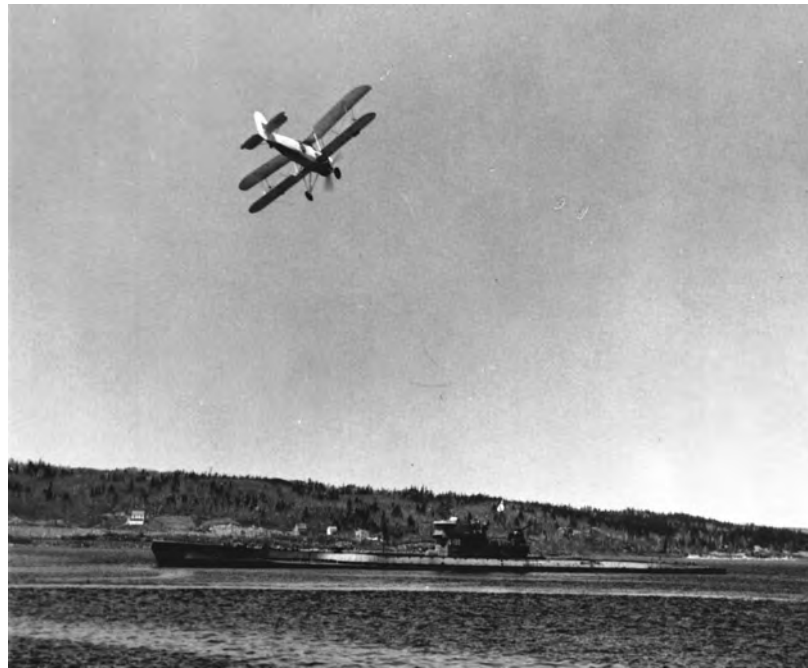
It is indeed true that Lt Donaldson took charge of the unit in September of 1946, but no one is listed before him in Kealy and Russell's *Appendix E*. The implications are that he was the first CO of FRU 743, and that the squadron was therefore formed in September 1946. This impression is carried forward in the Sturtivant book cited above, as well as in several of my own publications and onto the Shearwater Aviation Museum website.

However, elsewhere in the Kealy and Russell book it's noted that a number of important developments took place at Dartmouth during the months of April through June 1946, i.e., during the second quarter of that year. These authors go on to state (and I quote) that "the beginning of station-based squadrons dates from this

time when Fleet Requirement[s] Unit 743 was formed with Swordfish."

On the surface of it, there seems to be an inconsistency here. On the one hand, the first identified CO of FRU 743 is indicated to have taken up his post in September of 1946. On the other hand, the formation of his squadron is said to have been formed sometime before that -- during the second quarter of the same year. Was FRU 743 already in existence during the second quarter of 1946, but didn't have a CO as such until September? Would such a thing have been possible?

Kealy and Russell relate elsewhere in their publication that "within a few weeks of its formation the unit carried out photo reconnaissance trials with the ex-German submarine, *U-190*." Provided herewith is a DND photo, dated 23 May 1946, showing a Swordfish circling over the submarine. No other RCN squadrons flew Swordfish, and this photograph may well depict the FRU 743 'photo reconnaissance trials' mentioned by Kealy and Russell, and confirm that FRU 743 was alive and well by the late-May date of the photograph.



I hasten to point out, however, that the official caption to this photo doesn't make specific mention of FRU 743; it reads "(R.C.N.F.A.A.) Swordfish aircraft circling over the submarine *U-190* in the Bedford Basin." To effectively argue the case that FRU 743 was in commission in May of 1946, further evidence needs to be mustered. Does other such evidence exist?

One piece of relevant information appears to have been provided by Bob Murray of the Naval Air volunteer contingent at the Canada Aviation and Space Museum in Ottawa. Back in 2010 Bob was going through the Museum's collection of Pilot Log Books for me, and he

reported that Lt (P) D.J. Sheppard RCN was a member of FRU 743 from *May to July* 1946.

Another pertinent item appears in an early Report of Proceedings rendered by the CO of CANAS. He expresses concern that the shore-based Station Flight and FRU 743 would be without radio maintenance personnel for a time when the men shipped aboard the recently-arrived HMCS Warrior. The said R of P covers the month of *June* 1946.

And finally, Stu Soward's book "Hands to Flying Stations, Vol. 1" contains a passage wherein Pop Fotheringham recounts certain of his flying adventures in *July* of 1946 while with FRU 743.

So there we have it: FRU 743 was already up and running as early as May 1946 and on into the following summer. I'm still unsure of the exact date on which the squadron was commissioned ... the answer to that one will require a visit to the archival holdings in Ottawa. But the weight of evidence does seem to confirm that the unit was a going concern, and had been commissioned, several months before September 1946. Quod Erat Demonstrandum (in part).

Acknowledgement: The preparation of this essay benefited greatly from the input of friend and colleague Ernest Cable, SAM Historian and Associate Air Force Historian, 1 Canadian Air Division. For whatever shortcomings it may contain, the responsibility is entirely mine.

THE GENESIS OF FRU 743 REVISITED

Ernie Cable, SAM Historian

My good friend and colleague, Leo Pettipas, and I have been discussing the origins of one of the Royal Canadian Navy's (RCN) first flying units, Fleet Requirements Unit 743 (FRU 743). After a review of available documentation we agree that FRU 743 came into existence in the spring of 1946, but our thoughts differ in determining a specific date. Leo's preceding paper cites two highly respected and authoritative books; "The Squadrons of the Fleet Air Arm" by Sturtivant states that Lt. (P) J.N. Donaldson became the first CO of FRU 743 on 18 Sep 1946, while Kealy and Russell in "A History of Canadian Naval Aviation 1918-1962" more vaguely state that Donaldson was appointed CO in September 1946. This leads the reader to assume that FRU 743 was formed sometime in September 1946, but the personal accounts of naval aviators from that era provide anecdotal evidence that FRU 743 was in existence earlier, but I am unaware of any official documentation or hearsay that suggests there was a CO prior to Lt (P) Donaldson.

On 14 September 1940, the Fleet Air Arm established the Royal Naval Air Section Dartmouth (commissioned *HMS Seaborn* in Dec 1943) as a lodger unit at RCAF Station Dartmouth. *Seaborn* was created to look after

Fleet Air Arm aircraft disembarking from their mother ships on approaching Halifax harbour. LCdr. Dennis Foley (RCNVR), a Canadian engineer/pilot serving with the Fleet Air Arm was appointed "Officer-in-Charge" of the Royal Naval Air Section. Almost three years later, on 1 March 1943, the Fleet Air Arm officially formed 743 Squadron at RCAF Station Yarmouth, NS to support training at No. 1 Naval Air Gunners School. As the war was drawing to a close 743 Squadron was transferred to the Royal Naval Air Section Dartmouth (*HMS Seaborn*) where the squadron was disbanded on 30 March 1945.

Later in September 1945 as part of the British post-war retrenchment, *HMS Seaborn* requested authority from the British Admiralty to dispose of its 22 Swordfish and three Walrus aircraft. These aircraft would probably have been destroyed locally or dumped at sea, but the Admiralty foresaw these aircraft would be useful to the fledgling RCN air arm and made arrangements to store them at RCAF Station Dartmouth.

With the acquisition of *HMCS Warrior* and four former Fleet Air Arm squadrons (803, 825, 826 and 883) the RCN entered negotiations with the RCAF for joint use of RCAF Station Dartmouth as a shore base for the new fleet of RCN aircraft. To provide a naval home for their aircraft the RCN followed the Fleet Air Arm precedent by establishing the Royal Canadian Navy Air Section (RCN Air Section) as a lodger unit at RCAF Station Dartmouth. In November 1945, the RCN appointed Cdr. (A) H.J. Gibbs (RCNVR) as the first "Commanding Officer" of the RCN Air Section. With the Canadians firmly taking control of their embryonic naval air arm, the Fleet Air Arm presence at Dartmouth ended with the disbandment of *HMS Seaborn* on 28 January 1946.

After the arrival of the first Seafires and Fireflies of 803 and 825 Squadrons respectively on 31 March 1946, the RCN Air Section became operational. According to Kealy and Russell, because of the increased flying activity, "on 25 May 1946, a maintenance unit was organized and station-based squadrons date from this time when Fleet Requirements Unit 743 was formed". But, Kealy and Russell are not specific about the date of formation of FRU 743, which places greater credibility in the belief that FRU 743 was not formed until the arrival of its first Commanding Officer, Lt. Donaldson, in September 1946. But anecdotal information suggests otherwise. Remember that in September 1945 the Admiralty had foreseen the RCN's future needs by donating 22 Swordfish and three Walruses. Although undocumented, it is all but a certainty that the Admiralty used the same rationale in March 1945 to anticipate the RCN air arm's future requirement for a second line utility and training squadron and transferred 743 Squadron from Yarmouth to the Royal Naval Air Section Dartmouth as a prelude to the squadron's eventual transfer to the RCN. Unfortunately, there is no published evidence that supports the transfer of 743 Squadron to the RCN in May 1946 such as a "Stand Up" parade or appointment of a Commanding Officer. I believe that 25 May, or a date very close to 25 May is the practical formation of FRU 743. My colleague, Leo, believes that the above 25 May evidence is not sufficiently rigorous academically to

proclaim it as the official formation of FRU 743; he is supported by the fact that there was no appointment of a Commanding Officer.

Although no Commanding Officer had been appointed, I believe someone was in charge of FRU 743. Stu Soward's "Hands to Flying Stations" Vol. 1, relates an incident, at an unspecified date in early spring 1946, when Lt. A/E Gerry Daniel (RCN) paid a courtesy call to the RCN Air Section which consisted of a few Swordfish, the Engineering Officer, LCdr. Dennis Foley (formerly CO *HMS Seaborn*) and the "Officer-in-Charge", Cdr. A.E. Johnson. This is at first confusing because Cdr. Gibbs had been appointed "Commanding Officer" of the RCN Air Section in November 1945 and we are left uncertain of which unit Cdr. Johnson was "Officer-in-Charge". Soward later clarifies the situation when he relates an incident in July 1946 in which FRU 743 pilot "Pop" Fotheringham feared he may be reported for a flying violation and was prepared to ameliorate the repercussions of his over exuberance by fessing up to the FRU 743's "Officer-in-Charge", Cdr. A.E. Johnson. (The incident was, indeed, reported but the aircraft type was misidentified and Fotheringham escaped Cdr. Johnson's wrath.) On 18 September 1946, Cdr. A.E. Johnson replaced Cdr. Gibbs as the Commanding Officer of the RCN Air Section and Lt. Donaldson was appointed the first Commanding Officer FRU 743.

The origin of FRU 743 is difficult to determine categorically because the squadron was transferred from one national service, the Royal Navy Fleet Air Arm, to another national service, the Royal Canadian Navy with its embryonic air arm. Royal Navy 743 Squadron documentation stops with its disbandment in March 1945 and the RCN doesn't formally acknowledge the formation FRU 743 until September 1946. However, a June 1946 Report of Proceedings from the RCN Air Section anecdotally confirms the existence of FRU 743, but I am not aware of any RCN official acknowledgement of FRU 743 until the announcement of its first CO on 18 September 1946. Those with an interest in Canadian naval aviation have to resort to publications where FRU 743 is mentioned collaterally to fill in the gap between 743 Squadron and FRU 743. After revisiting anecdotal information, I believe FRU 743 was formed on 25 May or very near to 25 May 1946. Although, no Commanding Officer was initially appointed, I believe FRU 743 came into being under the tutelage of an Officer-in-Charge, Cdr. A.E. Johnson, until Lt. J.N. Donaldson was officially appointed the first Commanding Officer on 18 September 1946.

Naval Air

I have a story I would like to tell
Of a band of brothers
That I knew so well
We worked so hard
And were proud to be
Members of the R.C.N. you see

We were proud
And we were free
And were carefree as can be
We flew and flew on land and sea
And helped to keep our country free

SHEARWATER was our heart
BONAVENTURE was our soul
Flying was our passion
Anti submarine was our goal

Away at sea
We flew from the ship
We flew in the wind
We flew in the rain
And caused submarines
Considerable pain

With Sea Kings and Trackers
And many fine men
We would launch and recover
Then launch again
To fly the mission
And come back again

Recovery at sea raised hair raising tales
As many a good pilot will understand
To land on a ship
Whose back end is not still
Takes much knowledge
And very much skill

So on we went
With aplomb and zest
And our reputation rose
While we passed all the tests

Then while at the top of our game
It all tumbled down
With very much pain
We were all shut down
For political gain?

BONAVENTURE was sold
They changed all our trades
And no matter what was said
Naval Air became dead

It was a bad scene for a long time
The goal was to make us disappear
And it was done without any good cheer

So sometimes when talking
If you find a bitter pill
You will see that Naval Air
Is with us still

Bud Ayer



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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



\$600

Option D



\$600

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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.

(Wall Tiles (continued))

ENGRAVING REQUEST

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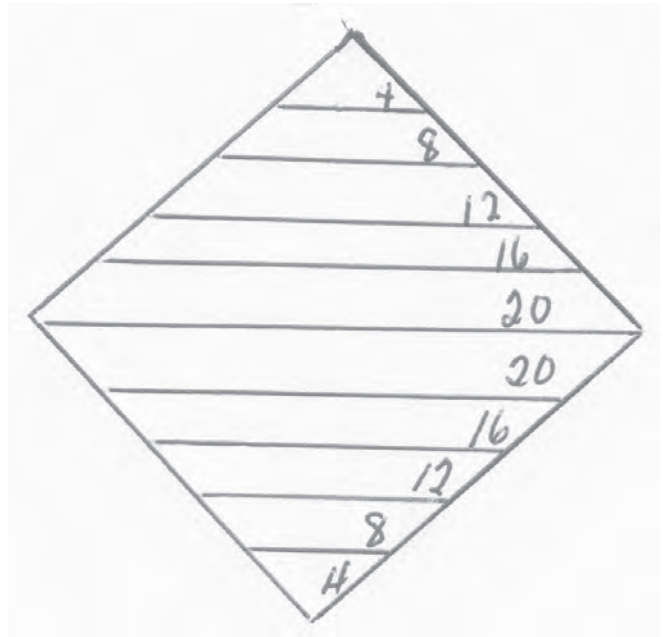
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CITY: _____

PROV: _____ POSTAL CODE: _____

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

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

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

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

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

 "Codicil to the Last Will and Testament of _____"

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

I give, devise and bequeath to the Shearwater Aviation Museum Foundation the sum of \$ _____

to be paid out of my general estate.

Signed and dated this ____ Day of _____, 20__.

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Witness: _____ Witness: _____

Signature of Testator

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Remembering our Canadian heroes from the Cold War

As a lasting reminder of the important contributions Canadian veterans made, a new Certificate of Recognition has been created for those who served during the Korean War — or in Korea in the years afterward.

The Government of Canada proclaimed 2013 the Year of the Korean War Veteran as it marks the 60th anniversary of the Korean War — remembering and acknowledging the brave efforts of all the men and women who served their country, or in the years afterward, keeping the peace between the two Koreas, and doing so with courage and conviction.

As a lasting reminder of the important contributions Canadian veterans made, a new Certificate of Recognition has been created for those who served during the Korean War — or in Korea in the years afterward. According to Veterans Affairs Canada, about 10,000 Canadian veterans are eligible to receive the certificate, on behalf of a grateful nation, for the peace, security and freedom we all enjoy today.

In preparation of this article, I wanted to interview someone in our community that could give me insight into what it was like to be a member of the military, to have lived through the conflicts and be willing to share stories and personal experiences.

Most of us can't comprehend what it was like to experience the devastating loss of friends and family and still carry on fighting for a country where the ultimate prize was to live in a nation free from dictatorship and tyranny.

I had the immense pleasure of sitting down with Lieutenant Commander Ed Smith (Ret'd), a Naval pilot whose extensive military career began at the age of 21. He resides in Annapolis Royal and is an active member of the Royal Canadian Legion Branch #21.

As a third generation western Canadian living in Manitoba until he joined Naval Aviation, Smith commented on how little the rest of Canada is aware of, or understands, Maritime affairs, most particularly Defence. We talked at length about his years in the Canadian military, but what I didn't know, and what most of us don't know, is the role that Canada played in the Cold War.

The Maritime Naval and Air Forces were the watch dogs of anti-submarine warfare (ASW), monitoring the Soviet Navy's missile-equipped submarines operating off our shores. The Canadian aircraft carriers WARRIOR, MAGNIFICENT and later BONAVENTURE, with destroyer squadron escort and support ships, formed the backbone of Canada's naval reaction.

There was a heightened state of conflict between the Soviet Union and the Western allies, centred to a great extent on nuclear weapons potential which included Canadian military and civilian land targets. Continuous communication, intelligence gathering, and tracking of Soviet sea-borne forces was imperative due to the threat of an enemy strike.

Smith pointed out that "recognition is often given to military participants and losses in World War I and II, Korea and peacekeeping, but on this day of Remembrance (and many other such times), Cold War casualties are rarely acknowledged. As a naval pilot during the Cold War, I was very much involved in that conflict and had first hand knowledge of some of the fatalities suffered by military personnel during that period."

"The lack of recognition afforded this very dangerous period with the loss of life and the injuries that occurred, is an affront to those and their families who were directly involved."

The following excerpts are taken from a document Smith sent to Lieutenant Governor Freeman in 2005. "Foul weather conditions in demanding low level operational and training roles, along with the inherent high risk of aircraft carrier operations, led to crashes and other incidents culminating in the loss of some 51 lives in carrier operations alone, as well as some 50 lives in naval aviation shore-based activity. Many of these crew members I knew well; several were close friends. The loss of human life and the remembrance of them are rarely acknowledged by media, governments, the public, or indeed the present day military. These lives were lost defending our country and should at least be recognized when memorial ceremonies take place."



The Bonaventure Memorial

As a final notation from Smith's letter, I write, "There is one Halifax memorial structure devoted to essentially Maritime Cold War fatalities. The Bonaventure Memorial in Point Pleasant Park is structured around one of the aircraft carrier's anchors. Listed on plaques are Naval and Air Force members who lost their lives with no known graves. It stands almost unnoticed."

On this November 11, please take a moment to remember our veterans — those whose lives were lost fighting for the rights and freedoms we have today, and those brave men and women that live in our community and walk by us every day.

A special thanks to Ed Smith for sharing his story, and helping me to realize just how much I don't know about Canadian history.

Author

Lisa Sillito Contributing Writer/ The Spectator



THE DEMISE OF JACK TAR

The traditional male sailor was not defined by his looks. He was defined by his attitude.

His name was Jack Tar. He was a happy go lucky sort of bloke. He took the good times with the bad. He didn't cry victimization, bastardization, discrimination or for his mum when things didn't go his way.

He took responsibility for his own sometimes, self-destructive actions. He loved a laugh at anything or anybody. Rank, gender, race, creed or behaviour, it didn't matter to Jack.

He would take the piss out of anyone, including himself. If someone took it out of him, he didn't get offended. It was a natural part of life. If he offended someone else, so be it.

Free from many of the rules of a polite society Jack's manners were somewhat rough. His ability to swear was legendary.

Jack loved women. He loved to chase them to the ends of the earth and sometimes he even caught one (less often than he would have you believe though). His tales of the chase and its conclusion win or lose, is the stuff of legends.

Jack's favourite drink was beer, and he could drink it like a fish. His actions when inebriated would, on occasion, land him in trouble. But, he took it on the chin, did his punishment and then went and did it all again.

Jack loved his job. He took an immense pride in what he did. His radar was always the best in the fleet. His engines always worked better than anyone else's. His eyes could spot a contact before anyone else's and shoot at it first.

It was a matter of personal pride. Jack was the consummate professional when he was at work and sober. He was a bit like a mischievous child. He had a gleam in his eye and a larger than life outlook.

He was as rough as guts. You had to be pig headed and thick skinned to survive. He worked hard and played hard. His masters tut-tutted at some of his more exuberant expressions of joie de vivre, and the occasional bout of number 9's or stoppage let him know where his limits were.

The late 20th Century and on, has seen the demise of Jack. The workplace no longer echoes with ribald comment and bawdy tales. Someone is sure to take offence.

Whereas, those stories of daring do and ingenuity in the face of adversity, usually whilst pissed, lack the audacity of the past. A wicked sense of humour is now a liability, rather than a necessity. Jack has been socially engineered out of existence.

What was once normal is now offensive. Denting someone else's over inflated opinion of their own self worth is now a crime.

"AND SO A CULTURE DIES..."

(Sent to us by John Snowdon.)

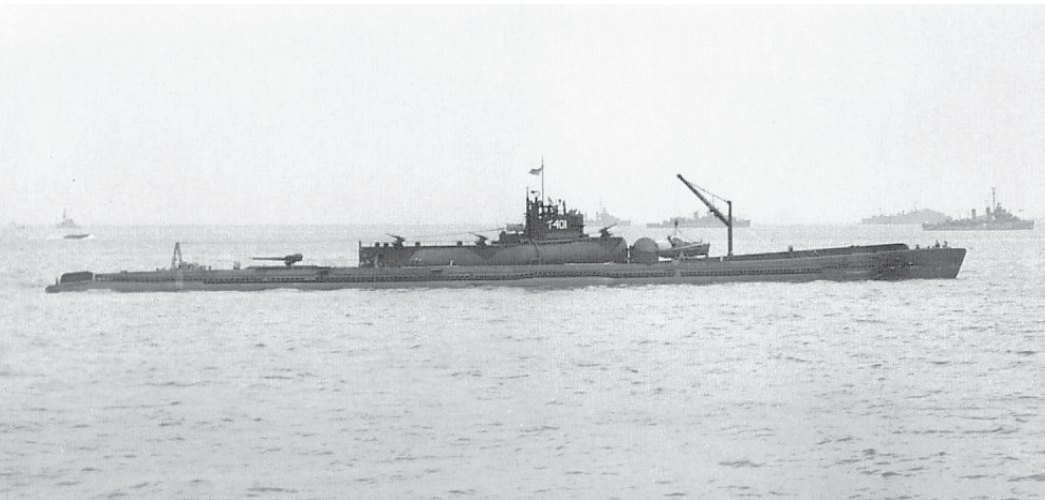
The Day Japan Bombed Brookings, Oregon

by Norm Goyer

Brookings, Oregon

September 9, 1942, the I-25 class Japanese submarine was cruising in an easterly direction raising its periscope occasionally as it neared the United States Coastline. Japan had attacked Pearl Harbor less than a year ago and the Captain of the attack submarine knew that Americans were watching their coast line for ships and aircraft that might attack our country. Dawn was approaching; the first rays of the sun were flickering off the periscopes lens.

Their mission; attack the west coast with incendiary bombs in hopes of starting a devastating forest fire.



If this test run were successful, Japan had hopes of using their huge submarine fleet to attack the eastern end of the Panama Canal to slow down shipping from the Atlantic to the Pacific. The Japanese Navy had a large number of I-400 submarines under construction. Each capable of carrying three aircraft. Pilot Chief Warrant Officer Nobuo Fujita and his crewman Petty Officer Shoji Okuda were making last minute checks of their charts making sure they matched those of the submarine's navigator.

The only plane ever to drop a bomb on the United States during WW-II was this submarine based Glen.

September 9, 1942: Nebraska forestry student Keith V. Johnson was on duty atop a forest fire lookout tower between Gold's Beach and Brookings Oregon. Keith had memorized the silhouettes of Japanese long distance bombers and those of our own aircraft. He felt confident that he could spot and identify, friend or foe, almost immediately. It was cold on the coast this September morning, and quiet. The residents of the area were still in bed or preparing to head for work. Lumber was a large part of the industry in Brookings, just a few miles north of the

California Oregon state lines.

The aircraft carried two incendiary 168 pound bombs and a crew of two.

Aboard the submarine the Captain's voice boomed over the PA system, "Prepare to surface, aircrew report to your stations, wait for the open hatch signal". During training runs several subs were lost when the hangar door were opened too soon and sea water rushed into the hangars and sank the boat with all hands lost. You could hear the change of sound as the bow of the I-25 broke from the depths, nosed over for its run on the surface. A loud bell signalled the "All Clear."

The crew assigned to the single engine Yokosuki E14Ys float equipped observation and light attack aircraft sprang into action. They rolled the plane out its hangar built next to the conning tower. The wings and tail were unfolded, and two 168 pound incendiary bombs were attached to the hard points under the wings. This was a small two passenger float plane with a nine cylinder 340 hp radial engine.

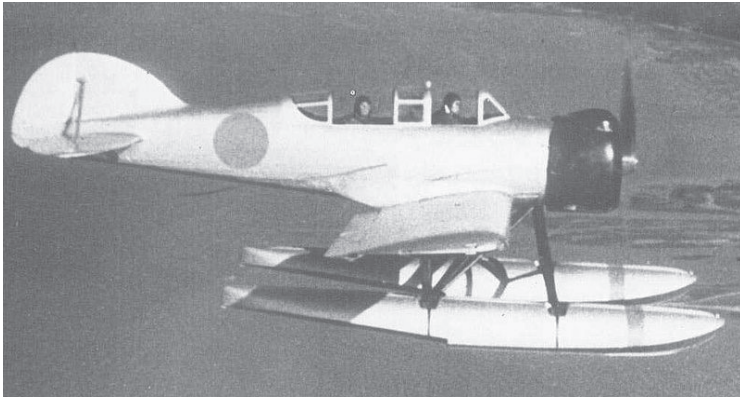
It was full daylight when the Captain ordered the aircraft to be placed on the catapult. Warrant Officer Fujita started the engine, let it warm up, checked the magnetos and oil pressure. There was a slight breeze blowing and the seas were calm. A perfect day to attack the United States of America. When the gauges were in the green the pilot signalled and the catapult launched the aircraft. After a short climb to altitude the pilot turned on a heading for the Oregon coast.

The "Glen" was launched via catapult from a I-25 class Japanese submarine.

Johnson was sweeping the horizon but could see nothing, he went back to his duties as a forestry agent which was searching for any signs of a forest fire. The morning moved on. Every few minutes he would scan low, medium and high but nothing caught his eye.

The small Japanese float plane had climbed to several thousand feet of altitude for better visibility and to get above the coastal fog. The pilot had calculated land fall in a few minutes and right on schedule he could see the breakers flashing white as they hit the Oregon shores.

Johnson was about to put his binoculars down when something flashed in the sun just above the fog bank. It was unusual because in the past all air traffic had been flying up and down the coast, not aiming into the coast.



The pilot of the aircraft checked his course and alerted his observer to be on the lookout for a fire tower which was on the edge of the wooded area where they were supposed to drop their bombs. These airplanes carried very little fuel and all flights were in and out without any loitering. The plane reached the shore line and the pilot made a course correction 20 degrees to the north. The huge trees were easy to spot and certainly easy to hit with the bombs. The fog was very wispy by this time.

Johnson watched in awe as the small floatplane with a red meat ball on the wings flew overhead, the plane was not a bomber and there was no way that it could have flown across the Pacific. Johnson could not understand what was happening. He locked onto the plane and followed it as it headed inland.

The pilot activated the release locks so that when he could pick the bombs they would release. His instructions were simple, fly at 500 feet, drop the bombs into the trees and circle once to see if they had started any fires and then head back to the submarine.

Johnson could see the two bombs under the wing of the plane and knew that they would be dropped. He grabbed his communications radio and called the Forest Fire Headquarters informing them of what he was watching unfold.

The bombs tumbled from the small seaplane and impacted the forests, the pilot circled once and spotted fire around the impact point. He executed an 180 degree turn and headed back to the submarine. There was no air activity, the skies were clear. The small float plane lined up with the surfaced submarine and landed gently on the ocean, then taxied to the sub. A long boom swung out from the stern. His crewman caught the cable and hooked it into the pickup attached to the roll over cage between the cockpits. The plane was swung onto the deck, The plane's crew folded the wings and tail, pushed it into its hangar and secured the water tight doors. The I-25 submerged and headed back to Japan.

This event, which caused no damage, marked the only

time during World War II that an enemy plane had dropped bombs on the United States mainland. What the Japanese didn't count on was coastal fog, mist and heavy doses of rain made the forests so wet they simply would not catch fire.

A Memorial Plaque is located in Brookings, Oregon at the site of the 1942 bombing.

Fifty years later the Japanese pilot, who survived the war, would return to Oregon to help dedicate a historical plaque at the exact spot where his two bombs had impacted. The elderly pilot then donated his ceremonial sword as a gesture of peace and closure of the bombing of Oregon in 1942

For all you history buffs out there!

Shearwater Aviation Museum Obtains Major Attraction Highway Signage *by Christine Hines*

Approximately three+ years ago, the Shearwater Aviation Museum Foundation committed to assisting the museum with improved directional signage, estimating about \$14,000.00 for the project. We applied to the Province of Nova Scotia for Major Attraction program, to obtain signage on the 100 series highways. After an administrative wait for approval, we successfully obtained approval in the spring of 2013, and had the sign installed in October 2013, just past exit #8 on Nova Scotia highway #111 (locally known as the Circumferential Highway, or "The Circ"). I had no previous notice the sign was being installed, and, while driving back to Shearwater from a meeting on a bright and sunny October afternoon, I saw that the sign had been installed (I almost caused an accident I was so excited!). It was a major accomplishment, to have this advertising assistance, and I am certain it has had a positive impact on our visitation, even in the short time the sign has been in place. Due to the fact that the SAM Foundation is a charitable organization, it was eligible for a 50% rebate for the signage costs. As the sign was only needed for one direction on the highway, this cut the costs by half at the outset, and so made the total project cost really very affordable. It is our hope that the new signage will go a long way to attracting local visitors to the museum, to discover more about their local military heritage.

Our deepest appreciation to the SAM Foundation members whose support made this signage possible.



Photo credit: Mr. John Knudsen, SAMF President

Sea Fury Field of Dreams

Imagine wandering around scenic Moncton, New Brunswick (NB) Canada in the 1960's and coming upon a field containing 10 surplus Royal Canadian Navy Hawker Sea Fury FB.11's just looking for someone to fly them to a new home! Through many rare color photos recently uncovered, we'll tell the story of the Sea Fury Field of Dreams and what became of them.

Known as the ultimate piston engine fighter, the Hawker Sea Fury was the choice of numerous forces following WW2. The Canadian government purchased 74 Sea Furies for the Royal Canadian Navy (RCN) as a replacement for the Supermarine Seafire. The first Sea Fury was taken on strength in May of 1948 and served with the RCN until being phased out and replaced by the McDonnell F2H-3 Banshee. As the Sea Furies were retired they were flown to the RCN storage facility at Scoudouc, NB starting in August of 1956. Scoudouc, a former Royal Canadian Air Force (RCAF) base, was located about 10 miles northeast of Moncton, NB. The fighters remained at Scoudouc until they were sold surplus with 10 aircraft going to nearby McEwen Field after being purchased by Charlie McEwen.



Line of Sea Furies at McEwen field with TF994 closest to the camera. It was broken up for spares and did not survive.

McEwen Field

Located to the north of the city of Moncton is a private airport now known as McEwen Field. In 1946 a young Air Cadet named Bob Simmons and his brother Donald, a former RCAF Flying Officer, decided to build their own private airport near Moncton. Don was an ex-RCAF transport pilot while Bob was an Air Cadet who helped pay for his flying time by, among other things, purchasing a surplus DH Mosquito from War Assets for \$25 and parting it out!

Everett McQuinn recalls: " It was Mk IV LR536, one of 59 aircraft that were Leavesden-built as T.III. The batches

were LR516-541, LR553-585. Why they converted it to a MK-IV, no one knows, but I had the spinners off this Mosquito in my possession for 30 years. I sold them for scrap for 20 dollars." The Simmons succeeded in building the airport and running it for about 4 years before a fire put them out of business.

By the 1950's, the airport was now owned by Charlie McEwen who operated McEwen Construction and Airfield Ltd. McEwen, was a well known entrepreneur in both the construction and aviation industry who went on to have a lengthy association with NB aviation as a long time director of the Moncton Flying Club; running the Moncton Mosquito Control Organization for many years and working with Targetair Ltd., designing and building a target drone launcher system for the Department of National Defence. He passed away in 2009.

McEwen purchased 10 surplus Sea Furies, TG118, TG119, VX690, TF994, VR918, VR919, TG114, WG567, VW227, VX686. They were flown into his 3000 ft airstrip in 1959 and put in outside storage. McEwen planned to sell the aircraft or part them out.

The Survivors

TG114, VR918, VR919 and VX686

In the early 60's, ex-RCAF fighter pilot and warbird pilot Brian Baird had discovered the Sea Furies and decided to purchase two. He paid \$500 each for the aircraft and had them registered CF-OYF (TG114) and CF-PRN (VX686). He managed to get CF-OYF flyable and flew it to Ottawa, Ontario. At the time, Baird was also ferrying ex RCAF P-51D's for a company in Indiana, who also had their eyes on the Sea Furies with an attempt to supply Cuban interests with them, as they were already supplying them with Mustangs.

With the job not working out, and threats of law suits, Baird flew the Sea Fury to Louisiana and put it in storage to protect his plane until he could find full time work that could fund the restoration. Unfortunately, while in Houma, Louisiana Bill Fornoff took the Sea Fury (now registered N54M) for an unauthorized flight and turned it on its back causing extensive damage.

While all this was occurring, a hangar fire back in Moncton destroyed CF-PRN (VX686). Baird went back to McEwen's later and purchased some spares from VR918 and VR919 (fuselage, tail section and wings) which had already been broken up.

Now hired by TWA as a Flight Engineer, Baird took all the parts and stored them on the farm of the Sanders family in Queen Creek, Arizona. Tragically, on August 7th 1969, Baird was killed after striking a cable strung across the Fraser River while ferrying a NAA T-28 from Alaska to San Francisco.

Up and coming warbird restorer, pilot and ex drag racer, Frank Sanders purchased the Sea Fury parts from Baird's widow. He trucked them to his house in Santa Ana, California, where he rebuilt the aircraft before moving it to Long Beach for its first flight in the hands of Darryl Greenamyre.

Sanders flew the Sea Fury for many years on the airshow circuit before deciding to sell it. It passed through numerous owners, including a stint in the UK, before being purchased by Mike Brown who won the 2006 Unlimited Gold Championship at the National Championship Air Races in Reno, Nevada.

GHNow owned by Lewis Air Legends, it can still be seen at Reno, now being flown by Robert "Hoot" Gibson.

The fuselage center section of TG114 also flies on in Sea Fury N19SF "Argonaut" owned by the Sanders family of Lone, CA and other parts are being incorporated in future Sea Fury rebuilds by the Sanders.

For a full history of these airframes see Warbirds International Vol31/No2 and 3.

WG567

Robert Vanderveken of Pierrefonds (Montreal), Quebec purchased WG567 from McEwens and had it registered CF-VAN in the early 1960's. It was painted bright red with a gold stripe.

In 1965 it was acquired by Mike Carroll and registered N878M. He had it modified by Vern Barker's Pylon Air facility in Long Beach, CA. They removed all the military equipment, increased fuel capacity to 588 gallons (standard FB.11 was 240 gallons), and clipped the wings by 6 1/2 feet overall. A small Formula style canopy was then added.

Named the "Signal Sea Fury" after the trucking service of which Carroll was president, it raced as #87. Raced with some success, the Sea Fury was sold after Carroll was killed in the crash of his P-39Q "Cobra III". (See Warbirds International Vol 31/No 6 for the complete story)

Dr. Sherman Cooper purchased the Sea Fury and named it "Miss Merced" after the town of Merced, CA where he practiced dentistry. In 1971, while being flown by Cooper, Miss Merced suffered an engine failure and received heavy damage in the ensuing crash landing. Cooper survived the crash but was killed a few months later in the crash of his Pitts Special.

Frank Sanders purchased the remains of WG567 and later sold them to Jim Mott. Mott rebuilt the Sea Fury back to stock condition, but powered it with a Centaurus 175 out of a Blackburn Beverley transport, which swung a 4 bladed propeller. He named the Sea Fury "Super Chief" in honour of his American Indian heritage.

The plane was later sold to Steve Boulanger and Jim Michaels who had the Centaurus removed and a Wright R-3350 installed by the Sanders. It was again repainted as "Miss Merced". It is currently owned by Eric Woelbing of WI but rarely seen.

TG119

After being struck off strength, TG119 ended up at McEwen field before being acquired by Bancroft Industries of Montreal, Quebec and donated to the Canadian National Aeronautical Collection in 1963. Now renamed the Canadian Aviation and Space Museum, it can still be seen on display there today.



VR918 as seen in 1961. It was broken up for spares and the tail section survived and was used in the rebuild of N232 now flying as NX232MB "September Fury".

McEwen Field memories

For this article the author received numerous rare color photos and the memories of a few Sea Fury enthusiasts from the Moncton area.

Everett McQuinn remembers the Sea Furies quite vividly. "I would visit the Sea Furies quite often with my younger brother Don who was a pilot in the RCAF at the same time as Brian Baird. Don was in the RCAF from 1955 to 1960. He was a Harvard instructor at Moose Jaw, Saskatchewan. Later on he flew T-birds, DC3's and B25's at MacDonald, Manitoba. Brian Baird flew F86's. He was stationed at Chatham, NB for awhile and came to visit us at our house in Riverview. We used to sit in the Sea Furies often and daydream. For fun one day I had my picture taken in front of VX686 and sitting in the cockpit of TG114 with my leather flying helmet on.

I was 30 years old at the time. And recall that you could have purchased a Sea Fury for \$500 each! I couldn't get one across the Gunningsville Bridge, even with the wings folded. You could imagine the noise it would make if I had started the engine in my backyard; it would have shattered the windows of every house in the neighborhood!"

After VR919 was broken into spares, Everett managed to acquire the instrument panel and some landing gear parts. He has donated them to the Shearwater Aviation Museum in Shearwater, Nova Scotia, Canada, of which he is a proud member.



Hawker Sea fury FB.11 VX690 as seen on Wayne Townsend's visit to McEwen Field in 1961.

Wayne Townsend also remembers the McEwen Field Furies:

"I was 19 years old and attending Mount Allison University as an Engineering student in 1961 and heard about the Sea Furies out at McEwen field. My room mate, Jim Thompson, and I hitched a ride out to the field from Sackville and spent several hours looking them over. Unfortunately, it was the middle of winter and I only had a rather poor 35 mm camera, it was late when we got there and the light was fading fast.

There were only 8 aircraft there when we visited as 2 had been flown out fairly recently (probably TG119 and WG567). We looked them over, took a few pictures and were even brazen enough to open the canopy and have a look inside! As I recall, most of the essential instruments were there minus the military and radio equipment.

Someone had recently chosen a rather nice one to purchase with very low hours; some were said to have 0 time engines. The new owner drained the 50 liters of inhibitor out of the Bristol Centaurus engine and after firing it up, he took off for Ontario. Apparently somewhere near Ottawa the prop controls went and it was hunting between fine and course pitch - almost tore the engine out of the plane we were told. They also mentioned it only took 2 starter cartridges to get it going after all this time!

We were also told that there was a deal in the works to sell the rest to Cuba (or a Latin America country) but that had been shot down by the government. The rest were to be broken up for spares, apparently most parts ended up in Germany".

Parting out

The remainder of the Sea Furies at McEwens are believed to have been broken up and sold to Germany as spares for

there target tugs, but perhaps one survived and will be found tucked in a hangar in New Brunswick. We can always dream!

Short history of each Sea Fury stored at McEwens

TF994

To FAA in December 1947; to RNAS Gannet; taken on strength RCN on May 24, 1948, departing aboard HMCS Magnificent with No.803 Squadron as BC*C on May 25, 1948; missed all wires, crashing into No.2 barrier HMCS Magnificent August 16, 1948; cockpit filled with smoke causing emergency landing Dartmouth December 16, 1948; tire burst during landing Dartmouth (officially recorded as a wheels up landing on airfield) March 31, 1950; No.870 Squadron BC*D, NAVY*102 July 13, 1951 to March 1953; struck off strength July 1, 1956; stored at Scoudouc; stored by McEwen Field, Moncton, broken up for spares

TG114

To FAA in December 1947; to RNAS Gannet; taken on strength RCN on May 24, 1948, departing aboard HMCS Magnificent with No.803 Squadron as BC*L on May 25, 1948; barrier landing as BC*C August 16, 1948; No.883 Squadron BC*L November 29, 1948; ran off runway, hit light with prop Dartmouth November 30, 1948; No.803 Squadron BC*L February 5 to April 13, 1949; No.803 Squadron June 16, 1949 to August 21, 1950; set a speed record from Malton, Ontario to Dartmouth Nova Scotia of one and three quarter hours December 15, 1949; No.870 Squadron 'BC*F' July 18, 1951; struck off strength October 2, 1956; stored at McEwen Field; to civil register as CF-OYF; N4763T; N54M; N232; N232J; G-BVOE; N232J; current as NX232MB with Lewis Flying Legends.

Center section of TG114 used in rebuild of N19SF "Argonaut" with the Sanders family of Lone, CA.

TG118

To FAA in January 1948: to RNAS Gannet for RCN ; taken on strength by RCN May 24, 1948; on HMCS Magnificent with No 803 Squadron on May 25, 1948; No 883 Squadron on November 18, 1948; mid air collision with Firefly PP426 on January 26, 1949; No 803 Squadron on February 5, 1949; heavy landing HMCS Magnificent on March 17, 1949; No 883 Squadron on March 15, 1951: Coded VG-AA*B, NAVY 106; Struck off strength Scoudouc on October 2, 1956; stored at McEwen Field; reduced to spares

TG119

To FAA in January 1948: to RNAS Gannet for RCN ; taken on strength by RCN May 24, 1948; on HMCS Magnificent with No 803 Squadron on May 25, 1948; School of Naval Aircraft Maintenance, April 13, 1949; No 871 Squadron VG-AA*B May 6, 1953; VF871 Navy 110; VF 870 Scoudouc August 19, 1953; VF871 July 24, 1954; Navy 108; struck off

strength October 2, 1956, McEwen Field; Acquired by Bancroft Industries and donated to Canadian Aeronautical Collection in 1963; remains on display at the Canadian Aviation and Space Museum today.

VR918

To FAA in February 1948; to RNAS Gannet for RCN; taken on strength RCN on May 24, 1948, departed aboard HMCS Magnificent No.803 Squadron on May 25, 1948; No.803 Squadron BC*L February 5, 1949; floated over wires into No.2 barrier HMCS Magnificent March 19, 1949 ; force landed Dartmouth after vibration and power loss June 11, 1949; With No.883 Squadron VG-AA*Y or VG-AA*S, belly landed Dartmouth May 3, 1951; No.871 Squadron HMCS Magnificent AA*Y, NAVY*115 April 21, 1952; Ferried to disposal by VX 10 July 1956; struck off strength at Scoudouc October 2, 1956; stored at McEwen Field Moncton; broken up for spares (tail unit used in rebuild of TG114 when owned by Frank Sanders as N232).

VR919

To FAA in February 1948; to RNAS Gannet for RCN; taken on strength RCN on May 24, 1948 , departing aboard HMCS Magnificent on May 25, 1948; No.803 Squadron October 1, 1948; seagull went through propeller, struck cowling and starboard mainplane January 4, 1949; undercarriage failed to lower, wheels up landing May 26, 1949; No.87 1 Squadron May 1951; No.870 Squadron November 5, 1951; No.871 Squadron HMCS Magnificent VG-AA*L November 30, 1951; to Fairey November 1953; back to VF 871 July 23, 1954; struck off strength at Scoudouc October 2, 1956; remained in Long Term Storage until at least August 1959; stored at McEwen Field Moncton; broken up for spares. Fuselage center section used in rebuild of TG114 when owned by Frank Sanders as N232

VW227

Accepted by FAA in July 1948; taken on strength and aboard HMCS Magnificent on February 16, 1949; No.883 Squadron June 8, 1950; No.870 Squadron October 29, 1951; No.871 Squadron HMCS Magnificent November 15, 1951; No.871 Squadron VG-AA*H, NAVY*118 full charge December 18, 1951 - April 1953; VF871 1955; struck off strength at Scoudouc May 3, 1956; stored at McEwen Field, Moncton; broken up for spares.

VX686

Accepted by FAA in December 1949; taken on strength in No.803 Squadron and aboard HMCS Magnificent on October 11, 1950; No.883 Squadron VG-AA*P January 13, 1951; hit barrier, nosed up HMCS Magnificent March 23, 1951, as AA*P; No.871 Squadron HMCS Magnificent VG-AA*T May 1, 1951; marked AA*T for Mediterranean cruise of 1952; NAVY* 127 June 13, 1952, until December 29, 1953; stored, then to Fairey Canada, last Sea Fury overhaul; tested and flown by VX-10 to Scoudouc November 2, 1956; struck off strength at Scoudouc November 7, 1956; stored McEwen Field, Moncton 1963; purchased B. Baird CF-PRN; destroyed in hangar fire.

VX690

VX690 Accepted by FAA in December 1949; taken on strength by No.883 Squadron aboard HMCS Magnificent on October 11, 1950 ;No.883 Squadron January 16, 1951; No.803 Squadron BC*O April 14, 1951; NAVY*128 May 1, 1951; struck off strength at Scoudouc October 2, 1956; stored McEwen Field, Moncton; broken up for spares

WG567

Accepted by FAA in June 1951; flown from UK. via Hal Far, Malta, taken on strength aboard HMCS Magnificent on August 28, 1951 ; stored reserve Dartmouth November 28, 1951; No.871 Squadron HMCS Magnificent NAVY 133 October 16, 1952; struck off strength February 8, 1957, at Scoudouc; to civil register as CF-VAN, N878M; currently flying with Eric Woebling of Wisconsin but rarely seen.

All pictures by Wayne Townsend

Article sent to us by Doug Fisher

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PICKLE

January 18, 2010 Lunenburg NS

It behooves one to state at the outset of this article that PICKLE has the power to change one's life; which was so for me in late 1954 when I was relegated to the Boat Shed, down below 'E' Block to work on the restoration of this beautiful vessel.

In the flavour of a Tom Sawyer fence painting story, there I was spinning my wheels at Warrior Block in charge of bedding and mattresses (the mattress storage room being a great place to crash, usually every day.)

Lts. Wiggs and Boyle were in charge of Warrior Block at the time and decided to fill a gap on the Pickle project and get rid of me at the same time with a posting down the hill. This due to the fact that I had decided not to re-enlist for a further five years and therefore had outlived my usefulness. So despite my hue and cry to not be sent below I was banished, much to my personal joy and delight.

My love of sail boats has been and remains, a lifelong addiction and even today, approaching 80 I own another 'woodie' which provides stimulus to get up every morning. But, in 1954 I had a wooden 34ft. auxiliary yawl and it was parked on the hard at the seaplane base along where HMCS Oriole docked. I had bought it from Bruce R.P. Parsons, which should tell you something, perhaps everything for those who know Bruce.

So here I was with a heaven sent opportunity to work on my boat with access to all the shipwright talent that abounded around Pickle. My boss was CPO Charles Church who came down to teach me to caulk seams and repair rigging and more. Also Chief ? (a big man) was an engine basher who in short order told me I had an anchor in the hold, not an engine.

The RCN has had a number of sail training vessels beginning with Diana , Venture I , Naden, Venture II, Oriole, Grilse, Tuna, Wanderer IX (on loan) and then Pickle, and more recently since 1985 CS36 Tuna and Goldcrest.

A perhaps not so brief history of the name Pickle is in order, dating back to 1802 when a topsail schooner formerly known as Sting was taken into the Royal Navy and renamed Pickle . She was one of the smallest at Trafalgar in 1805 with only 10 guns. Her prominence was in the fact that she became the vessel to convey to London the news of the victory and the demise of Admiral Nelson at the Battle of Trafalgar. For us she was instrumental in the rescue of some 650 souls off HMS Magnificent in 1804. So commenced the kinship of the name Pickle, Magnificent and the Royal Canadian Navy. HMS Pickle struck a shoal and sank off Cadiz in 1808.

The current Pickle began life in 1936 on the drawing board of Henry W. Gruber, a naval architect, in Germany and was named Helgoland after a small island in the North Sea.

She was launched in 1937 from the Burmester yard in Lesum near Bremen, having been built for a wealthy German industrialist to compete in a race from New York to Spain for the King of Spain Cup, which she won. She then won a race from Bermuda to the Netherlands in 1938. She also raced from Germany to Scotland and won that race,

and finally in 1939, she won a round trip race from Germany to Hartwick England for the Hawke Trophy, her last race for Germany.

The year 1939, we will recall, changed the world as we knew it forever. Helgoland became a sail-training vessel for the German Navy and in 1942, was the platform for a round of meetings between Hitler and Mussolini on the Baltic, though Hitler was said to have despised water. Admiral Karl Doenitz of dubious submarine fame used the boat as his personal yacht and a haven from his burgeoning travails with his submarines.

Now the war has passed, oh really ???, and in 1945 Helgoland was seized as a war prize and moved to England. Renamed Pickle, for the reason we now know, she became a sail training vessel once more sailing out of HMS Ganges and in 1949 won the prestigious and rigorous Fastnet Race.

It was 1953 when Pickle, now laying unused and decaying was acquired by the Royal Canadian Navy as a sail training vessel. She was loaded aboard HMCS Magnificent, ironically, to be brought to HMCS Shearwater for restoration.

Being aboard 'Maggie' on the Coronation Cruise with 871 Sea Fury Squadron, I was privy to her loading onto a steel cradle welded to the foredeck of 'Maggie', port bow as I recall???? Arriving back in Halifax, the boat was lightered over to Shearwater and trundled into the Boat Shed for assessment and ultimate restoration by the RCN crews of competent officers and chiefs, and the motley rest of us.

Not to bore you with her 'specs' but here they are nonetheless:

TYPE:	Yawl
LOA:	59'6"
LWL:	42' 7&3/4"
BEAM:	13'6"
DRAFT:	8' 6"
DISP:	26.4 ton
KEEL:	12 ton, cast steel
MAINMAST:	76' from deck
SAIL AREA:	2,772 sq. ft.
SLEEPS:	10
ENGINE:	38 HP Diesel (various)
PRESENT ENGINE:	150HP DEERE
RACING CREW:	12
FUEL:	175 GALS.
SPEED:	10-12 KNOTS UNDER SAIL

The Pickle refit at Shearwater consisted of replacing rotten planking, upgrading the engine which was kaput, interior and exterior refinishing, rigging renewal and painting, all carried out much more quickly than I could imagine at the time. My association with Pickle lasted until I went on OUT routine to Stadacona in 1955 and I did not see the launching.

She then became a part of the Royal Canadian Naval Sailing Association and her first performance in international racing circuits as a Canadian yacht, occurred in 1956 in a race from Newport to Bermuda, under her skipper Commander George (Trigger) Wadds.

George Pumble was aboard for that race as he flew into Quonset Point on June 14, 1956 to join the crew and has provided a crew list as follows: Moreland, Boggild, Wiggs,

(same guy that banished me for the thrill of a lifetime) Baldwin, Clarke, Pumble, Church, Bryant, Alford, Brown (not I, he was the cook), Pelletier and Trigger Wadds, Skipper.

The Newport to Bermuda races are undertaken in even years, whilst the Marblehead to Halifax races run in odd years. The Marblehead run lasted from 1955 to 1967 and the skippers recorded for both of those races were: Wadds, Reed, Church, Poole-Warren and LaRoche (some names not available at this time). Pickle was the scratch boat in 1955.

The 1958 Newport to Bermuda race crew consisted of Reed, Baldwin, Lewis, Wheeler, John Trites MacLeod, MacMillan, Baker, Greenwood, Simmonds and Eisenor. It was noted that Pickle averaged a speed of 12 knots in the last five hours of the race as she approached the finish line.

On June 3, 1962 Pickle departed Halifax via Marblehead to take part in the Newport to Bermuda Race. Her crew was skipper Charlie Church and others including Robertson, Carmichael, Butterfield, Burns, Thompson, Shearer, Ellis, Gregg, MacLeod and Hope. On July 14, for the start of the 1963 Marblehead to Halifax Ocean Race she had aboard the following: Skipper Charlie Church, Benoit, Rennick, Finch-Noyes, McIntosh, McDermott, Tivard, MacIntosh, MacLeod, Haley and Neal.

Additionally Pickle ran from Halifax to Cross Island, off Lunenburg and in many other local races. Indeed in 1963 she caught Morris Rock at Sambro Head that took out three planks and she nearly sank save for the voluminous eel grass that staunched the flow of water as she struggled into Ketch Harbour.

It should be mentioned that other sail-training boats in the era included Oriole, Wanderer IX, Tuna, Grilse (renamed Goldcrest) as well as the whalers and dinghies that abounded and were competitive for so many years.

In 1964 Pickle made a transatlantic run over the top of Scotland to England for the British Empire Games and was skippered by Ron Coell. In 1968 under skipper Lt. Cdr. William (Bill) Walker, Pickle participated in the Trans Atlantic Race from Bermuda to Travemunde, Germany. Her navigator was Captain (ret) Hal Davies who accumulated 14,000 miles in her either as skipper or navigating officer. This included a 1970 sail-training cruise he skippered from Copenhagen to the Channel Islands and back to Copenhagen, the crew being members of the group of destroyers in refit. Pickle returned home on Provider's upper deck. Although not a complete list, these names are gleaned from a variety of sources as having been associated with Pickle throughout her RCN days and include skippers and crew without designation of initial or rank:

Wadds	Hope
Gregg	Blythe
Moreland	Robertson
Neiboer	Wheeler
Reed	McIntosh
Westropp	Lewis
Church	MacIntosh
Rennick	Baldwin
Poole-Warren	MacLeod
Walker	MacMillan
Wiggs	Shearer

McCallan	Oliver
Clarke	Huxtable
Shippan	Greenwood
Alford	Burns
Johnson	Eisenor
Boggild	Benoit
Ruff	Baker
Bryant	Pumple
Haines	MacLeod
Brown	Carmichael
Jamieson	Simmonds
Pelletier	Butterfield
Thompson	Ellis
Finch-Noyes	McDermott
Tivard	Neiboer
Haley	Neal
Coell	MacFarlane
Davies	Olivier
Badenock	Lalonde

For those missed forgive me.

By 1975, after a stellar career with RCNSA and now CFSA, she was put for sale by Crown Assets from where she was laid up in Halifax Harbour. The winning bid was from Norman Gowland of Toronto, a dreamer, who after the purchase let her rot at a wharf in the North West Arm in Mill Cove at a Rosborough Yard floating wharf. After three years of neglect Pickle was threatened to be seized for non-payment of storage. According to a newspaper report, Pickle had succumbed to the ravages of time and harsh Nova Scotia winters and ultimate neglect. She had deteriorated and virtually dissolved into a rotting hulk. She was rotten and open above the waterline, vandalized and an eyesore, the once gleaming bright work of the interior (which I had so laboriously sanded and varnished those many years ago) was peeling like a tulip and the bags of racing sails became a moldy green mass according to J. D. Rosborough in the article. Subsequently Pickle was sold to Rene Renault from Quebec who had her towed, albeit slowly, to the Gaspé. One other strange approach to buy her came from Texas where she was to be acquired as a museum addition to go alongside Hitler's airplane and automobile in a collection of artifacts. It was not done. In Gaspé, the plan purportedly was to have a local inmate group restore her as a make-work project for the Federal Prison System with workers being bussed to work on her from a prison to a leased but dormant boatyard nearby.

Nothing more was heard of Pickle, at least not to my knowledge, until last year when I spotted an internet ad for a familiar looking yacht called Helgoland I. Whoa-back to the future one could say. The name connection was immediate and thus this story began.

Indeed, it was our Pickle, returned from the watery grave having been sold once again to a consortium with plans to turn her into an operating whale watching vessel. This dream was to turn out to be non-viable and after spending some five hundred thousand dollars over a span of four years she was finally surveyed for sale in 1999 and is offered at a bargain price of only \$400,000.00.

Pickle has been completely re-planked in 1 ¾" mahogany with new teak decks and other items too numerous to mention, full details are available at

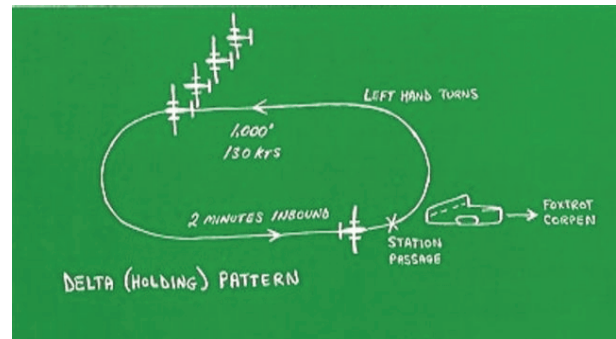
www.davidjonesyachtbrokerage.com. A personal disappointment is to see the wheelhouse, dog-house, whatever, now positioned in place of the deckhouse that suited her originally. More recently it is once more understood that storage obligations were not met and Pickle was seized by the yard where she is stored in the Gaspé and is resting once more on her cradle awaiting the next chapter in her long and illustrious career of now seventy four years, and this - a "WOODEN BOAT"!!!!!! She now awaits her next tentative steps into a new century and decade.

Respectfully submitted. Allan Browne LSAR 1950-1955 Recognition of immense help received with this article include: *John Trites MacLeod* whose recollections, pictures and background aided immeasurably in the construction of this article.

David Jones Hugh Allan Jeanne Church
 Ted Kelly Hal Davies Jack Moss



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DAVEY, George Wilfred

EDGAR, Eric

FOLKINS, Ronald

FORMAN, Ted

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GILLESPIE, William (Bill) (Gill)

GUEST, Jim

HENNESSY, Ralph Lucien

HILL, Fred

HOPKINS, Nigel

JOHNSTON, Anna

JONES, Walter A. 'Wally'

KING, Mary

MOORE, Al

MUZZERALL, Cecil

NIVEN, Roy (Spiv)

NORMAN, Brian

O'NEILL, Odette

PEACOCKE, Marie

SKANES, Gordie

SMITH, Ted

SUTHERLAND, Russell

TONKS, Thomas (Tom)

(Ron Folkins was the last remaining crew member of the first Sea King flown into Shearwater in 1963)

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The SAMF Secretary will be available at the above numbers etc and ready to help you. If she is out of the office or away from her desk, please leave your number and she will return your call as quickly as possible. This is a secure line.

Some of you will still have tickets on hand from previous draws. You may use them for this draw as well. If you prefer to pay by cheque please do so at the following address. (Make cheque payable to SAMF) and mail to: SAM Foundation, PO Box 5000 Stn Main, Shearwater, NS B0J 3A0

Congratulations to Mr. Wayne Halladay who won our last 50/50 draw.

Thank you for your interest and we look forward to hearing from you.

Art and our Airplanes *By Christine Hines*

Sometimes, sadly, museums cannot collect all of the significant artefacts we may wish to, because they are privately owned, or perhaps none are in existence anymore. The SAM is no different, in particular with regard to our aircraft collection. The number of aircraft that served in Shearwater since 1918 are numerous; early flying boats are a great example of items just not able to be found anymore. Instead, we often turn to models or art to fill in these gaps, to depict the aircraft and people at work with them, and put the aircraft into context of their roles and document the significant and daily operations that is not often seen by most of us.

The SAM has the luxury of space to not only create a permanent space dedicated to the exhibition of artworks, but to now be able to incorporate artwork amongst the exhibited aircraft on the floor. While not an artifact representing a certain period of Shearwater's history, our fine art collection provides the deeper story for those artifacts and aircraft relevant to our mandate. Often, the artwork also serves as a visual record or diary, the artistic impression of an artist's memories working in our naval air community, and a backdrop to the actual aircraft examples themselves.

The collection now numbers in the hundreds, and recently, we have increased the scope of the collection quite significantly as a result of large scale commemorations such as the RCN Centennial and the 50th Anniversary of the Sea King. During these events, several new artists have joined the ranks of Tony Law, Paul Tuttle, Jack Ford, Geoff Bennett and Don Connolly in our collection. Nova Scotian artists Len Boyd of Hubley and Peter Robichaud of Halifax, as well as several Canadian artists, many members of the Canadian Aviation Artists Association, have recently donated or sold their works to the SAM to augment our collections. These artists include Wesley Lowe, Layne Larsen, Linda Brubacher and Rob Arsenault, all assisting us in interpreting the Shearwater story.



Ian Fleming - author

Dieppe and Enigma

A new theory about James Bond author Ian Fleming's role in the controversial 'Dieppe Raid' of 1942 was aired in a documentary screened in the UK.

The documentary, *Dieppe Uncovered*, which was first shown on the History Channel in Canada in August, 2012, was transmitted on the 'Yesterday' cable TV channel in Britain.

The main focus of the new documentary was on the extensive archival evidence uncovered over a 15-year period by military historian David O'Keefe concerning the secret role played by Ian Fleming in the Dieppe operation in World War Two, a role which O'Keefe believes was more substantial than previous historians have realized.

Far from being merely an observer of the Raid, it would appear that Fleming's input into the daring, but ultimately unsuccessful, military operation may have been based on a different (and highly secret) agenda, in contrast to the official general one usually ascribed to the Dieppe Raid.

The Dieppe Raid, which took place on August 19, 1942, was an attack on the German-occupied French port of Dieppe, on the northern coast of occupied France. Over 6,000 (mainly Canadian) troops were used, supported by commandos, the Royal Navy and the RAF. The objective was to seize and temporarily hold a major French port, both to boost public morale in the UK and to reassure our Allies that Britain was serious about opening up a 'Second Front', and mounting an eventual invasion of Europe. The idea was also to discover what problems an invasion force might encounter and to learn valuable tactical lessons from this.

However, the Raid experienced a number of major problems, including much stronger German defensive resistance than had been anticipated. Men and tanks did get ashore and into parts of the town, but over 900 Canadians were killed and 2,000 were captured. The Germans, themselves, were puzzled by the Raid, regarding the operation as near 'suicidal'. Although PM Winston Churchill and Lord Mountbatten later defended the operation as providing invaluable lessons which later helped save many lives during the D-Day operation of 1944, the Dieppe Raid has had numerous critics over the years, including some former veterans, who claimed that poor planning, lack of co-ordination and weak military logistics led to unnecessary loss of life.

Fleming's Secret Goal

Another objective of the raid was to grab vital cipher code intelligence from a French hotel in the town (a hotel which

housed a Nazi operations office and a safe) and also from a German radar installation high up on the cliffs.

Again, this was unsuccessful. But it is this latter aspect that has led O'Keefe to develop a new theory about Ian Fleming's role in the planning of the Raid. Far from being just a minor part of the Dieppe Raid, O'Keefe has concluded that the code-book and radar objective was actually at the heart of the Raid, and that this was instigated by Ian Fleming and his boss at the Naval Intelligence Division (NID), Admiral Godfrey. In fact, according to O'Keefe, the whole raid was merely a cover diversion to allow Ian Fleming's new special commandos, the Intelligence Assault Unit (30AU), to engage in what was known as a 'pinch' operation.

Created by Ian Fleming and the NID, Fleming termed 30AU his 'official looters', and a number of recent studies have set out the fascinating background to this highly-secret special Unit. But, on the basis of his own research, O'Keefe argued in the documentary that the main secret objective of the Dieppe Raid was to enable 30AU to steal vital code-books and spare parts for a new version of the Enigma code cipher machine which had just been introduced by the Germans a few months earlier.

Enigma and 'Ultra'

One of the most closely-guarded secrets of World War Two was the fact that the British, using code-breaking specialists and new computer technology at a secret establishment at Bletchley Park, had been able to break the top-secret code messages being sent by the Germans, who were using what they confidently believed were 'unbreakable' Enigma code machines (the Enigma electro-mechanical rotor cipher machine for the encryption and decryption of secret messages had been invented by a German scientist).

This enabled the British Bletchley Park intelligence specialists to anticipate many German military tactics, which was especially crucial during the Navy's war at sea against U-boats in the Atlantic. This top-secret intelligence operation was known as 'Ultra'. However, in 1942, the Germans introduced a more advanced 4-rotor wheel version of Enigma, which immediately thwarted British efforts at code-breaking and suddenly halted Bletchley Park's vital intelligence operations. For a number of frantic months, Britain was effectively 'blind', unable to break the new machine's codes and read German messages.

According to the many pages of previously classified files uncovered by O'Keefe, in order to solve this problem, Ian Fleming and Admiral Godfrey developed the bold and ambitious plan to 'pinch' a 4-rotor German Enigma code machine, using 30AU commandos. Moreover, Fleming and Godfrey ensured that their new 30AU commandos secretly took part in the Dieppe Raid as part of a wider Commando Unit, although 30AU were not identified as such in official documents, such as the sensitivity of the whole NID plan. The secret 30AU platoon was led by Lt. Huntington-Whitely, who was the grandson of former Prime Minister Stanley

Baldwin and was also a personal friend of Fleming. Fleming and Godfrey apparently hoped that the bigger Raid of Dieppe would fool the Germans and they would not even realize that their new Enigma code-books had been the real target and had been 'pinched'.

Furthermore, Fleming actually attended the Dieppe Raid, waiting off-shore on board a Royal Navy ship, ready to directly receive the stolen material and immediately get it back to Bletchley Park in England. As we now know, this never happened. Indeed, perhaps one of the biggest ironies to all this is that the British were able to break the cipher codes just a few weeks later, through the dogged determination and expertise of their best Bletchley Park mathematicians and scientists.

O'Keefe is not the first historian to theorize about Fleming's role in the Dieppe Raid, and to suggest that the operation was a diversion for Fleming's secret intelligence-gathering mission. It first surfaced in the book *A Man Called Intrepid* (1976), a biography of the famous Canadian spymaster (and friend of Fleming) William Stephenson, who died in 1989.

But what O'Keefe has done is to put forward valuable new details and evidence on this aspect of the Dieppe Raid, raising serious questions about the official reasons given for the Raid. As O'Keefe pointed out in the documentary, this has also enabled surviving veterans of the Dieppe Raid to understand better why the Raid was mounted, and to draw some comfort from the thought that their many fallen comrades perhaps did not die in vain after all.

Code-name 007

It is also worth noting that Ian Fleming's 30AU went on to become a highly successful Unit in World War Two, gathering and capturing much invaluable intelligence and enemy technology. It is also interesting to note that Fleming remained fascinated by the world of secret codes and ciphers, and some of this emerged in his later James Bond books.

In the 007 novel *From Russia With Love* (1957), for example, the 'Lektor' cipher machine was at the heart of the plot, and Fleming experts believe that this idea was based on the real-life Enigma cipher machine (a topic that was still not widely known about by the public even in the late 1950s). In a sense, Fleming also returned to the topic in his later Bond novel *You Only Live Twice* (1964).

The JBIFC understands that the upcoming 4-part TV biopic Fleming, which is being made by Ecosse Films and is currently shooting, and stars Dominic Cooper as the Bond author, will devote some key sequences to Fleming's wartime role 'in the field' (Fleming's time was mainly spent on NID desk-work in Whitehall). The role of his NID boss, Admiral Godfrey, is being played by actor Samuel West.

Trivia Note: When the former Sunday Times journalist Robert Harris wrote his best-selling novel about the Enigma code-breakers, this was made into the movie *Enigma* in 2001, directed by Michael Apted (who had directed the 007 film *The*

World Is Not Enough in 1999). The movie also had a haunting score by composer John Barry.

Sent on email by Bob Findlay

From the Editor. I feel like Ms Doom and Gloom tonight. For the last month, or more, the daily sing song in the Museum is "the Military/Government has no money". They are cutting back on everything, including assistance to the Museum and right down to cutting the grass. Since I have nothing good to say about how things are going with the Military and their way of functioning, I'll stop right here. It's not worth the effort.

Glad to hear you liked our Spring issue. The Museum looked pretty pristine, didn't it. Believe it or not, they are desperate for room and believe it or not, they probably won't get any government assistance. Part of what you didn't see...



Continued



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Continued from page 15 History and the Historic

Are these remarks simply self-congratulatory indulgences of big egos? Not according to A. ("Archie") Benton, a USN exchange pilot with the RCN in 1953-54 who was pleased to write: "I never had an assignment that I did not enjoy, but the Canadian tour with 871 [Squadron] was certainly the most memorable. This was in the main because the officers and men were outstanding, really terrific people."

I think it can be truthfully said that Canadians on the whole are not given to exaggeration and braggadocio. If the Deke Logan's and the Ron Heath's of this world say that they were good at what they did, I for one am prepared to take them literally.

And my motion would be seconded, I am sure, by the USN squadron commander who immediately prior to joint manoeuvres with Magnificent and VF 870 assured his troops that the Canadian contingent was a "small outfit which won't give us much trouble." As it turned out, a Canadian officer on course at the base overheard the comment and assured his hosts that the Sea Fury pilots would prove to be a force to be reckoned with.

The RCN fighter boys didn't let their backer down. "Clobbered" was coined for the state the USN flyers found themselves in after the next day's exercise. The leader of the American squadron was the first to admit he had sadly underestimated Magnificent's pilots.

The Americans were not the only recipients of the RCN fighter pilots' attention. In the early '50s, the Royal Navy operated a fast torpedo-strike fighter called the Blackburn Firebrand. Some of these aircraft were based at Malta in 1951 when Magnificent was visiting the area during her first Mediterranean cruise with Ken Adams as the skipper. Writes Deke Logan:

As we were approaching Malta, the British asked our permission to carry out a simulated torpedo attack. This they attempted to do at dawn, but Commodore Adams wasn't napping; he shot a few of us off the catapult about an hour before dawn into the blackest night I can remember. Shortly thereafter, "Big Art" McPhee vectored us right through the Firebrand flight -- they had dim navigation lights for station-keeping, but I don't think they even saw us until they felt our slipstream. They were completely demoralized and returned to Malta without completing the mission.

When in 1955 the Sea Furies began to be replaced with the jet-powered McDonnell Banshee, the tradition continued. The accomplishments of the Naval Air Arm during the jet era can be gleaned from reading Carl Mills' excellent book "Banshees in the Royal Canadian Navy." Truth to tell, however, the weary, second-hand Banshees were in a lamentable state of repair when they came into Canadian hands, not to mention the deficiency in even the most basic spare parts that plagued the program in its early days. The

success with which the Navy met the challenge of putting the Banshee fleet in operating order prompted Bob Gibbons, ex-RCN, to state:

There is little doubt that the success of naval air in Canada was due in large measure to the skill, dedication and initiative of what has to be the finest corps of technicians found in any maintenance organization. In addition, the costly and uniquely comprehensive training programs for both the technicians and the technical officers employed in naval aviation produced the versatility and skills essential for such a small cadre to sustain availability and serviceability rates which were the envy of their USN and RCAF counterparts.

HMCS Bonaventure turned out to be a less than ideal platform from which to operate high-performance, twin-engine jet fighters. Shore-based operations, on the other hand, were another story. Time and again, the Sidewinder-armed Banshees proved themselves highly effective in intercept exercises against USAF B-47s and B-52s and the RCAF's CF-100s. No other unit in the 22nd NORAD Region exceeded the success rate of VF 870, and one senior naval historian went so far as to suggest that the squadron "was rated the top Canadian formation in North American Air Defence Command."

Because the targets in the NORAD exercises were manned and friendly aircraft, the attacks were simulated and the Sidewinders weren't actually fired at them. On one occasion, the missiles *were* fired, with impressive results. In 1959, the Banshee squadron was based for a time at *RNAS Yeovilton* in the UK, and the Royal Navy was interested in seeing how the Sidewinder performed. Half suspecting that the colonials with their American ordnance weren't likely to cause too much damage, the British lined up 10 rather expensive Firefly target drones for the Canadian pilots. Two days and six Sidewinders later, five of the pricey Fireflies lay on the bottom of the ocean and the Royal Navy prematurely terminated the costly affair before the expense got entirely out of hand!

What I would like to do now is cite several testimonies that were voiced shortly before and immediately following the disbandment of the last Banshee squadron in September 1962.

In one instance, the qualities of the Banshee pilots were acknowledged under no uncertain terms by the CO of USNAS Cecil Field, a very busy airbase from which VF 870 Squadron operated for several weeks in early 1962. The CO's commendation read in part:

While deployed at Cecil Field, VF 870 pilots consistently demonstrated superior airmanship by their knowledge and conformance to local rules, adherence to air traffic instructions and by practising excellent radio discipline. The professional attitude and technique displayed by your pilots reflect credit upon your squadron and the Royal Canadian Navy.

It is with great pleasure I extend to you and your squadron my personal commendation for the attitude and professional skill displayed during your tour at Cecil Field. It has been a distinct pleasure to have such an outstanding squadron aboard.

When it was finally announced that VF 870 was disbanding, the RCAF was quick to respond. The CO of RCAF Beaverbank, a Pinetree Line radar station with which the Navy squadron had frequent occasion to work, commented in his farewell letter that "the Squadron served its country in a manner that left nothing to be desired." And from the Acting Commander of the Northern NORAD Region came the observation that "the willingness of the squadron personnel to provide as many aircraft as possible and to fly long missions regardless of the weather has earned the squadron a reputation of operational integrity second to none."

The latter half of the 1950s witnessed some remarkable advances in anti-submarine warfare technology and tactics. Just how involved the Canadians were in these developments is borne out in their production of the Anti-Submarine Warfare Tactical Navigation System (ASWTNS). This was an electro-mechanical navigational and tactical computer and display system designed to solve ASW plotting, display and tactical co-ordination problems. The Canadians acquired the prototype technology from the USN and proceeded to develop it; and by mid-1959 the system was in the final stages of evaluation. At that same time, the US Navy had decided to assess a fast nuclear-powered submarine's ability to detect and attack a task force at sea. The Americans invited the RCN to participate, in response to which experimental squadron VX 10 sent an ASWTNS-equipped Tracker.

During the ensuing exercise, the Tracker's crew, in a display of superb airmanship, accurately plotted the nuclear submarine's position for over 52 minutes of continuous operation, or about 47 minutes longer than had ever been done before! VX 10 could rightly claim to have conducted the first-ever continuous, real-time tracking of a submerged, unrestricted, high-speed, nuclear attack submarine – a truly historic achievement. The admiral in charge of the task force made determined recommendations for the most urgent procurement of the ASWTNS and its rapid introduction into USN service.

There is a consensus of opinion that Canadian Naval Aviation achieved the apex of its effectiveness and efficiency in fixed-wing ASW capability with the Tracker. Testimony to the RCN's practical ability and operational expertise appeared in the US magazine "Armed Forces Management" in the early 1960s, wherein it was stated (and I quote) that, compared to Canada's efficiency, (the US) Navy suffers badly. For example, during one recent Canadian-US Navy ASW exercise in the North Atlantic, a sub-finding contest was run between the two countries.

One U.S. Navy pilot had this comment to make after the operation was concluded: "They are the greatest submarine

detection bunch I have ever seen. They were finding subs two days before we even knew they were in the area. In fact, I privately suspect they would wait 24 hours after they found one before telling us because they didn't want us to be embarrassed."

It is worth pointing out that these events, and the kudos they earned, took place before the RCN received the considerably up-graded Mk 3 Tracker or the much-improved Sikorsky Sea King.

The brains behind the "considerably up-graded Mk 3 Tracker" and the "much-improved Sea King" were the members of the Navy experimental air squadron, VX 10. This unit was responsible for developing numerous improvements and innovations in seagoing aviation equipment. For a post-mortem on the squadron, which was disbanded on 30 June 1970, we once again turn to Ron Heath:

In summing up, let me say that perhaps of all the jobs I had in the RCN aviation, and I loved all the operational, active exposure I was fortunate to have, VX 10 more accurately epitomized the value of being as small and compact as our naval aviation component was, wherein a few highly qualified officers and men, with very limited resources and an unquenchable desire to make the system work, did an incredibly professional job that paid off by bringing on stream, albeit in some very narrow specializations, some of the best there was in aviation in the world. No small achievement, and I am proud to have been a part of it.

No review such as the present one can be concluded without reference to the adaptation of the helicopter to the frigate/destroyer, a combination that was pioneered and perfected by the RCN between 1956 and 1962. Flight deck and hangar design and configuration, a rapid securing /quick-release/traversing system, and the necessary flight trials were all developed and carried out during this period. The result was an integrated set of made-in-Canada innovations that brought a whole new dimension in anti-submarine warfare to the navies of the world.

The final testimony goes to an individual who, though ex-Navy, was not part of Naval Aviation. Charles Lamb has written several books on the RCN, mainly having to do with the World War Two operations in which he took part. In speaking of the fate of the post-war Royal Canadian Navy and its demise with unification of the Armed Forces, Lamb calls attention to the disbanding of the Naval Air Arm and the release of many experienced aircrew. He quotes a "gleeful" airline recruiting officer whose company was only too pleased to welcome aboard "the finest pilots in the world."

Conclusions

The above brief recollection of testimonies, achievements and events is by no means exhaustive. I think, however, that the sample provided supports my view that the history of Naval Aviation contains abundant noteworthy and remarkable accomplishments that are by their nature truly "historic." But

there's an underlying moral to the story, and it is this: we often hear of the need to learn and profit from the lessons of the past. History is indeed an excellent mentor, but we must make creative use of this valuable resource. It's not enough to read historical works simply as a means of recreation and enjoyment; we must also apply such knowledge to our everyday problems. In other words, we must put our history to work.

Clearly, the impressive Naval Air exhibits and the immaculate restorations of RCN aircraft at the Shearwater Aviation Museum, the Canada Aviation Museum and the Naval Museum of Alberta are a step toward creating a basic awareness. Beyond that, inclusion of selected accounts of Naval Air history in the public education curricula and the universities would be a most welcome and meaningful addition to the cause of promoting national pride and appreciation of what it means to be Canadian.



HMCS BONAVENTURE



HMCS MAGNIFICENT WITH AVENGERS ABOARD

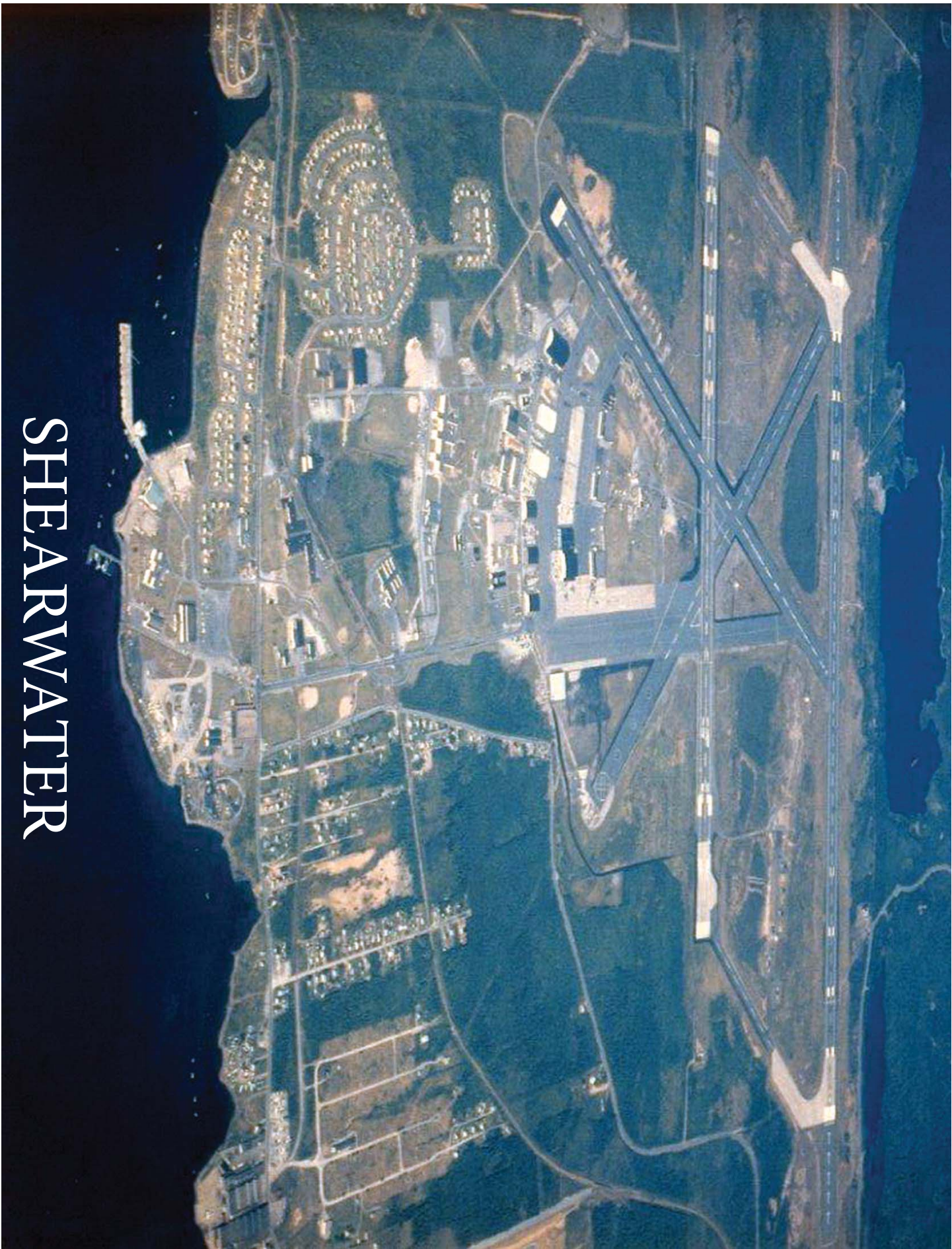


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