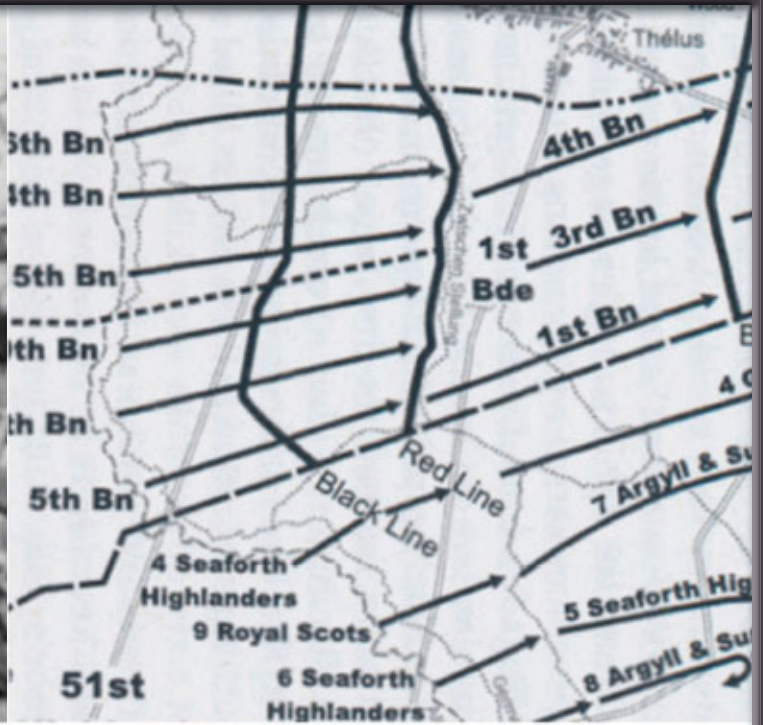


WARRIOR

Spring 2017



Vimy
1917-2017



Regiments on the Ridge

VIMY EXHIBIT: 3, 4, 6 APRIL 2017

Victoria Hall 4626 Sherbrooke St. West
Westmount, QC H3Z 1G1

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 300 dpi and a .tif file. A jpg file at 300dpi is acceptable if no compression is used.

We will attempt to use any pictures, whatever the format.

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Shearwater Aviation Museum Foundation
or
SAM Foundation
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Shearwater, NS B0J 3A0

Deadlines for receiving submissions are:

Spring 1 March
Summer 1 July
Winter 15 October

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Vimy Ridge 100 Years Later

by Al French- RCAF- Air Canada ret.

While I was stationed in Germany with the RCAF in the late 60's and early 70's, I visited several Commonwealth Graves cemeteries in Europe... sometimes to bury a friend and fellow pilot. During the Cold War, the policy mandating that Canadian Servicemen killed in Europe would be interred there, was still in effect. I always resolved to return...

In the spring of 2015, I took a trip to France with my wife, my daughter and 10 year old granddaughter. A major part of the journey was a pilgrimage to World War I and II cemeteries and memorials. The tour included Vimy, Dieppe and Juno Beach. They should be on every Canadian's bucket list.

When you visit a single cemetery with over 60,000 graves, and realize that there are hundreds of these sites all over France, and Belgium, only then can you comprehend the true scale of the loss.

My granddaughter was a typical pre-teen, patiently tolerating the adult agenda and would rather be on-line and texting her friends back in Canada, than following us around museums and memorials. I knew that she finally got it when we were silently wandering through one of the smaller cemeteries, and she approached me and softly said "...Boppa... all these guys died on the same day... ". I replied, "Yes... and you can see that some of them weren't much older than your brothers..."

The Canadian National Vimy Memorial site is located approximately eight kilometres north of Arras, France. The site is one of the few places where a visitor can see the trench lines of a First World War battlefield and the related terrain in a natural state. France donated the land to Canada after WWI. The total area of the site is 100 hectares (250 acres), much of which is forested and off limits to visitors to ensure public safety. The site's cratered terrain and buried unexploded munitions make the task of grass cutting too dangerous for human operators. Instead, sheep graze the open meadows of the site.

What immediately struck me, as a visitor to this part of France, was the omnipresence of ghosts of Canada, past and present, be it a road sign in English directing you to a memorial some kilometres away, a flag outside a restaurant or inn, or a small plaque at the cenotaph in a village that reads "Thank you Canada"... They are not forgotten...

Vimy Flight

Vimy Flight was conceived over four years ago by a group of ex-RCAF, and Royal Canadian Navy pilots. Our mission is to fly four replica Nieuport XI fighters, and two Sopwith Pups over the monument at Vimy Ridge during the 100th Anniversary commemoration by Queen Elizabeth II, all to be flown by veterans of the RCAF, and RCN. Both aircraft types were used extensively during the months of preparation, and for the Battle of Vimy Ridge itself. The Royal Flying Corps and Royal Naval Air Service lost 289 planes during the campaign. They called it "Bloody April".

Following the commemorative mission in France, the six Vimy Flight aircraft will be returned to Canada, and will embark on a five month cross-Canada tour for the 150th Anniversary of Confederation, stopping in as many places



French Cemetery at Arras



Names of 11,285 missing Canadians engraved on the Vimy Ridge Memorial

as possible: •commemorating the sacrifice and courage of Canada's first aviators; •educating the public and especially our youth and; •celebrating 150 years of nationhood

Allan Snowie, a former naval aviator and retired Air Canada pilot, is the driving force and originator of Vimy Flight. In 2007, Allan obtained a Graham Lee Nieuport replica from an EAA build group in Independence, Oregon. Two years later during the 100th anniversary of flight in Canada, he took the aircraft from British Columbia to Nova Scotia. In the years following several more Nieuports became available and other pilots joined to form the biplane team.

Paul O'Reilly, a career navy pilot, was a shipmate of Snowie's and they met by chance years later. O'Reilly says "...I happened to go to the Victoria airport for a bike ride. Whilst there, I observed two bi-planes fly over and land... so I went over to have a look. Lo and behold one of the pilots was the young Mr. Snowie!! He told me about the Vimy project and I knew right then I had to get onboard!! I jokingly tell everyone that I had gone to the airport for a bike ride and came home with an airplane!!..."

Others soon joined the Vimy Flight team:

Peter Thornton won his wings in the Royal Air Force where he flew Jaguars and Tornados. He emigrated to Canada and joined the RCAF in his late 20's. Peter entered Air Canada in 1995 and is based in Vancouver. He has owned and flown his Nieuport replica 'Blighter' for five years.

Bob Wade a former Snowbird, flew Starfighters and was the CF-18 demo pilot during the 1986 airshow season. In 1989 Bob became the first pilot in the western world to fly the Russian Mig 29. Leaving the RCAF in 1991, Bob worked as an A330 Captain for 16 years with Canada 3000 and Korean Air.

Dale Erhart flew CF-101 Voodoos in Comox and Bagotville. He was one of the original CF18 instructors along with Bobby Wade. Dale joined Air Canada in 1986. With team member



Vimy Flight Founders pic Allan Snowie (top) (l-r)
Larry Ricker, Paul O'Reilly, Peter Thornton



No doubt the photo of the original dedication |by King Edward VIII in 1936, with the airplanes overhead, had no small part in inspiring the Vimy Flight founders



Team leader Snowie ex-RCN briefing formation to ex- Snowbirds and fighter pilots

Rod Ermen, he made a pilgrimage to Vimy in 2010 and was struck by the experience. An avid aircraft homebuilder, Dale was at the 2015 Comox airshow where Allan and Peter persuaded him to join Vimy Flight.

Larry Ricker joined Air Canada during 1979 and entered the RCAF Reserve in 1981 to flying CP-121 Trackers. He has an extensive repertoire in his logbook both civil and military, and is currently a B-777 captain. Larry is very honoured and excited to be included in the Vimy Project.

Rod Ermen was awarded his RCAF pilot's wings in 1987. He flew the CF-5, T-33 and CC144 Challenger, before becoming Snowbird Number 2 in 1994. After his Snowbird tour Rod left the RCAF for the world of corporate flying. He currently lives in Sherwood Park, Alberta.

Gordo Cooper joined the RCAF in 1980. He initially flew Trackers from Summerside, PEI and was the Tracker airshow demonstration pilot in 1984. Gordo converted to the CF-18 in 1986 and in 1990 was chosen to be the 425 Sqn. Detachment Commanding Officer for the first Gulf war. In 1991, he became a CF-5 instructor pilot in Cold Lake, and was often seen on the airshow circuit with a CF-18 or CF-5. In 1997 Gordo joined Air Canada is currently a Boeing 787 pilot, based in Toronto.

Will McEwan graduated from RCAF pilot training in 1988 and after a tour as a Tutor instructor in Moose Jaw was selected to fly with the Snowbirds as Number 4 for the 1994-1995 season. Will joined Air Nova in Halifax NS in 1996 and flew the Dash-8. He moved up to Air Canada in 1997 and is presently a B777 First Officer based in Toronto.

Dave Wilson was awarded RCAF pilot wings in February 1966. Through the next 35 years he flew the CF101 Voodoo, CF-5 Freedom Fighter, T-33 and Tutor as a fighter pilot, pilot instructor, and member of the Snowbird team. In 1991 he transferred to the Air Force Reserve and was Regional Glider Operations Officer and CO of the Atlantic Region Glider School. In 1992 he joined 420 Squadron as Operations Officer until he and the T-33 were retired in

2002. As a civilian, he instructed, flew fire bombers, and is now part owner and chief pilot of Eastern Air Services in Trenton.

For my own part, last summer while volunteering at the Abbotsford Airshow, I encountered Allan Snowie and his crew, beside their Nieuport static display. As so often happens in this small world of aviation, our paths had crossed peripherally several times, including one episode involving Starfighters over the North Sea, HMCS Bonaventure, and supersonic passes...but that's another story...!! He briefed me on Vimy Flight, and I knew I had to be involved. Gradually the group has expanded to include 11 pilots, veterans all, and many other dedicated volunteers who share a passion for aviation and history.

Each of us feels a direct connection to the legacy of those first aerial heroes, and we are very proud to honour them. The Vimy Flight Team brings a vast and varied amount of flying experience to the project, with a grand total of over a quarter million flying hours. Most of the pilots involved in Vimy Flight are alumni of the Air Cadet Flying Scholarship program, so it is completely natural that we are involving the Air Cadet League of Canada as much as possible. During the building of the Sopwith Pups at the Langley Canadian Museum of Flight, we invited the local cadets to roll up their sleeves and join in, and they do, without reserve. While the documentary "A Nation Soars" (CPAC channel) was being filmed, our young cadets were featured prominently.

At the moment the Nieuports are working up their formation skills over the Comox Valley. Open cockpit flying in winter even in Comox is not ideal. With pilots spread all over the country, scheduling practice opportunities is a challenge. Sopwith Pup #1 has flown at Langley and we will soon have Pup #2 in the air as well. While there is much work still to be done, our team of volunteer builders is highly motivated.

The paint schemes are designed to honour individual Aviators of the Great War. Pup #1 was the ride of Flt/SubLt Joe Fall DSC(x3), Royal Naval Air Service, of Cobble Hill, BC, an ace with 36 kills, several of them at Vimy. It was the custom to identify individuals by the paint scheme (having a call sign like "Maverick" wouldn't be much good without a radio) Girlfriends and wives were favourite monikers, and Flt/SubLt. Fall had BETTY painted on one side and PHYLLIS on the other. His mates thought he was a bit of a roué, and he did not disclose until the end of the war that they were his sisters.

Exigencies of the service permitting, in mid-March, the RCAF will load all six Vimy aircraft into a C-17 for transport to France. The deadline is looming!!! In late April the planes will be flown from France to Halifax to commence the Canada 150th Tour.

Over 8,000 Canadian students will attend the ceremony in France. There are many Canadian cemeteries in the area, and Veterans Affairs, working through Canadian schools, will assign students an individual fallen soldier to research and honour. Vimy Flight will be participating with overflights during these poignant commemorations. We also plan to



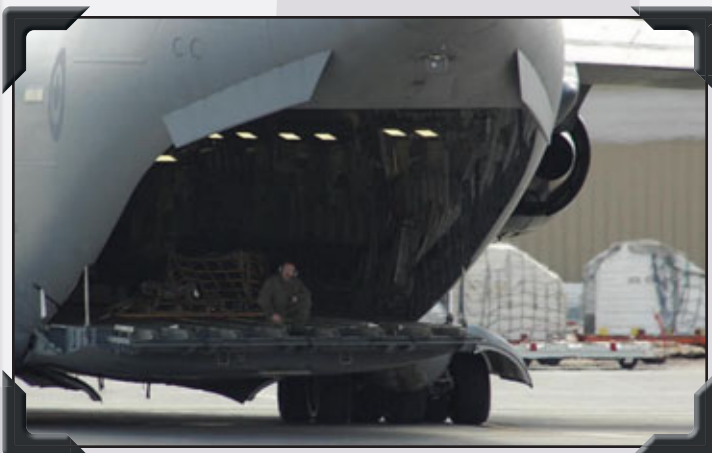
Sopwith Pup #1 flies over Langley, BC

involve Air Cadets (in period Royal Flying Corps dress) as crew and guides at our base at Lens- Benifontaine Aerodrome - a former WWI grass airfield just 9km north of Vimy.

During the Canada 150th Tour, we will be working with local heritage societies, air cadet squadrons and legions at our various stops... (and at 65mph with a two hour endurance, there will be many!!!) The goal is to bring the history of Vimy Ridge and particularly the story of our earliest Canadian aviators home to as many as possible, in a most dramatic way. We will be posting the tour schedule, and the participation checklist on our website. vimyflight.ca

The Vimy Flight project has not been without extreme challenges; political, technical, and of course financial. Many volunteers and team members are significantly out of pocket in their desire to push this project over the top... but we have also had great support, and of course the Vimy legacy of tenacity and determination! We will succeed... and hope to produce a post-ops report for PX when we return from France.

Vimy Flight is actively seeking donors, both individual and corporate. Donations are tax-deductible. Please visit vimyflight.ca for details.



Information from 415 Squadron Association.



As we reflect upon the crash of CP 10737...

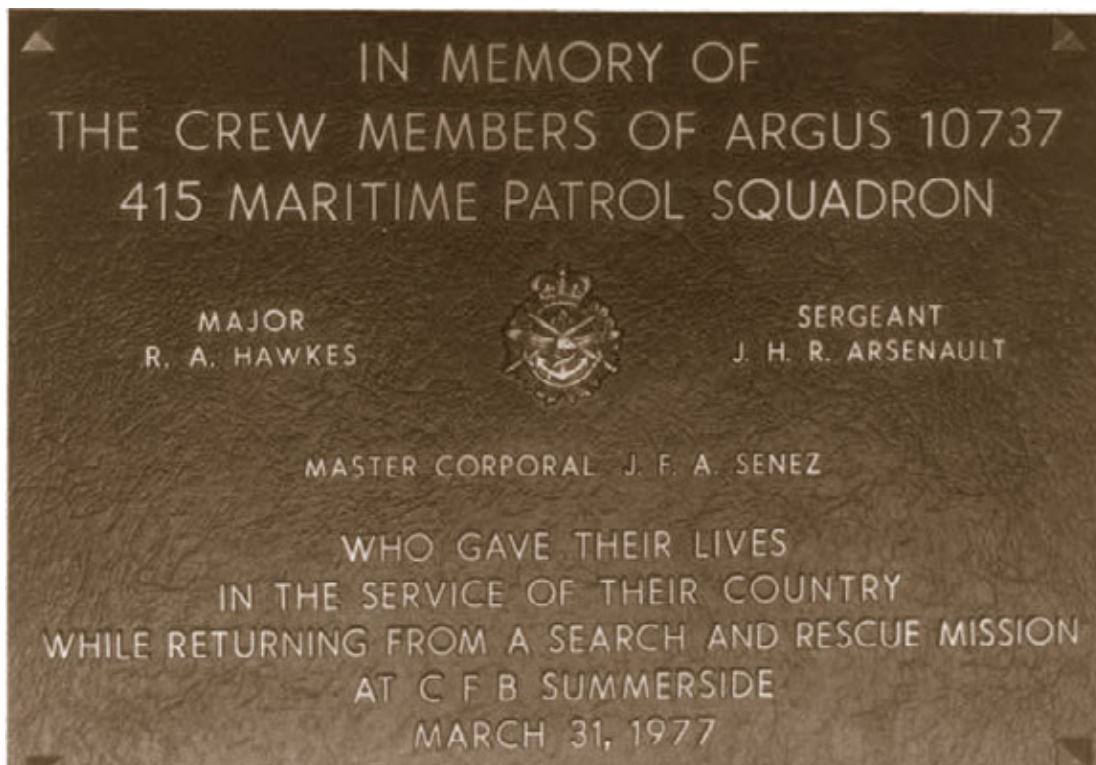
On the 31st of March 1977, Crew 4 commanded by Captain Guy Chenard was tasked on a Search and Rescue (SAR) Mission. The Spanish fishing vessel “Dianterio” operating 350 miles east of St John’s had reported a fire on board. The Pirates were holding two hour alert and Argus 10737 was the ready aircraft. Mission planning and departure were completed in a timely fashion and the transit to the search area was routine. As the aircraft entered the operating area, the crew initiated standard operating procedures for a SAR and within a short time the vessel was located. By the time the crew had arrived the fire had been contained and there was no further risk to the vessel and its crew. The Dianterio sailed for St John’s and the crew was re-assigned a routine operational patrol. Later it would be learned that the crew’s quarters had been completely destroyed and five men had died in the blaze.

It was during the patrol that trouble developed with No. 2 engine – control of the oil cooler door was lost and the crew was unable to control the engine’s oil temperature. The engine was shut down, the patrol was terminated and the crew headed directly to Summerside. On arrival the crew faced marginal weather, ceiling 800 feet and visibility 2 miles with rain and gusty winds. A surveillance radar approach was executed to runway 18. At approximately 1.5 miles from touchdown, the crew called visual and were cleared to land. The runway was cleared but snow banks lined its entire length. As per standard practice for all emergency landings, the recovery of 737 was filmed from the tower. Just as the aircraft was about to touch down, a strong gust pushed the aircraft to the left and No 1 propeller contacted a snow bank and the left main gear touched down off the runway. An overshoot was attempted however control of the aircraft could not be maintained and 737 entered a left bank. Following a curved path, 737 crossed the ramp in front of the control tower and its left wing cut through the tail section of an unmanned Nordair Electra, CF-NAZ. The aircraft was righted, crashed onto the ramp, slid down a taxiway and came to a stop on the infield leaving a trail of fuel. Argus 737 broke into two major pieces and was soon engulfed in flame.

Unfortunately there were three members of Crew 4 who died as a result of the crash: Major Ross Hawkes; Sergeant Ralph Arsenault and Master Corporal Al Senez. Another nine members were injured in varying degrees and six members walked away physically unscathed.

VPCC Pilot	Capt Guy Chenard, St Leonard QC
1st Pilot	Capt Andre B. Elieff, Regina SK
2cd Pilot	Capt Bruce H. Rutherford, Stouffville ON
Check Plt	Maj M.Ross Hawkes, Calgary AB
Lead FE	Sgt Ralph. J. H. Arsenault, Kinkora PE
2cd FE	Sgt Yvan J. Quintin, Drummondville QC
TACCO	Capt Derek Squire, Toronto ON
Nav	Capt Wess H. Bridgen, Essex, ON
Nav	Capt Jack R. Smurthwaite, Abbotsford, BC
Nav	Capt Paul Noonan
Lead Obs	MWO Gary Denham, Stratford ON
Obs	WO John J. Richard, Rogersville, NB
Obs	Sgt John Slor
Obs	Sgt Bernie MacIsaac
Obs	MCpl J.F. Al Senez, Prince George, BC
Obs	MCpl E.D. MacKinnon, Toronto, ON

In 1983 the members of 415 Squadron decided to make a lasting tribute to the crew members of Argus 10737. They had a stain glass window installed at St Mark's Chapel located at 14 Wing Greenwood. There is also a bronze plaque situated at the entrance of the church which recognizes the three crew members who lost their lives as a result of the crash.



As we reflect upon the crash of CP 10737, it is important to remember that there are always risks to be assessed and decisions to be taken during flying operations. At any time a crew may be called upon to face a unique and demanding situation. Such was the case on the 31st of March 1977. The outcome of Crew 4's mission could never have been forecast. We are aware that painful memories of this accident remain, both for surviving Swordfish and for the families who lost loved ones. As the Swordfish Alumni, we are called to recognize both the contributions and sacrifices of these 18 Swordfish and to honour those who gave their lives in the service of Canada.

(We are most grateful to have Yvon Quinton, one of the CP10737 survivors living in our local area. Yvon volunteered at the Shearwater Aviation Museum for many years, attends most functions and visits with us often. Thank you Yvon. Editor)



Lest We Forget



PIANO MAN

Sunday morning aboard HMCS BONAVENTURE: fair weather, no flying. I was on watch when a call to the Bridge requested that Little (F) be located since he could not be contacted by phone in his cabin, Flying Control, or the Wardroom. Normally, 'pipes' were discouraged during quiet times like these, but we complied, not once, but, having had no responses, several times, at about fifteen minute intervals.

The Hangar deck and any other place where Little (F) might be expected were carefully checked out. Finally, we resorted to the Public Address System to call him to the bridge. Still no joy!

Could he have gone over the side?

Although there was no evidence to support that possibility, the Captain was mulling over whether to reverse course and send out search aircraft.

In the middle of it all, Little (F) arrived on the bridge looking very embarrassed to say the least. It seems he had been in one of very few places not reached by the PA - the ship's Chapel. There, he had been intent on his music, practising the piano which he played as a member of the Wardroom's infamous 'Gut Bucket 5' group.

If 'music hath charms' it was lost on the Captain.
Ted Cruddas

Little (F) Bob Falls, went on to become Admiral and Chief of Defence Staff in Ottawa where he still played a mean piano. (This article from Grit, Guts & Grins. Ed.)



President John Knudsen's Report Spring 2017

Winter has been rough on people and roads (potholes), but spring must be just around the corner because the song sparrows have been singing for the last 3 weeks, and the daffodils are coming up through the ground.

Another thing that is coming fast, is the requirement for space in the museum. That requirement has been looming on the horizon for some time, but has now become critical. The last Sea King flight in Shearwater is supposed to be in 2018. SAM has to be prepared to receive two Sea Kings and associated training aids.

Fundraising is, a large part of meeting that space requirement! This year, make your plans to participate any way that suits your interest or budget - 500 club, 50/50 draw, Dinner Auction, Golf tournament, buy a wall plaque for dad, Grandad or the family. Look at the choices and make sure you get involved and contribute to your legacy. If you won't who will?

If you have not been to Shearwater Aviation Museum lately, make plans for a family trip this spring or summer. You will be surprised how the various exhibits appeal to all age groups and there are no "border problems" getting here.

Wishing you all a happy Spring and hope to see you this Spring or Summer at the Museum, or at one of the fund raising events.

John Knudsen
President SAMF



FROM THE CURATOR'S DESK

By Christine Hines

A lot of changes are happening at SAM this spring! We're getting

excited about Shearwater's Centennial next year, and as a result, have started renovating exhibit spaces to prepare for several new permanent and temporary exhibits to help us celebrate. In the meantime, we're working on some immediate improvements to welcome our 2017 spring opening, including a show to commemorate the 75th Anniversary of 423 Maritime Helicopter Squadron in May.

If you have spent time on 423 Squadron, we are requesting loans, or donations, or artifacts to add to the exhibition. I am especially anxious to collect Sea King Air Detachment crests. If you think you might have some objects that help tell the 423 Squadron story, I would love to hear from you! Drop me a line at:

curator@shearwateraviationmuseum.ns.ca or call at 902-720-1083.

We have just hung another art exhibit by Halifax artist Peter Robichaud who examines Canadian jets of the Cold War. If you like jet aircraft at the 1960's and 1970's, this show is for you. In other exhibit news, we have completed the Hawker Hurricane project! The long awaited replica was mounted late in the fall, and the large wall graphics were installed just before Christmas. We anticipate having an unveiling ceremony in early April, but please, do drop by to see the finished product. A very heartfelt thank you goes to the Royal Canadian Air Force Association of Canada #111 Micmac Wing for their sponsorship and to David Rowe, Leeann Legace and a host of volunteers and supporters who made this project a reality!

Another bit of good news to report is that our long - suffering flight simulator was recently taken out behind the barn and "retired" for good. We just received a donation of equipment for a new, much more powerful flight simulator, which I expect to have installed in April. It will be relocated along with the popular Tbird cockpit, into its own room, designed for activities for the young and the young at heart! We would like to acknowledge John Houston and John Benson for their valuable assistance making this project possible.

Spring is just around the corner, and with it comes our celebration of the season with our signature event the 19th Annual Spring Hobby Show. This year's show will be held on 8 - 9 April 2017 at the Sea King Club, located at 242 Warrior Avenue in Shearwater. It is shaping up to be a great show this year, complete with special events: a very popular plastic model contest and a new children's "make and take" activity being led by the Miniature Crafter's Guild of Nova Scotia.

For more information on the show, please see our website at

<http://shearwateraviationmuseum.ns.ca/modelshow.htm>
We hope to see you at the show! All the best.

Christine

Remember those early days at Shearwater. We were all so young and full of whatever it took to keep us going.

SNAM was a bustling entity and we were all so eager to complete our courses, get on with the drill and, move on to the squadrons where we would be given the opportunity to make our mark on Naval Air history. Well, we did that and, now as we look back at those early days, we think about our old shipmates and wonder, “Where have they all gone?” Some we have kept in touch with, but others just seemed to fade into oblivion. Now, we are all in our mid to late 80s and fading fast. Do you know where they are?

My, how the years have aged us! Where we were once the backbone of an elite group, we are now just a footnote in history. If you are looking for us, the place we would probably most likely surface is in the archives of the museum, but, a few of us are still hanging in there.

To you who have replaced us we say, “Keep the torch high”, we set the standard many years ago and now it is up to you to maintain that standard

We are praying that you will not let us down . ***George DelFebro***



My Portuguese Was a Tad Rusty

From Bill Cody - sent to us by Leo Pettipas.

In February 1954, I was in Air Traffic Control at Shearwater. That same month the Brazilian training ship Duque de Caxias was on the homeward leg of a European-Mediterranean cruise, and Halifax, NS was one of her ports of call.

Having been born and raised on the Portuguese island of Madeira, I had knowledge of the language. Accordingly, I was appointed liaison officer to our visitor. My Portuguese was a tad rusty, and so a bit of cramming was in order to improve my ability to converse with the ship's authorities, and was relieved to learn that the Captain, and most of the officers spoke English.

Along with an officer of FOAC staff, I met the ship in the harbour approaches via yard craft from HMC Dockyard. We established a schedule for official calls to local dignitaries (Lieutenant-Governor, mayor, etc) and experienced the occasional delay. One of the calls was particularly memorable. The Captain had a taxi at his disposal and he ordered this to pick me up each morning when making our calls. At the time we were going to meet FOAC Adm Bidwell, the Captain said (in the taxi), "I want to go back to my ship for a shower." I just about had a fit. We ended up being a half-hour late for our call (in the cold and rain) to a furious Adm Bidwell and his soaked honour guard - not just soaked, but the white chalky stuff used on caps, belts, and gaiters dripped and ran when pelted with rain, rendering the uniforms a soggy mess.

We settled into a daily routine: I reported on board the Duque at 0900 each day to attend to the Captain's wishes. He was a unique gentleman and greeted me each morning upon my arrival for the day's events with a scotch and coffee. It was during one of our chats that he asked me, "What is Canada's national flag?" When I said, "the Red Ensign," he said, "No! the Red Ensign is the Canadian Merchant Marine." Of course, it all got sorted out a little over a decade later with the adoption of the present Maple Leaf flag.

I had to travel by bus from CANAS to the Dartmouth ferry landing, thence to HMC Dockyard and from there to the Duque. On one occasion I arrived by helicopter thanks to Jack Beeman, and the Duque's Captain had a chat with me about it. When he realised the distance from Shearwater and the route there from by bus, ferry, etc, and further that I did not own or drive a car, he laid on the taxi that the RCN had placed at his disposal, and it was that vehicle that moved us around for the official calls to the Lieutenant Governor, the Mayor, and finally to the FOAC.

CANAS invited the ship's crew to meet with counterparts in the base gymnasium. The officers were entertained in the Wardroom. There arose a bit of a problem in the gym over souvenirs; I was informed that the Brazilian sailors were given extra pay to go on the present long cruise and were warned that they would lose that benefit if they misbehaved. Thus, losing a cap tally or other piece of uniform could have had them sent back to Brazil and a reversion/reduction to regular pay, which would have meant that their families would be disadvantaged financially. In my limited Portuguese, I assured them that we would endeavour to retrieve all purloined items, and I appealed to our mates to return them. They did so to a man -- great guys.

The Duque's Captain and officers were most gracious. They kissed the ladies' hands Valentino-style, and my wife Mary was presented with a beautiful bouquet of flowers and a memento of fine Brazilian aquamarine stone. At the time, Mary had just been released from the polio clinic and was wheelchair-bound.

With the Halifax stay completed, the Duque de Caxias shaped course for another courtesy call, this one a 12-day visit to New York City.



Yours truly (left) in distinguished company: the Honourable Alistair Fraser, MC, QC, Lieutenant-Governor of Nova Scotia (centre) and Captain Francisco Vicente Bulcao Vianna (right) of the Duque de Caxias, viewing the Lieutenant Governor's signature book signed by distinguished foreign visitors.



The good ship Duque de Caxias. Photo by Edson de Lima Lucas.
From Edson Lucas Collection, via shipspotting.com.

Biplanes in the Navy

Leo Pettipas Winnipeg

Among many things that distinguished British from American naval aviation during the Second World War, one was the quality of aircraft with which their respective operational squadrons were equipped. Amazingly, right to war's end the Brits were still flying biplanes - Fairey Swordfish and Albacores - in the heat of battle. The airframe technology belonged to another age - and it wasn't the future!!

Thanks (or "no thanks") to the close historical connections Canada had with the British, it could be easily predicted that nascent early post-war Canadian naval aviation would be patterned after the Fleet Air Arm and equipped with British aircraft. The first-line types were either obsolescent or mediocre performers, and the earliest second-line types were, technologically speaking, out-and-out relics from days of yore.

Initially, aircraft destined for the Royal Canadian Navy (RCN) were placed on Royal Canadian Air Force (RCAF) inventory until the RCN established its own inventory. At various times between May 1946 and February 1949, the RCAF (initially) and/or the RCN (eventually) possessed no fewer than four types of biplanes, three of which were distinctly naval. This article summarizes their histories with the RCN.

Fairey Albacore

The Fairey Albacore was a single-engine, carrier-borne or shore-based torpedo-bomber crewed by a pilot, an observer, and a telegraphist air-gunner - all of which was academic to the RCN because they were never put to use in any capacity. Six Albacores were originally taken on strength, unassembled and still in their shipping crates, on 5 May 1943 by the RCAF's Eastern Air Command. The individual Aircraft Record Cards indicate that they were intended to function during the war as "instructional" machines - which to a modern-day historian isn't very instructive. Were they earmarked for flying instruction, or mechanics instruction, or ...?

Whatever, they promptly went into strategic storage at RCAF Station Dartmouth, and there they stayed for the next five years or so. The containers were seen by Al Darwin, a naval air ground crewman, in early 1947; and on 2 February 1949 they were transferred free-issue to the Navy from the Air Force inventory ("free issue" means that they were turned over to Naval Aviation buckshee). And just as well -- the Navy had no use for them and they were struck off strength the same day, fate unknown.

Interestingly, it was the RCAF, not the Navy, that actually flew the Albacore, a replacement for the Fleet Air Arm's Fairey Swordfish, before Canada actually had a naval air arm. During the war between October 1943 and July 1944, the RCAF's 415 Squadron flew Albacores on Royal Air

Force Coastal Command anti-shipping operations over the English Channel and along the Dutch coast.



An Albacore of No. 415 Sqn RCAF at Bircham Newton, Norfolk, 1943. DND photo.

Supermarine Walrus

The British-designed and built Supermarine Walrus, nicknamed "Shagbat" by the Royal Navy (RN), was a single pusher-engine, amphibian (the prop faced rearward, not forward and pushed the aircraft, not pulled it) that had been used on the Canadian East Coast as a search and rescue and ASW vehicle during the War. When HMS Seaborn, the Royal Navy's establishment at Halifax, NS was closed after the war, three Walrus were among the assets that were up for disposal at the Royal Naval Air Section lodger unit at RCAF Station Dartmouth. These were turned over to Eastern Air Command on 20 March 1946 for use by the RCN at the Dartmouth aerodrome.

Two of them promptly went into reserve storage at Dartmouth and were on the Canadian military registry for only sixteen days before, on 5 April 1946, they were struck off strength, being entirely surplus to requirements. The third specimen (serial number Z1781) was retained by the RCN's Fleet Requirements Unit 743 (FRU 743) for utility flying before it was placed on APDAL (aircraft pending disposal at location) status at Dartmouth on 7 July 1947. It was finally struck off strength and turned over to War Assets for disposal on 6 December 1947.



Walrus Z 1781 in RCN (FRU 743) service. Note the yagi radar antenna on the outboard forward wing strut. DND/PAC/PA-135609.

Walrus Z1781 was listed as "single-engine transport" on its Aircraft Record Card. The above-noted "utility flying" took the form of such exploits as familiarization on type, test and time on type, "water test" (travel on water, it being an amphibian), low flying, and local flying. When it was struck off strength in July 1947, it was owned by RCAF 10 Group, a downsized post-war Eastern Air Command. Interestingly, this was only five days before the Navy received its own aircraft inventory and the administrative process began of transferring all naval aircraft on the Air Force registry to RCN ownership. So, it looks like the Navy had no future plans for Z1781 and was content to see it retired.

By 6 December 1947, War Assets Corporation had taken it in hand, and then sold it to private interests who gave it the name "Putsy Putsy." Under the civilian registration CF-GKA, it was used to fly foresters and geologists into the Labrador interior to assess timber and mineral resources. It was also deployed as a logistics tender for a helicopter undertaking topographic survey in the region. The fuselage ended up as a houseboat on Gander Lake, Newfoundland.



Walrus Z 1781 "Putsy Putsy" in civilian garb. Credit: John Smith and Classic Combat Aircraft.

Fairey Swordfish

HMS Seaborn had closed down on 28 January 1946 with 25 surplus aircraft still on hand at the Dartmouth aerodrome. Twenty-two of these machines were Swordfish -- 16 Mk IIs, 6 MK IIIs. The Admiralty granted HMS Seaborn permission to dispose of them, which ordinarily would have meant their destruction locally or dumped at sea. The RCN, however, asked that they be turned over to them, and this request was granted. RCAF Station Dartmouth provided the needed storage space, and on 20 March 1946 the entire batch of local ex-RN Swordfish was taken on strength by Eastern Air Command, the RCAF's command authority in the Atlantic region (as was noted above, the Navy did not establish its own aircraft registry until 12 July 1947).



An FRU 743 Swordfish now done up in her new RCN silver paint job. DND photo DNS-079.

In a 25 July 1946 press release, Naval Headquarters in Ottawa announced that "half a dozen" (eight, actually) would be retained by FRU 743 at the Royal Canadian Naval Air Section for "occasional flying duties" -- mainly familiarization and cross-country flying and photo reconnaissance trials. Swordfish components were used as instructional materiel at the School of Naval Aircraft Maintenance at Royal Canadian Naval Air Section Dartmouth. The last of the survivors with FRU 743 were struck off strength on 12 July 1947, trundled over to the Hines Road dump, and eventually burnt on-site.

With the authorization of naval air squadrons for the Naval Reserve Divisions on 14 August 1946, it was decided that 11 Swordfish would be allocated to various Reserve Divisions across the country for ground crew training. Accordingly, the aircraft were forthwith delivered to the Divisions at Ottawa, Toronto, Hamilton, Windsor, Port Arthur, Winnipeg, Regina, Saskatoon, Calgary, Edmonton and Vancouver, where they were used to train fitters and riggers (aero engine and airframe technicians). Although these aircraft continued in use by the Navy, they had actually been struck off charge the same day they were taken on strength -- 20 March 1946. Curiously, the aircraft that went to Toronto (HMCS York), reportedly serial number DK 790, is not listed among the machines on the Canadian registry.



A Swordfish in wartime rig en route to one of the Reserve units in 1946. DND photo.

All but one of these Reserve aircraft were flown to their new homes in August and September of 1946. The exception was sent to Vancouver aboard HMCS Warrior during her 1946-47 West Coast cruise, presumably because flying across Canada and over the Rockies wasn't considered to be a great idea! The Divisions in Charlottetown, St. John, Quebec City, Montreal, Kingston and London were provided only with engines and parts because they did not possess the necessary facilities to accommodate an entire aircraft.

What became of these Reserve Swordfish is now largely lost in antiquity; most were, in all likelihood, simply scrapped locally. According to my information, the Swordfish handed over to HMCS York was "buried at sea" off Toronto Island in the mid-1950s. The Edmonton aircraft did go on to "serve" following its demise ... after a fashion. In 1949, it was sent to the RCAF's Winter Experimental Establishment also in Edmonton for cold-weather testing and development. One of the projects carried out was the use of oil dilution to facilitate engine start-up at very low temperatures. The resourceful staff recovered the now-scrapped Swordfish's heat exchanger from the local scrap heap, and rigged it to a Herman Nelson heater and pumping system to warm the oil.

De Havilland DH 82C Tiger Moth

In May of 1948, two de Havilland Canada DH 82C Tiger Moths bearing serial numbers 5088 and 8865 were delivered to the Naval Air Section, at RCAF Station Dartmouth. This was the beginning of the third career in each of their lives: the first was with the Air Force during the War, the second was on civvy street after the War, and the third was now with the Navy.

Background History

Tiger Moth 5088 was retired from the Air Force in February 1945, turned over to War Assets Corporation, and subsequently sold to the Ottawa Flying Club, which operated it under the registration CF-CJG. It was acquired by the Canadian Commercial Corporation of Ottawa in May 1948 for allocation to the RCN.

The second Tiger Moth, 8865, to find its way into Navy hands also belonged to the Ottawa Flying Club, where it was operated from early December 1945 under the registration CF-CJH. It, too, was purchased by the Canadian Commercial Corporation in May 1948 for subsequent delivery to the Navy.

The Navy Tiger Moths were initially slated to perform double-duty with two formations at the Naval Air Section: the School of Naval Aircraft Maintenance (SNAM), and Fleet Requirements Unit 743. In keeping with the latter assignment, 8865 and 5088 were allocated ICAO identification letters VG-TFA and VG-TFB, respectively. The letters VG-TFA indicated the aircrafts' naval identity: "VG" identified the Canadian Naval Air Arm, "TF" was assigned to aircraft of FRU 743 and "A" the individual

aircraft within FRU 743. Tiger Moth, 5088, VG-TFB did not remain on the Navy List for very long; it was struck off strength on 4 January 1949, apparently following an A9 crash. The eventual disposition of its mortal remains is unknown.

School of Naval Aircraft Maintenance

Up until August of 1945, basic technical training of Canadian Naval Air personnel was provided by the Royal Navy in the UK. Then, from 20 August 1945 until 3 June 1946, technical training was conducted at No. 1 Technical Training School at, RCAF Station Aylmer, Ontario. Yet another shift, this one to the Mechanical Training Establishment at HMCS Stadacona, took place later on in 1946. Throughout all this time, Canadian trainees received advanced technical instruction from the RN in Britain following completion of basic training in Canada.

The post-war expansion of Naval Aviation brought with it a decision to concentrate all ground crew training at the Naval Air Section located at RCAF Station Dartmouth. To that end, the School of

Naval Aircraft Maintenance (SNAM) was established there in April of 1948. An obvious requirement at the outset was an appropriate assemblage of teaching aids, notably airframes and engines. This need was partially addressed by the purchase of the two Tiger Moths from the Ottawa Flying Club. The two Tiger Moths were flown to Dartmouth from Ontario and, in keeping with Murphy's Law, they arrived a week late, resulting in a delay in the commencement of the first SNAM course. They were taken on strength as fully airworthy aircraft on 17 May 1948.

Number 8865 remained on the Navy's registry until 1957 (of which more below). But the Tiger Moth as a type did not enjoy a very long career as a SNAM instructional aid as such. According to former students, 8865 was still so employed in 1950, but there is conflicting testimony on this: one ex-SNAM student noted in a 2008 communiqué that there was a Tiger Moth in one of the SNAM hangars when he took his rigger training there starting in early 1950. However, he and his classmates did not get any instruction on it at all, nor did he recall it ever having come out of the hangar during the six months or so that he was there. It was definitely no longer being used for the purpose in 1951.

Just as the Tiger Moths were utilized during the war for pilot elementary flying training, their deployment at SNAM was as basic training aids for technicians. Aspiring air mechanics were taught the fundamentals of airframes, engines, rigging, and electrics. Instruction in Tiger Moth electrics, thanks to the type's simplicity, was confined to the engine magnetos and ignition system. Student engine air mechanics (Fitters) learned to strip down the Gipsy Major engine and rebuild it from the crankshaft up, while the budding airframe air mechanics (Riggers) dismantled the airframe and reassembled it. The Tiger Moths were used to illustrate such items as control cable

runs; the workings of a bell crank; turnbuckle adjustment of stagger, dihedral and sweep; fabric doping; and rib and boom stitching in fabric work. As an incentive, provisions were made to flight-test the reassembled aircraft with a SNAM student on board.

The Tiger Moths probably retained their military paint schemes of yellow overall and black engine cowlings while under early post-war civilian ownership, and initially kept this format on into their Navy careers. To one of them were added black "tiger stripes" to the wings and fuselage and carnivorous facial details to the nose.



Speculative yellow-and-black paint scheme and markings of one of the RCN Tiger Moths. The original image appeared in colour in Arco-Aircam Series No. 21 (Vol. 1), Osprey Publications Ltd, 1970.

Fleet Requirements Unit 743

Fleet Requirements Units were general purpose ("utility") squadrons mandated to carry out a wide variety of non-operational support functions on behalf of the front-line air units and the fleet. These included providing flying time for aircrew assigned non-flying duties, and it was in this capacity that at least one if not both of the Tiger Moths were employed: the Unit's Fair Flying Log shows that VG-TFA was used to provide "air experience" to CAG (Carrier Air Group) and "other" personnel during 1949, the last flight for this purpose taking place in October of that year.

Subsequent Use



Tiger Moth 8865 after she was restored to health in the early 1950s. DND Photo.

Civvy Street Again

Upon its retirement from the Navy in 1957, 8865 was placed in storage at nearby Fairey Aviation of Canada Ltd, bringing to a close the third chapter of its somewhat lengthy career. The aircraft did not remain in storage for very long, however; that same year, it was purchased by Father John McGillivray, the RC padre at RCAF Station Summerside, for his personal use. Painted blue and white with red struts and trim, it was registered as CF-IVO. Interestingly, it was once again in "Air Force hands," albeit under civilian registration!

Fr McGillivray and his Tiger Moth. DND photo.



One of Father McGillivray's most notable achievements with CF-IVO was a cross-country return flight from Summerside to Rockford, Illinois, a total distance of 2800 miles (4505 kms). The trip was undertaken in order to attend an Experimental Aircraft Association (EAA) fly-in, and involved thirty stops, nine customs clearances, thirty-nine flying hours, and twelve days of annual leave for the good padre. The destination of this journey may have had a bearing on the final disposition of CF-IVO, for although its airworthiness certificate was valid to 15 July 1965, Father McGillivray donated it in 1964 to the EAA Air Museum, Hales Corners, Wisconsin. As of 2015, it was still there.



Tiger Moth ex-8865, ex-CF-CJH, ex-VG-TFA as it is today. Air Venture Museum, Oshkosh, Wisconsin.



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Canada acquired a fleet of 33 Argus maritime surveillance aircraft in the late 1950s to conduct anti- submarine (ASW) patrols over the Atlantic and Pacific with periodic sovereignty forays to the Arctic. Designed and built in Canada by Canadair (now Bombardier) the Argus was the most capable ASW aircraft of its era. In the early 1980s the obsolete Argus fleet was replaced by 18 CP- 140 Aurora ASW patrol aircraft and three CP- 140A Arcturus Arctic and Maritime Surveillance Aircraft. However, Canada's surveillance capability has now been reduced to an alarming level. Canada has already disposed of two Arcturus and turned the third into a permanent maintenance trainer; and is in the process of updating and extending the life of only 14 of the 18 Auroras with the intention to operate only ten aircraft in a rotatable pool of 14 to achieve a life expectancy to 2030 at a reduced pace of operations. Four Auroras are to be scrapped.

During RIMPAC 2015, a multi- national exercise in the Pacific, the U.S. Navy publically stated that the systems in the updated Aurora are performing at level they hope to attain with their newly acquired P- 8 Poseidon surveillance aircraft in ten years. During the current Operation Impact in Syria and Iraq the updated Aurora is acknowledged as one of the most successful and capable ASW and Intelligence, Surveillance and Reconnaissance (ISR) aircraft in the world.

The Need

Fleet sizing studies for the Aurora procurement indicated that 24 aircraft were required to deal with the two- ocean sub- surface threat posed by the Warsaw Pact nations and their satellites. The government unilaterally reduced the number of aircraft to 18 Auroras without a commensurate reduction in tasking. The current fleet size of 14 updated and life extended Auroras to produce ten Auroras for operations is insufficient to fulfill the surveillance requirements for a country with the world's longest coastline and largest Arctic Archipelago. In addition to the two- ocean commitment, global warming has expanded the requirement for Arctic ISR to monitor shipping activity, search and rescue, communications relay and ASW. There is also a growing need to provide ISR support for international expeditionary missions such as Libya, Syria and Iraq. Despite this increased demand for overland and maritime surveillance, the RCAF is being forced to scrap the remaining four Auroras because of budget and associated manning constraints.

Operations in Libya, Syria and Iraq have demonstrated the requirement for persistent surveillance with a stand- off weapons capability. The RCAF and Canadian industry have the capability to modify and equip the Auroras to carry any weapon currently certified on the U.S. Navy's P- 3C aircraft, including air- to- ground stand- off weapons. An Aurora stand- off, ground attack weapon capability would provide an alternative to the contentious use of armed unmanned air vehicles (UAV) against fleeting targets for the foreseeable future. Moreover, with the increasing use of surveillance UAVs, the Aurora's communication and data management systems can be readily configured as an airborne UAV controller to provide line- of- sight, operator control of UAVs in theatre.

The Opportunity

There is an urgent requirement to allocate incremental funding to the RCAF to take advantage of the narrowing window of opportunity to update and life extend the four Auroras currently to be scrapped. This will restore the Aurora fleet to its original size of 18 aircraft. A decision is urgent because Lockheed- Martin will likely close the wing and horizontal tail production line necessary to life- extend the four remaining Auroras if there are no follow- on orders. Also, restoring the fleet to 18 aircraft will require additional RCAF manning and funding to operate the last four Auroras.

As an alternative to acquiring armed UAVs, a modification program, already implemented by the U.S. Navy, should be considered to provide the Aurora a stand- off ground attack capability. Also, any future program to acquire surveillance UAVs should include the modification to the Aurora software to provide line- of- sight control of in- theatre UAVs.

The enhanced life expectancy of the updated Aurora will enable operations to at least 2030 when the Aurora will

require replacement. The Boeing P- 8 Poseidon surveillance aircraft would be a viable replacement candidate. However, liaison with industry is recommended to assess if a maritime version of the Bombardier C- Series airliner could be a home- grown option in much the same manner as Canadair developed the Argus from the Bristol Britannia airliner.

Conclusion

The Government of Canada is rightly concerned about the opening up of the Arctic due to global warming. A full fleet of 18 updated and life- extended Auroras would provide an extensive capability to meet that requirement in the near term with minimal investment. It would also provide a viable counter to the ever growing submarine threat in the Atlantic and Pacific.

Canadian defence industry innovation and partnership with the Government of Canada has delivered a state- of- the art alternative to the more expensive Boeing P- 8. The Aurora update solution is sufficiently scalable and flexible to garner the attention of foreign governments, particularly with the Canadian capability to life- extend hundreds of foreign P- 3C aircraft as part of a systems upgrade. This represents an immediate export opportunity, which could create and maintain high paying jobs in Canada.

Modifying the Auroras to carry air- to- ground stand- off weapons and to provide direct, line- of- sight control of UAVs in- theatre could provide a near- term solution to the debate over the acquisition and use of weapon- capable UAVs.

Recommendations

It is recommended that update and life extension modifications be completed on all 18 Aurora aircraft before the window of opportunity closes.

It is recommended that RCAF manpower and associated funding be increased to restore the Aurora fleet to its full 18 aircraft capability.

It is recommended that planning be initiated now to replace the 18 aircraft Aurora fleet by 2030 with a fully ASW/ ISR capable aircraft with sufficient range and endurance to meet Canadian strategic (sub- surface and overland) surveillance requirements. Such planning should consider the possible development of a maritime version of the Bombardier C- Series airliner in the same manner that Canadair developed the Argus from the Bristol Britannia airliner.

From Ernie Cable
Historian
Shearwater Aviation Museum

The CDA Institute is pleased to showcase the Executive Summary of a study by the Maritime Air Veterans Association, "Preserve Canada's Strategic Surveillance Capability," which was submitted to the Defence Policy Review Committee. The full study is available here.

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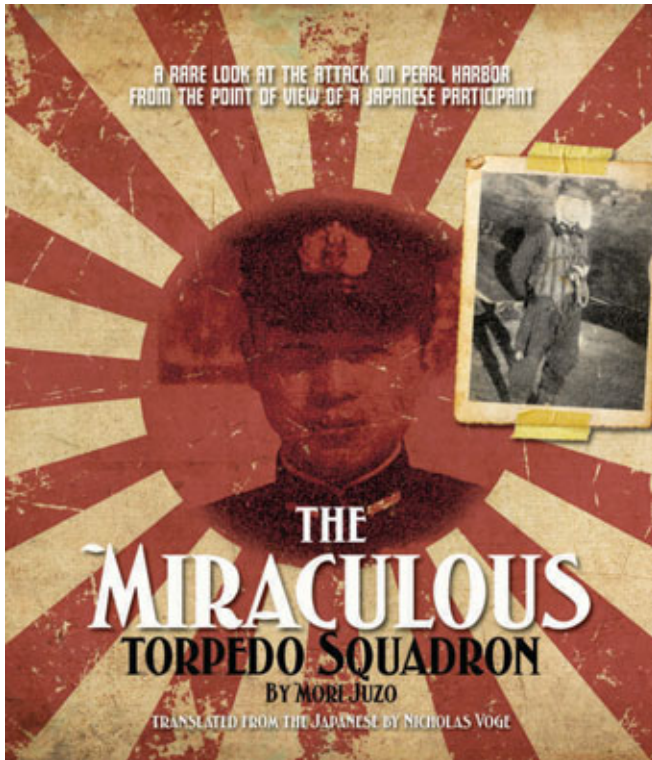
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The Miraculous Torpedo Squadron

Mori Juzo was a torpedo bomber pilot of the Imperial Japanese Navy and one of the aviators who participated in the attack on Pearl Harbor. In 1973, Juzo wrote his autobiography, entitled *Kiseki no Raigekitai* (The Miraculous Torpedo Squadron). This book has, until now, never been translated into English. But one of *Vintage Wings* readers, Nicholas (Nick) Voge, an American pilot with Oahu's Makani Kai Air, is also a long-time translator and has been working on an English translation of Mori's work.

In addition to flying for the small Hawaiian airline, Voge spent many years working as a translator for companies in Japan. His passion is to translate aviation-related articles, documents and books from Japanese into English. Some of his works have appeared in *Harper's* (Jan. 2012, *Into the Rising Sun, Letters of the Kamikaze Pilots*), and in *Manoa*, published by the University of Hawaii (*Last Letters of the Kamikaze Pilots*), and elsewhere.

Here, for the first time in English, from Mori Juzo's *The Miraculous Torpedo Squadron*, are two chapters dealing with his preparations for and participation in the infamous attack on Pearl Harbor, 7 December 1941, with kind permission from Kojin Publishing.

The View From the Other Side of the Mirror: A Japanese Pilot's Account of Pearl Harbor

By Mori Juzo, translated by Nick Voge

One day, shortly after I was transferred to the Omura Squadron, I was shocked to receive a telegram ordering me to report immediately to the carrier *Soryu*. This was highly unusual because it was navy policy to always send transfer orders to petty officers by written letter. Something's up, I said

to myself. I was filled with a sense of anticipation and foreboding. This was partly because much as I wanted to go to the *Soryu*, I still hadn't yet landed on the deck of a carrier!

Training was soon arranged and, a few days later, there I was, looking down at the deck of a carrier and thinking: We're going to land on that? It looked way too small. As I descended for my first approach, I noticed that the deck was not only tiny, it was moving up, down and sideways! Okay, calm down, breathe deeply and don't do anything dumb, I thought. One hundred feet, fifty feet, thirty feet, then ka-chunk as the wheels touched down and the arresting hook jerked me to a stop. It was only then that I noticed that I was completely soaked with sweat.

While I was overjoyed to finally be carrier qualified and assigned to the *Soryu*, I was also acutely aware that this meant I would probably be going back to war.

With our carrier quals behind us we began special torpedo training in Kagoshima Harbor. Until then, our torpedo training had been quite orthodox: maintain an altitude of 150 feet and drop the torpedo at a distance of 1,000 yards. At Kagoshima, we were trained to come in at fifteen feet and drop at a distance of only 200 yards.

Although the navy prohibited low-level flying, we were now turned loose to take our ships right down on the deck, and we loved it! The hard part wasn't flying low—that was pure fun—but estimating the distance to target of 200 yards. Day after day, we formed up over Mt. Kirishima at 12,000' in nine-plane formations, then dove down in trail formation straight at the harbour. This put us at about 100' as we came thundering over Kagoshima Station. What the frightened citizens of Kagoshima made of our antics I can only imagine. A few seconds later, we were screaming along at 130 kts., a mere fifteen feet above the water. Because our altimeters were useless at such low level, in our free time we climbed up on something to put our eyes at exactly fifteen feet above ground to get used to the sight picture.

For lack of better targets we took to lining up our runs on the fishing boats in the harbour. Boats with their sails up were often knocked flat by our wind blast. Before long, they were all jerking down their sails as soon as they saw us coming.

Juzo and his squadron mates aboard *Soryu* flew the Nakajima B5N (Allied reporting name "Kate"), the standard torpedo bomber of the Imperial Japanese Navy (IJN) for much of the Second World War. Primarily a carrier-based aircraft, it was also occasionally used as a land-based bomber. The B5N carried a crew of three: pilot, navigator/bombardier/observer, and radio operator/gunner. By 1944, the Kate had been replaced by the Nakajima B6N (Jill) torpedo bomber but a few Kates stayed in service until the end of the war as trainers and



target towing aircraft, and many that remained in flying condition were used as Kamikaze aircraft in 1945. Image via Finnish Wikipedia

Training began every morning at 8:00 a.m. We flew two three-hour sessions during the day followed by night training, and didn't get back to our bunks until after midnight. The training was brutal, and the only days off we got were courtesy of bad weather.

It must have been sometime in October, as our training was winding down that a rumour began to circulate: "We're going to war with America."

We knew from the newspapers that tensions were rising between Japan and America but we had no idea what the actual situation was. When we asked flight leader Nagai, he just scoffed and said, "War with America?! That'll never happen."

But, as the saying goes, where there's smoke there's fire. A few days later, the battleship Yamato joined the fleet, and throughout the Inland Sea, our planes were carrying out intense mock attacks on our warships. Something was definitely up. Then, towards the end of October, our mechanics began smearing the elevators, horizontal stabs and rudders with cold-weather grease. What the hell was going on?

Unable to contain my curiosity, I paid a visit to Commander Murata. We'd served together in China and I knew he trusted me. However, when I asked him what was up, he simply said: "Be sure to take very good care of yourself." But the hidden meaning in his words was very clear.

On 18 November, we sailed out of Hashirajima Strait for where, we knew not. Never before had the sea looked so black, so cold and so infinitely deep.

The next morning, we were rudely awakened by the loudspeaker blaring: "All hands on deck." When we got up there, we were surprised to see Captain Yanagimoto and all the other big shots on the bridge. Must be some special anniversary, I thought.

Then the captain spoke: "In a few moments, our ship will pass directly south of the Ise Shrine. Everyone face north and pay their respects!" Man, this is getting stranger all the time, I mumbled. This is definitely not a training cruise. It was then that I recalled the rumour of war with America.

The signalman called out when we were ten seconds away from the line and we remained silent for a full minute to show our respect.

A few days later, we steamed into Hitokappu harbour, where we joined the carrier Akagi. The next morning, all flight crew were ordered to the Akagi for a special meeting. There were 600 of us all together. "Henceforth," our commander said, "the ships here at Hitokappu will be known as the 'carrier force.' On 8 December, we will attack and destroy the U.S. fleet at Pearl Harbor."

The task force of six aircraft carriers and 18 surface vessels which made the surprise attack on Pearl Harbor first assembled in the protected waters of Hitokappu Bay in the

island of Iturup, the southernmost of Kuril Islands north of Japan. Assembled there were Mori Juzo's Soryu as well as Agaki, Kaga, Shokaku, Zuikaku, and Hiryu. This photograph shows Soryu at the far right. After the war, the Soviet Union took over administration of the islands and kicked out all the Japanese inhabitants. Photo: Imperial Japanese Navy via Wikipedia

The Imperial Japanese Navy's carrier Soryu (Blue Dragon) rests in the pale November sunlight of the Kurile Islands in Hitokappu Bay, just days before departing with the task force for Pearl Harbor. Aboard, torpedo bomber pilot Mori Juzo finally learns of the specifics of his mission. Photo: Imperial Japanese Navy

I'd read in the papers how the ABCD gang, America, Britain, the Chinese and the Dutch, had Japan surrounded. They'd broken their trade agreements, frozen Japan's assets and were demanding our withdrawal from China. I didn't really understand any of this, but one thing was now certain: we were in fact going to war with America.

Next up was Admiral Nagumo, who gave a long speech as to why the war was necessary and urged us to do our patriotic duty. One thing I understood very clearly, though, was that every war has a winner and a loser, and that if Japan lost the war, the Japanese people would be finished.

After the speeches, we were taken to a large room with a highly detailed diorama of Pearl Harbor. The model showed where each ship was moored and all military facilities. We then returned to our respective ships for mission planning.

Admiral Chuichi Nagumo, aboard the carrier Agaki, addressed the 600 or more pilots and aircrew who would take part in the surprise attack. Photo: Wikipedia

We torpedo planes were to go in first and drop our torpedoes from an altitude of fifteen feet. After us came the dive bombers from 14,000'. They would be dropping their 1,600 lb armour piercing bombs on those ships we couldn't get at with torpedoes. Problem was, at fifteen feet, we were going to be sitting ducks, plus we had to worry about getting blown to bits by those 1,600 pounders. Either way, our lives were on the line.

"I don't care if I get killed," said someone. "I just want to slam a torpedo into one of those ships. We gotta die sooner or later anyway." There was lots of this sort of talk going on. But all the bravado in the world wouldn't help us if we got shot down before we could even launch our fish. I went up on the fantail for a smoke and tried to organize my thoughts. But the cigarette tasted lousy and my mouth was dry as cotton. We torpedo planes are probably all going to be shot down, I thought. We're going to be the first to arrive at Yasukuni Shrine.

Just before leaving Hitokappu, we received a shipment of special new torpedoes. We were told that these were the most sophisticated torpedoes in the world. Because of the breakwaters in Pearl Harbor, there was only about 300 yards in which to line up our attack runs. This meant we would be dropping at a range of only 200 yards. Pearl Harbor was also very shallow, so even if we dropped from the ideal altitude of fifteen feet, the torpedo would still sink to a depth of about thirty feet or more and might get stuck in the mud. To prevent



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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

\$300



Option B & C

\$600



Option D

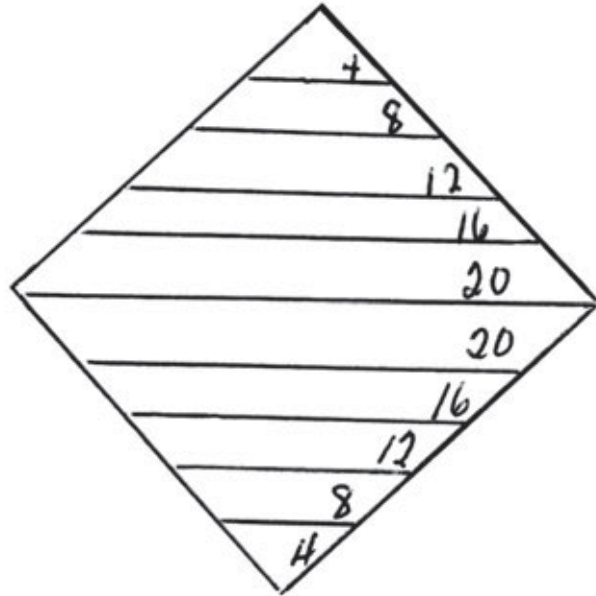
\$600

Wall Tiles may be purchased through monthly installments.

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

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

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



From:

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CITY: _____

PROV: _____ POSTAL CODE: _____

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TYPICAL OPTION 'C' above

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

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

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For further information, please call the SAMF Secretary: Toll Free: 1-888-497-7779 or (902) 461-0062

Fax (902) 461-1610 Email: samfoundation@sympatico.ca

Please check engraving details for accuracy before sending. We cannot be responsible for misspelled words on your order form.



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__

In the City of _____ Province of _____ Postal Code _____

Witness: _____ Witness: _____

Signature of Testator

Address: _____ Address: _____

this, in addition to the standard metal fins, the torpedoes were fitted with breakaway plywood fins. These fins were designed to rip apart when the torpedo hit the water, and in so doing, create enough drag to prevent the torpedo from sinking too deeply.

While final instructions were given, last minute training carried out and plans finalized, the torpedo squadrons aboard the carriers were issued brand new 18-foot-long Type 91 Kai 2 "Thunderfish" shallow water torpedoes, which featured wooden attachments on the tail fins that acted as aerodynamic stabilizers, and which were shed upon water entry. These Thunderfish were photographed on the deck of Akagi with Hiryu in the distance at HitoKappu Bay. Photo: Japanese Imperial Navy via Wikipedia

As our eastward cruise continued, I spent the days helping our maintenance guys get my plane ready and studying photos of the American ships. I also spent hours in the cockpit mentally rehearsing the coming attack.

The night before we were to launch, an announcement from Admiral Nagumo was read over the loudspeaker. It listed the various battleships and cruisers moored in Pearl, noted that there were no signs that our attack was anticipated and ended with the information that none of the U.S. carriers were in port. This was a major disappointment, as I had really wanted to slam a torpedo into either the Saratoga or the Lexington. Those are some lucky carriers, I said to myself as I clambered into my bunk.

We were awakened at 12:30 the next morning. I changed into a new set of underwear, put on my flight suit and, after breakfast, went up on the flight deck and stepped into one of the wildest sights I'd ever seen. The night was pitch black. A waning moon was playing peekaboo behind shreds of tattered cloud. The seas were huge, and from time to time, Soryu buried her nose into a monster wave that sent sheets of seawater shooting up over the bow. The deck was crammed with airplanes, and the flight crews and maintenance personnel were swarming over the planes. I climbed into my plane and fired up the engine for the first time in almost three weeks and ran a mag check. She felt and sounded great. I then shut 'er down, tested the torpedo release mechanism and watched as my radioman and rear gunner checked their gear.

En route to attack Pearl Harbor, Japanese aircraft carriers encountered heavy seas, which though unpleasant, helped to hide their approach to the attack point. Here, in a screen shot from Japanese newsreel footage, the carrier Kaga makes steady progress through rough seas, followed by Carrier Zuikaku. The film footage was taken from the deck of Akagi. Photo: Imperial Japanese Navy

On every carrier en route, groups of pilots and aircrew were briefed thoroughly. Here, chalking the plan on the carrier's deck, Lieutenant Ichiro Kitajima, group leader of the Kaga's Nakajima B5N group, briefs his flight crews on the details of the attack which will take place the next day. Photo: Imperial Japanese Navy

Looking over towards the Akagi, I noticed that she was light signalling furiously. "The torpedo planes are not to launch!" came the message.

"What!?" I yelled, "They must be nuts!" Nagai called all torpedo pilots together.

"They say it's too dangerous to launch you guys in the dark with this heavy sea running."

"They're full of shit," we told him. "We didn't train our balls off to be scared by some rough weather!"

"Okay, okay," said Nagai, "I'll go tell them you think you can launch."

A few minutes later, a second signal came from the Akagi: "All planes prepare to launch!"

We all breathed a huge sigh of relief and went back to our preparations.

"All hands not on duty line up before the bridge," blared the loudspeaker. We all ran up and lined up on the flight deck. It was so dark that you couldn't even see who was standing next to you. The captain came on and said a prayer for the mission's success. I promised myself to do my best. We then turned and faced in the direction of our homeland and said a final prayer. From the bridge of the nearby flagship, Akagi was flying the "Z" flag that read: "The fate of Imperial Japan depends on this battle, all hands do your duty to the best of your ability." This was the same flag that flew during the Battle of Tsushima Strait in 1905, where our navy annihilated the Russian fleet. Gazing at that same flag fluttering proudly in the breeze stirred my heart with powerful emotion.

We then exchanged heartfelt farewells with our maintenance men and climbed into our planes. After strapping in, I closed my eyes, took two or three deep breaths and tried to calm myself. Just relax and do as you've been trained, I told myself.

"Prepare To Launch Planes!"

As soon as we saw the signal to launch from the flagship Akagi, we started launching from Soryu. Nine Zeros took off first. Each time the launch officer raised his white flag, a Zero launched. Alongside the deck, crew members waved their hats in the air and cheered us on. The Zeros were followed by the dive bombers, then ten horizontal bombers loaded with 1,600lb bombs took off, followed by us, the torpedo planes. I was second after our flight leader, lieutenant Nagai. My back was wet with sweat. When the launch officer raised his flag, I slammed the throttle wide open and we thundered off the deck into the inky black sky. Looking back at the ship, I could just make out the sailors' waving caps and the other planes taking to the air. On the bridge, I could see the captain and his officers, their caps waving over their heads. You can depend on us, I said to myself.

Japanese Navy Aichi Type 99 "Val" dive bombers warm up on the deck of the aircraft carrier Akagi in the morning of 7 December 1941. Trailing her is Juzo's Soryu. Contrary to the general impression, these photos of the preparation and launch from the Japanese aircraft carriers were actually taken during the 2nd wave of the attack instead of the first wave. The first wave from Akagi consisted of 27 Nakajima Type 97 "Kate" torpedo/level bombers and 9 Zeros. They took off in the darkness at 6:00AM local time, about 55 minutes before sunrise.

Continued on page 28

WEVE GOT MAIL!**Hey, this is super exciting mail...**

On 3/16/2017 2:08 PM,

David.Rowe2@forces.gc.ca wrote:

So, imagine discovering that a long unknown relative had been a war hero, and was killed in action, his body never found, almost lost to history. You start digging, and suddenly, a whole world, previously unknown to you, opens up.

This is the case for two families of some of our Lost Boys I've spoken a lot about in the dire events of the 25th of July, 1944. We sent 3 mosquitos out, on a daring daylight ranger sortie, to attack German airfields that held squadrons of ground-attack aircraft, that were doing their best to drive the invasion forces back into the sea. None of the 3 returned. Only a year ago, we were able to locate the graves of 2, and 2 others were known to us. But for F/Lt W.R.R. Sutton, and F/O George Bishop, there was no trace. Both families have only recently begun to do their utmost to get answers, and find out what happened, and learn more about their lost heroes.

As luck would have it, 406 was suddenly in the perfect position to help out. I first was contacted by Corrine Sutton, on 6 Aug 16. She knew he was a WW II pilot, his date of death, and little else. I retrieved his personnel file, photos, and any mentions of Sutton from our Ops records, war diaries, etc. and sent them to her. I was closing in on more detailed information regarding that day, but wasn't quite there yet.

Fast forward to 5 Jan 17. I received an email from WO Don Palosaari, who is a CAF member, stationed in Italy! Seems, he'd read our Lost Boys article in the RCAF Journal, and was surprised to see the name of his wife's Grandfather, George Bishop. He was hoping for any information, especially a photo, as George's daughter (still living), was only 2 1/2 when her dad was killed, and had very little information. Once again, I was able to provide George's personnel file, photos, war diary and combat report information. Pretty rewarding for me, super exciting for both families.

By this time, I'd finished researching German archives, and discovered a combat report, 25 July 1944, from Lt Heinrich Wiese, flying an Me-109 G, that he had shot down a Mosquito, and Cande, 30 km NW of Angers. This report matches up perfectly with the last known time, date, and position of Sutton and Bishop, and is in a perfect line from the crashes at

Rialle and Lusanger, and their main target airfield, at Angers. RAF records show no other mosquito losses in that region, that day. So, that leaves only one possibility, Sutton and Bishop were the target of Lt Wiese, and fell within a short distance of Cande. Two groups of researchers/recovery teams, from the UK, Holland, France, and Belgium, are aware of this information now, and hopefully will be able to turn their efforts towards solving the mystery, but we are closing in!

I'm happy to report as well, that Bishop's family will be at the Runneymede Memorial, end March/early April time frame, and the Sutton family, who are from the UK, are hoping to at last re-connect, after an absence of 73 years.

History, my friends, can be pretty damn cool.

Dave Rowe, WO
Squadron Historian
406 Sqn, 12 Wing
Canadian Armed Forces

David.Rowe2@forces.gc.ca / Tel: 902-720-4194

Thank you David. How exciting for you and those you have written about. You are absolutely correct 'History, my friends, can be pretty damn cool' We are very lucky to have someone like you around. Thank you very much.

Kay Collacutt, Editor WARRIOR

Paul Peacey writes:

Hi Kay,

I was just browsing through Warrior Summer 2016, and the article Sea Kings in the North.

In Para. 2 it's stated that Frobisher Bay is now called Nunavut WRONG! I would suggest Mick look at a map of Canada.

Frobisher Bay is now called Iqaluit which is the capital of Nunavut. Iqaluit it was while Baffin Island was still part of the NWT.

While I am at it, it's Yellowknife NWT and Whitehorse Yukon.

Those folks that never spent extended time North of 60 hmm!

Thank you for your informative note. Editor

Dave Cramton writes:

To all of you at SAMF / SAM:

Thank you again for all your efforts to preserve our Naval Aviation heritage.

I don't often get back to your part of the world, but the annual reminders via the WARRIOR stir many wonderful (mostly!) memories of my time at Shearwater. The 'mostly', refers to some night landings on BV that weren't so wonderful!

Happy New Year to all. Keep up the much appreciated good work. *Dave.*

J. Weldon 'Weldy' Paton writes:

Still not in the 'Delta'. (*Inside joke -Kay*) Another good issue of WARRIOR.

Wishing you and yours and the Museum, a Very Happy New Year. *Regards...*

Wendy Corp writes:

This donation is in memory of y father, Glenn E. "Pappy" Wiese. Pappy's years in the Navy were years he loved, learned to fly and he met our mtoher. Both were the most important things in his life for the majority of his life.

Pappy died 28 July, 2016 in Campbellton, NB. His ashes will be scattered in Shearwater sometime in May. Pappy has gone to soar again and to dance with our mother.

Thank you.... *Wendy*

**12 WING SHEARWATER TO
STAGE THIRD ANNUAL
MEMORIAL SERVICE AT ST.
MICHAEL'S CHAPEL FRIDAY
19 MAY 2017
AT 0900**

Two years ago this coming summer, two members of our Shearwater family passed away. They were Brian Northrup and Owen "Bud" MacLean. A few of our retired members thought that those who could manage it should gather at a local watering hole to toast their memory.

The idea quickly grew to a memorial service at the Officers' Mess. Friends came from everywhere to honour our two old friends plus a few others who had also taken Signal Delta. Last year the tradition continued in May, as the second such service was held in the Chapel. The Wing Chaplain knew exactly what was necessary, and along with the members of 406 Squadron they staged a marvellous service.

The third annual service is being held in conjunction with 423 Squadron's 75th Anniversary activities being held from 17-19 May 2017. It will once again honour those who have gone to the Delta over the course of the last several months since the last service was held. To date there have been almost 40 additional names added to the list.

The purpose of this note is to inform our readers that this years service is being held at 0900 on Friday May 19 at St. Michaels Chapel on Bonaventure Avenue, Shearwater. If you have old friends, colleagues, Mess Mates or just wish to pay homage to those marvellous men who fixed and flew them through the several era's that comprised Naval Air, you will be more than welcome to join us as we remember them.

John Cody

DEAD LOAD TEST VEHICLE(DLTV) TRIALS ONBOARD HMCS MONTREAL WINTER OF 2008

From Wayne White, CWO Ret'd

The major configuration difference between the Sea King and the CH148 Cyclone is that the Cyclone is a nose wheel aircraft(a/c) vice the Sea King which is a tail wheel a/c. This difference required modifications to the Canadian Patrol Frigates(CPF) such as the removal of the tail probe grid on the aft end of the flight deck, moving the tail guide winches farther forward to now be used as nose guide winches and changes to the Recovery Assist Securing Traverse device (RAST) commonly referred to as the Bear trap. As a result of these changes new procedures had to be developed as to how the Cyclone was going to be straightened on the flight deck to center it and then traversed into the hangar. The DLTV is the same physical dimensions as the Cyclone and by adding water to the various tanks the weight could be adjusted as to the Cyclones various weights i.e. fuel load, external stores etc. By raising or lowering a large steel plate at the aft part of the DLTV the center of gravity could also be adjusted.

The trials team consisted of Canadian pilots and engineers that had been posted to the Maritime Helicopter Program(MHP) in West Palm Beach Florida where the a/c was being manufactured, engineers and technicians from Sikorsky in Stratford Connecticut and West Palm Beach, personnel from Bedford Institute of Oceanography (BIO) in Halifax and a team of technicians from A4MHP in Shearwater who would maintain the DLTV and perform all the duties required in handling of an a/c on the flight deck and securing it in the hangar. The DLTV was manufactured by DAF INDAL in Mississauga Ont, who also manufacture the RAST system, and then shipped to Shearwater where it was re-assembled. The Sikorsky personnel installed strain gauges and monitoring equipment on areas of the metal framework and main and nose undercarriages. Once all this was completed, we towed the DLTV to the Shearwater jetty and craned it onboard HMCS Montreal.

While tied up alongside Halifax, the initial procedures for straightening and traversing were developed. We recorded the tire pressures, amount of undercarriage oleo extension and with the scales we brought onboard with us we weighed and recorded the weight of the DLTV daily. Throughout the trials,we would add or remove water from the tanks, adjust tire pressures and oleo extension as directed by the Sikorsky engineers and they would transmit all the data to Sikorsky in Connecticut for evaluation.



This was a total team effort and started each day with a meeting of all concerned personnel to detail the objectives for the day and at the end of the day, another meeting was held to allow input from everyone as to what went well and what didn't go well, so that procedures could be adjusted accordingly.

Once the initial procedures had been developed, we proceeded to sea to further develop the procedures in varying sea states. This took place in the winter of 2008. It was the first time at sea on a Canadian frigate in the North Atlantic for the Sikorsky personnel- especially eye opening for those from Florida. Fortunately, we began with relatively calm seas to allow them to get their sea legs and adjust to the frigid temperatures.

The personnel from BIO deployed wave buoys in the ocean and they monitored the data sent from the buoys to have accurate wave heights. The buoys were recovered at the end of the trials. We continued to develop and adjust the straightening and traversing procedures and the ship altered course to find higher sea states which allowed us to complete all the required scenarios. The ship had sustained damage due to the high seas we encountered so we made a port visit to St John's to allow for repairs to be made. Upon return to Halifax, we craned the DLTV off the ship and stripped it of all the instrumentation and gauges for return to Sikorsky. A final report was completed detailing the procedures for straightening and traversing that would be used when the Cyclone would begin its sea trials. The team was dissolved and my guys and myself returned to our duties with the Maritime Helicopter Project.

The WComd, Col Ploughman, presented us with Team of the Quarter and the certificate states *QUOTE The Montreal Air Detachment is awarded the Team of the Quarter in recognition of their outstanding work and dedication during the DLTV Trials. The detachment worked tirelessly in support of the Combined Test Force(CTF) in developing and trialing, traversing and straightening techniques that will be used with the CH148 Cyclone. Their efforts demonstrated vision and innovation in developing creative solutions and will form a strong foundation for*



future Hel Air Detachments UNQUOTE.

My team consisted of myself (Wayne White) Malcolm McKinnon, Jim Downey, Brent Stark, Scott Robertson, Ian Manson, JR Levesque and Scott Smith.

***Continued from page 23 The Miraculous
Torpedo Squadron.***

The first wave from Akagi consisted of 27 Nakajima Type 97 "Kate" torpedo/level bombers and 9 Zeros. They took off in the darkness at 6:00AM local time, about 55 minutes before sunrise.

The second wave from Akagi consisted of 18 Vals and 9 Zeros and launched around 7:15AM local time, about 20 minutes after sunrise. Photo: Imperial Japanese Navy via Wikipedia

In this famous photograph of a Nakajima Kate rolling down the deck of Zuikaku with deck crew cheering them on to Pearl Harbor is actually a still from a Japanese film later captured by American forces. Zuikaku launched 27 Vals and 6 Zeros in the pre-dawn first wave attack and 27 Kates and no Zeros in the 2nd wave. Photo: Imperial Japanese Navy via USN.

A Japanese carrier attack plane Nakajima B5N2 "Kate" takes off from the aircraft carrier Shokaku, en route to attack Pearl Harbor, during the morning of 7 December 1941. Same as her sister ship Zuikaku, she launched 27 Vals and 6 Zeros for the first wave and 27 Kates for the 2nd wave. Photo: Imperial Japanese Navy via Wikipedia

The moment we left the deck I felt my plane sink with the weight of the heavy torpedo. The wave tops loomed ominously close. But we soon started climbing and formed up over the Soryu. We then formed up at 1,000' with the other squadrons over the Akagi.

There were forty of us torpedo planes, twelve each from the Akagi and Kaga, and eight each from Soryu and Hiryu. Since it was still pitch dark, we were following the light signals from our respective flight leaders. The sky seemed filled with fireflies and it was actually quite pretty.

After about thirty minutes, the eastern horizon began to lighten. The leaders switched off their guide lights and we all sat back to enjoy the sunrise from our cruising altitude of 12,000'. This was the first time I'd seen a sunrise from this altitude and the sight was moving beyond words. The air was completely calm and we seemed to float along among the puffy trade-wind clouds. It felt like just another relaxing training flight. There was no sense of foreboding that we were heading to a battleground.

Due to the weight of the torpedo, I could feel and hear the engine working harder and I noticed drops of oil on my windshield. But there was no point in worrying about it now.

Looking out ahead of us, I could see the horizontal bombers, with the dive bombers to our left. The Zeros were all around us. Seen from below, we must have

made an impressive sight. An hour had now passed since our launch and the sun was high in the sky. Cruising along in the warm sunshine in company with the puffy clouds was very relaxing.

We've come this far, I thought to myself, so there's nothing more to do now. It occurred to me that we human beings are actually rather simple creatures.

After about an hour and twenty minutes of flying, we saw a dark form take shape on the horizon ahead of us.

"Hey, there's Hawaii!" I said to Kato, my back seater. "Look out Mr. Enemy, your blue eyeballs will soon be spinning!"

The Zeros dropped their external tanks and surged out ahead of us. They were tasked with hitting the enemy airfields and destroying as many planes on the ground as possible.

We were now approaching the northwest tip of Oahu. I was acutely aware that the torpedo I was carrying would help decide the fate of my country and I was determined to make a direct hit. We'll show you what the Japanese military can do!, I said to myself. Just then we received the signal: Attack!

Our squadron came screaming in from the northwest, aiming for Pearl Harbor. Down through passes in the Waianae Mountains we hurtled, zigzagging all the way. Flying low through the mountains is very dangerous and we had to be especially careful. One mistake here and it would be all over. Soon we were screaming along the deck at 150'. Wheeler Field was right in front of us, just as our maps had shown. I could see what looked like 200 fighters lined up in front of their revetments.

Damn, I thought, if they get those fighters up they'll make short work of our torpedo planes. Still, I was impressed. I'd never seen so many fighters in one place on any of our army or navy fields. It occurred to me that there must be a big difference between a country that had so many planes and one that did not. But this was neither the time nor place for such ruminations. Looking up, I was relieved to see that our fighters and dive bombers were just waiting for us to clear the area so they could pounce. Still, it seemed like too good a chance to pass up. "Hey, Hayakawa," I yelled at my gunner. "Start shooting!" As if anticipating my command, Hayakawa immediately cut loose with his rear gun. Those 7.7mm slugs were the first fired in the Pearl Harbor attack.

Hayakawa seemed to be having a great time spraying away with his machine gun, but I didn't see any planes catch fire. Strange, I thought, maybe he's missing. While thus musing, I was careful to keep an eye on flight leader Nagai's plane. I wanted to be sure we were in the perfect

position to make a successful attack. I couldn't let myself be distracted. I had to concentrate totally on our main target. Still, I wondered why those fighters weren't burning. He couldn't miss. But in a matter of seconds, Wheeler was behind us.

Looking down, I noticed a car speeding towards the airfield along the long road leading from Pearl Harbor to Wheeler. Suddenly, the car flipped upside down and ended up with its wheels in the air. Man, what a lousy driver, I thought. I couldn't imagine anyone wasting precious machine gun bullets on a car.

The road was lined with pineapple fields. I remembered looking at pictures of this area on board the ship and thinking that if we had a forced landing in a pineapple field at least we wouldn't starve to death! Ahead of us lay Pearl Harbor. It was Sunday and the battleships and cruisers of the American Pacific Fleet were floating peacefully at anchor in the morning mist.

The targets for our torpedo planes from the Soryu were the battleships and carriers moored to the wharves. We were surprised to find that the carriers, our main targets, were gone. They had left the harbour the day before. I was bitterly disappointed because I really wanted to slam a torpedo into the Saratoga or the Lexington. Well, I thought, we'll just sink every one of those battleships instead.

As we closed on Pearl, the ship types became distinctly visible. However, although we had studied photos and diagrams of the ships for hours on end, the actual ships looked altogether different. It now seemed hard to believe that we were actually here to sink them.

The battleships were moored together in pairs, and if they had placed torpedo nets on their exposed sides we could never have torpedoed them. No doubt, the U.S. Navy had never in their wildest dreams imagined that our torpedo planes could manoeuvre and attack in such a confined space. Now, the unimaginable was about to occur. In a few hours, the attack would be headline news in every corner of the globe and people around the world would be in awe at our stupendous victory.

While keeping an eye on Nagai's plane, I tried to confirm our target. From Wheeler to Pearl was a straight line, so the flying was easy. My altimeter was reading almost zero, but it looked like we were about fifteen feet above the ground. I started breathing deeply and tried to calm my nerves. There was no time to think of anything other than the job at hand. My only thought was putting my torpedo into a battleship.

As we reached our release point, I saw Nagai drop his torpedo. It was my turn next. As I aimed my aircraft at the ship, I saw a huge column of water rise up where Nagai's

torpedo had impacted.

"Get ready to drop," I yelled at Kato. But just as I was about to pull the release, something didn't look right. That's no battleship, I thought. We were zooming along at 130 kts. and the distance to the ship was closing rapidly. At 200 yards, it was time to let my fish go. Then I realized it was much too short and narrow to be a battleship. It was a cruiser! Probably the Chicago.

Nagai blew it! He came all this way only to torpedo the wrong ship! He has to apologize to our country for that mistake. We, torpedo pilots, were ordered to hit only carriers or battleships. I immediately shifted my sights to the battleship to the left. I had to make a steep turn at low level and my left wingtip seemed only inches above the water. It was dangerous as hell but it was the only way to get into position for an attack.

"We're going around!" I yelled into the speaking tube to Kato as I gunned the engine. During training, they never mentioned the embankments, but there they were, in the way. Didn't matter, I had to make up for Nagai's mistake. I'm gonna sink one of those big boys, I said to myself as I zoomed over the top of a battleship protected by a breakwater. It sounds easy, but my plane was heavy with the torpedo and the masts of the ship were sixty feet high. It took all my skill to pull off that manoeuvre.

The torpedo squadrons from the Akagi and Kaga were dropping their torpedoes and every time one struck home, a huge column of water shot up in the air. It was truly a magnificent sight. As I zoomed over the ship, I could see the American sailors staring up at us. It seemed like they still didn't realize they were being attacked. Sorry boys, but this is war.

As I was flying over Ford Island, I looked to the north and I could see torpedoes from Nakajima's squadron hitting home. That looks like the Utah, I thought. I gasped involuntarily as two or three columns of water rose up around the ship. Then, when the fourth torpedo hit, the Utah broke in half and turned on its side. From where I was sitting, it was an awe-inspiring sight. But it seemed like a waste of torpedoes. Our pilots had been so thoroughly trained to hit their targets that they put four fish into the Utah and ignored the valuable seaplane tender moored adjacent to it. Soldiers have to follow orders, but in the heat of battle, pilots have to be allowed to make decisions on their own.

I made a wide, slow turn and lined up on my target. This would be a piece of cake. I was probably the only torpedo pilot making a second pass. Don't rush it, I told myself. Looking at the ship's superstructure, she looked like the California. The only problem was the breakwater about 300 yards away from the ship. If I didn't drop the torpedo just right, it would hit the breakwater. I had to fly a very

precise attack pattern.

“Okay, Kato! This time, it’s for real.”

Looking back, I could see that Hayakawa had a death grip on his machine gun, ready to ward off any attacking planes. This was his first combat sortie and I wondered what he was thinking. He’s either scared stiff or totally relaxed and treating it like a training mission. By now, the sky was filled with anti-aircraft fire. Seems like they finally figured out they were being attacked.

Despite being caught completely by surprise, the Americans at Pearl put up some stiff resistance, as witnessed by the flak bursts in this photo. The Imperial Japanese Naval Air Forces lost 29 aircraft in their attack on Pearl Harbor—9 Zero fighters, 15 Val dive bombers and 5 Kate torpedo bombers. Photo: US Navy

The seven flying boats at the west end of Ford Island had been blown up by our dive bombers and were burning fiercely. A towering column of black smoke filled with red flames rose from the area. Buildings and other structures on the wharf made it hard for me to get down low, but I eventually cleared the obstacles and dropped down to about 15 feet over the water. I got the plane completely stabilized and horizontal. At a speed of 130 kts., I closed to within 250 yards of the California, held my breath and aimed just below and to the right of the ship’s bridge.

“Ready! Let it go!”

Kato raised his hand and I felt the plane leap skywards as the heavy torpedo dropped away. The torpedo attack was now over. The planes were all arcing away to the left and leaving the area. However, if I went left it would mean flying through all the smoke and fire over the airfield on Ford Island, so I banked off to the right.

“Hey, Kato. Don’t forget to take photos.”

When we got back to the carrier, the photos would tell the true story. I didn’t mind dying in order to fulfill our duty, but if we survived the attack, I wanted to get back in one piece.

“Hey, Mori. We got ’er!” yelled Kato. Looking back, I could see a huge pillar of water shooting up from the California. A direct hit, I thought thankfully. A tremendous feeling of relief came over me as I knew I had made the right decision in not following Nagai.

The aftermath of Juzo’s attack on the USS California (BB-44). She sits on the muddy bottom. She was re-floated three months later and would not be ready for combat until January 1944. Photo: US Navy

A hand-tinted photograph of tenders attempting to rescue

sailors from USS California. Photo: US Navy

As I was flying along, filled with a sense of accomplishment, I looked off my right wingtip just in time to see one of our torpedo planes burst into flames and arc down towards the harbour. He still had his torpedo and seemed to be trying to crash his plane into a battleship.

I wanted to reach out and grab the crew from their doomed plane. When I looked down to see what happened to them, I saw a huge explosion where the plane impacted the bridge of a battleship. It was a perfectly executed suicide dive. Probably one of the Akagi or Kaga pilots. If I had seen the plane’s number I would have been able to find out the crews’ names.

Though Mori Juzo remembers that the dying torpedo plane from either Akagi or Kaga made a Kamikaze-style last crash into the bridge of a battleship, it was likely that this was the well-documented last-gasp crash of a Kate bomber into the crane (seen at stern) of the large seaplane-tender USS Curtiss (AV-4). If one looks at the displacement of ships in Pearl Harbor, Curtiss was just to the right of the line Juzo would have taken after he released his “fish.” The fire and smoke seen here was from another bomb that hit Curtiss later in the attack. Photo: US Navy

A famous shot of torpedo hits on Battleship Row in the opening minutes of the attack. Massive geysers of water soar skyward as torpedoes find their marks on Oklahoma and West Virginia. At the far right of Battleship Row is California, Juzo’s eventual victim. In the foreground, on this side of Ford Island, just below the right hand torpedo geyser, is the seaplane tender USS Curtiss. One can see from here that she is right in line with Juzo’s exit from the attack. Image: Imperial Japanese Navy

Looking north, I could see that Wheeler Field was covered by a huge pall of black smoke. Bright flashes marked the spots where our bombs were hitting home. Go get ’em! I thought to myself with relief. I doubted that even one of the 200 fighters lined up there would get off the ground.

Then, as I was egressing the area at a height of about thirty feet, kang, kang, kang! It sounded like a hammer pounding on my plane and I felt the control stick vibrate in my hand. “Yeow!” screamed Hayakawa from the back seat. Crap! I thought, a fighter must’ve got us. I looked out and saw that both wings were full of holes and that the slugs had come from below. Anti-aircraft fire! In panic, I looked at our fuel tanks, but they were okay, and the engine was still purring along. But I could smell something burning in the back seat.

“Hey, Kato, what’s burning back there?”

"My seat cushion's on fire!"

"Well, get rid of it!"

Wondering where the shooting had come from, I looked down and almost fainted. We were flying right over a group of about ten destroyers and cruisers and they were all shooting at us! We'd flown right through their wall of fire. It's a miracle we weren't shot down. That's what must have knocked down the other torpedo plane. And all we got out of it was a burned seat cushion—the luck of the draw. Someone up there must have been looking over us. As we continued our escape, we flew right over some huge fuel storage tanks. Hayakawa started blasting away at them with his machine gun, but even if he hit them, there was not much his 7.7mm slugs would do to those big tanks. Still, I let him keep firing because it seemed like a fitting way to get even with them for shooting at us and I'm sure it made him feel good. Hickam Field was also in flames. Our boys had worked it over pretty good.

A heavily touched-up photo of an Imperial Japanese Navy Nakajima B5N "Kate" exiting the Pearl Harbor destruction. This particular aircraft was, according to the Japanese caption, from Zuikaku. The Japanese caption also reads: "Pearl Harbor in flame and smoke, gasping helplessly under the severe pounding of our Sea Eagles." We can just see USS California near the centre of the photo, yet to be struck by Juzo's torpedo. Photo: www.ahctv.com

Our rendezvous point was twenty miles out to sea on a heading of 180° from the mouth of the harbour and an altitude of thirty feet. So as each plane finished its attack, it headed south at low level. We knew about the anti-aircraft guns at the harbour entrance and we were careful to avoid that area.

Screaming out of there at 160 kts. right on the deck the phone poles and buildings whipped by on each side. Still, it wasn't fast enough for me; I just wanted to get the hell outta there! We didn't have anything against the local citizenry so we tried to avoid flying over Honolulu. Nevertheless, we somehow ended up over the city.

By any tactical standards, the attack on Pearl Harbor was a massive success, but the crippling of the US Pacific Fleet was only temporary. The full payment for the surprise attack would be paid out by August of 1945 with the utter destruction of the Japanese Empire, the atomic bombing of Hiroshima and Nagasaki and the deaths of millions of Japanese.

Following the attack on Pearl Harbor, Juzo Mori fought in the Battle of Midway—where he saved himself by jumping from the deck of the sinking carrier Akagi—and got his right hand shot off in an air battle over

Guadalcanal, an injury which almost certainly saved his life by keeping him grounded during most of the final air battles of the war.

Translation by Nicholas Voge

Aviator and a passionate translator of rare aviation-related Japanese works, Nick Voge poses with an L-19 Bird Dog at Dillingham Airfield, the former Second World War training field on the North Shore of Oahu. He flashes us the Hawaiian "shaka" sign, offering us the "hang loose" interpretation of the "Aloha Spirit."

A Pioneer of Women's Liberation.

By John Thompson

I just thought of something I can write about where I don't have to worry about using names. I just have to worry about spelling them correctly.

In the late 50s, early 60s, there worked in a Shearwater operational squadron, (the name of which escapes me), which at that time might be considered an enigmatic phenomenon, prior to the Women's Liberation Movement: a WREN, by the name of Dawes-Nowles. The lady had two brothers in the service, but she prided herself on doing a man's job.

I blush when I think of how I would have struggled with some of the black-boxes I saw her haul out of a Tracker, humping it onto her shoulder and carrying it into the workshop to repair. I'm pretty sure she was the only air-electronics WREN in the service, and way ahead of her time as a "Libber."

Thinking of her reminded me that I bumped into one of her brothers, twenty years after I retired. I was attending a play based on Mary Shelly's Frankenstein at Trent University in Peterborough Ontario. At the intermission I overheard a guy saying he enjoyed bungee jumping, and his companion asked him how he could do such a thing. His reply was that he got used to jumping from a ship into the gulf stream during swimming stations.

I asked him what branch was he in, and he said he'd been a steward. I asked him if he knew Joe Dawes-Nowles, and he replied "I am Joe Dawes-Nowles... you're Thompson, you used to be a photographer."

I'll close with the cliché, "it surely is a small world."

I'm sure there is someone out there who knew Ms. Dawes-Nowles better than I did.

The Reluctant Hero - Captain Arthur Roy Brown DSC and bar

Arthur Roy Brown was born at home to a prominent Carleton Place, Ontario, family on December 23, 1893. He was the first son of the family, and had two older sisters and two younger brothers.

Roy attended school in Carleton Place where he was assessed as a good student, and a gifted athlete playing on the town's baseball and hockey teams. His hockey skills were good enough to get him an invitation to try out with the then Ottawa Senators, but his father dissuaded him, particularly as he already had a bad injury to his left knee from hockey.

At the age of sixteen, prior to completing high school, Roy transferred to the Willis School of Business in Ottawa to study accounting in order to take a place in the family business. Upon graduation, two years later, he set his sights on getting a degree in business management at McGill University. However, the entrance requirements stipulated a high school matriculation, which he technically didn't have. Fortunately, his Uncle Will and Aunt Blanche Brown in Edmonton invited him west to attend Victoria High School which had a superb reputation at the time.

Roy maintained excellent grades while attending VHS from 1913 to 1915. He was also the captain of the school's championship basketball team, as well as playing on the football and hockey teams. It was during this time that he met and became friends with Wilfrid 'Wop' May, a person who would figure prominently in his future.

On 11 April 1915, Roy wrote to his family from Edmonton explaining his reasons for wanting "to go to war", seeking his father's advice and approval. Understandably, his father was not keen on having another son in the war. Roy's younger brother, Horace, was serving in the trenches as a Corporal and had been wounded.

After matriculating, Roy returned to Carleton Place from Edmonton to find the town rife with talk of the war. He and his three friends, Sterne Tighe Edwards, Daniel Murray Galbraith and Walter James Sussan viewed aviation as a better way to go to war than the horror that was unfolding in the trenches. He discussed his desire to become an aviator with his father who dissuaded him from joining the Royal Flying Corps, as the casualties were mounting at an alarming rate, in favour of joining the Royal Naval Air Service which seemed to have a relatively safer role flying patrols along the British, French and Belgian coasts. Roy acquiesced to his father's suggestion and, along with his friends, applied for an interview with Admiral Kingsmill, the Director of the

Canadian Naval Service, who was taking applicants for the RNAS at Ottawa.

A few weeks later, the Admiral accepted the academic qualifications of Roy and his friends, and promised that if they could demonstrate an ability to fly an aeroplane by obtaining a FAI (International Aeronautic Federation) Aviator's Certificate at a flying school, he would refund their tuition fees and enroll them in the RNAS as temporary Probationary Flight Sub-Lieutenants.

The nearest flying school at Toronto was full so they applied and were accepted at the Wright School of Aviation at Dayton, Ohio. The course alone cost \$250.00 for 240 minutes of instruction plus living expenses that could total \$600.00 in 1915. The Wright School was handling the largest class in its history, including twenty-two other Canadians who had descended upon the facilities with the same idea. Throughout the fall of 1915, the school's two "Wright Model B" pusher aircraft were in constant use.

During their course, many students slept in the hangar and walked to near-by farms for meals. The school required them to sign papers absolving it of any injuries or death occurring while flying the fragile and unstable aircraft. The instructional method was rudimentary to say the least. The instructor would take a student airborne for a few minutes and then land. A brief discussion of the flight would then take place with the other students grouped around the plane, and then the process was repeated. Most of the instruction was carried out on the ground, as little could be done in the air with the roar of the engine immediately behind the seats. The only time the students flew solo was for their licence exam. Roy obtained his Aero Club of America Certificate number 361 on November 13, 1915. He immediately returned to Ottawa, and was enrolled in the RNAS as a temporary Probationary Flight Sub-Lieutenant with a seniority date of 15 November 1915. The first entry in his logbook indicated that he had 5 hours and 20 minutes airtime.

On 2 December 1915, Brown sailed from New York on the American Line ship the SS *Finland* for England where he commenced flying on more modern aircraft at the training establishment in Chingford, England. Roy's early naval aviating was delayed time and again by bad weather throughout the winter. Then on 6 April 1916, disaster struck when the engine of his BE.2c failed due to fuel starvation and he crashed breaking a vertebra. He was invalided and put on half pay until August 1916 when he returned to Chingford to complete his course.

On 6 September 1916, Roy was issued RNAS Aeroplane Pilot Certificate Number 163 and promoted to Probationary Flight Sub-Lieutenant. He had accumulated a total of 39 hours and 46 minutes of airtime and was posted to the Eastchurch Gunnery School. His training

was again delayed by bad weather, recurring back pain and tonsillitis. The First of January 1917 found Roy in HMS *Daedalus*, at Cranwell, completing his advanced gunnery training, learning how to attack ground targets from the air and how to judge the deflection angle when shooting at moving targets. At the end of the month, he was posted to RN Station Dover where he got his first glimpse of France from the air. Dover was the base where novice RN pilots were sent to gain experience before being deployed. On March 9th, the chief instructor at Dover released Roy for active service. He now had a total of 45 hours airtime.

On 10 March, Brown was appointed to Number 9 Naval Squadron at Saint Pol, flying patrols along the Belgian coast. 9 Naval had various types of aircraft including Nieuports and Sopwith Pups. After flying three missions in Nieuports he was given a Sopwith Pup which he crashed on landing on 16 March, re-injuring his back and his left knee. He was sent back to England to recover and then to RN Station Walmer on the south coast until 10 May, when he was posted back to 9 Naval.

In June, Brown was transferred to "B" Flight, 11 Naval Squadron, where his superiors assessed him as a "Fair Officer". His airtime now totalled 50 hours and 15 minutes which made him one of the more experienced pilots in the Squadron. Consequently, although he was still a Probationary Flight Sub Lieutenant, Roy's Commanding Officer put him in charge of a flight, a position normally assigned to a Flight Lieutenant. The job entailed supervising the maintenance and repair of five aircraft, and the training and leadership of five pilots. Roy took his work very seriously and devoted a lot of time and effort in training his subordinates. This paid off on 17 July when he achieved his first victory, bringing down a much superior Albatross DIII while leading a flight of Sopwith Pups. His Commanding Officer promptly promoted him to Acting Flight Lieutenant, a two rank jump, on 18 July. Roy then shot down three other 'unconfirmed' enemy aircraft which were never added to his official tally. On 24 August he was recommended for further promotion and sent on leave.

On 1 September, Brown was returned to 9 Naval and reverted in rank to Flight Sub Lieutenant. Although the Squadron was equipped with Sopwith Camels, an advanced aircraft that he had never flown before, he scored his 2nd confirmed victory flying in a flight led by his friend Sterne Edwards on 3 September. Roy was then re-promoted to Acting Flight Lieutenant and assigned to command a flight where he shot down three more enemy aircraft in quick succession. His superiors now rated him as a "very good pilot and fearless flight leader." On 6 September, his Commanding Officer recommended that he be awarded a Distinguished Service Cross (DSC).

On 14 September, Brown was slightly wounded in the right leg while taking part in a salvage operation into no-mans-land trying to retrieve a downed Camel. The attempt was led by his Squadron Commander who was seriously wounded and died the next day. On 1 October Roy was officially promoted to Flight Lieutenant and further recommended for promotion to Acting Flight Commander. By 13 October, he had scored his sixth victory.

On 2 November, His Majesty the King approved the award of the Distinguished Service Cross, to Flight Lieutenant A. Roy Brown in recognition of his aerial successes and in particular for coming to the aid of a lone allied pilot under fire from four German Albatrosses. Even though his own aircraft's guns had jammed, he raced to the pilot's aid, forcing the German aircraft to scatter as he flew directly through them. It was a remarkable act of courage. It should be noted that the DSC is awarded to personnel who demonstrate a series of actions of notable bravery and leadership, not just a singular act of courage.

From 10 November 1917 until 29 January 1918, Roy, together with Sterne Edwards, was on leave at Carleton Place. Returning to England, they were posted back to 9 Naval in France. Roy was promoted to Acting Flight Commander of A Flight, while Edwards was assigned to lead the squadron in the air.

The collapse of the Russian Eastern Front allowed the Germans to reinforce their Western Front, and commence a major offensive in March 1918. Allied losses on the ground and in the air escalated. Brown was now flying at least 2 combat missions a day as well as training the new pilots fresh out of flight schools and placed under his charge. On 13 March, he was recommended for promotion to Squadron Commander. On 22 March, he scored his seventh victory. By 31 March, his total airtime was 231 hours.

With the amalgamation of the RFC and the RNAS into the new Royal Air Force on 1 April, Brown's Squadron was renumbered as 209 Squadron and his rank changed to that of Captain. On 9 April, his high school chum from Edmonton, Wilfrid 'Wop' May, was posted to 209 Squadron and joined Brown's flight. Flying an increasing number of high-tension missions each day, Brown scored kills on the 11th and 12th of April in the Somme region. This brought his official tally to nine.

On 21 April, Brown's squadron engaged with Baron Manfred von Richthofen's "Flying Circus" at 10:45 in the morning. In the middle of the ensuing melee, both of Wop May's guns jammed so he exited the fight and headed for Allied lines. Von Richthofen gave chase. After taking a burst of bullets from the German ace, May spun his aircraft to loose the Fokker. He recovered close to ground level with the Red Baron still on his tail.

Brown saw that May was in desperate trouble. He disengaged from the dogfight and dove on the enemy from behind at an extreme angle. Pulling out of the dive, Brown fired a long burst at the red Fokker and then lost sight of it. Believing that he had downed the enemy aircraft, he broke off and went to the assistance of another pilot who had two enemy machines on his tail. At this point, von Richthofen was at low altitude over Allied territory and began to take ground fire from Australian and British troops. The triplane wobbled and nosed into the ground. Although the issue is still debated, Brown was officially credited with downing von Richthofen.

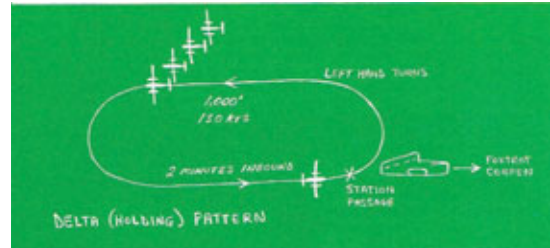
Four days later, Brown was medically grounded and admitted to hospital suffering from severe gastritis and extreme exhaustion. He was ordered to England to recover and on 1 June, he was recommended for a bar to his Distinguished Service Cross "For conspicuous gallantry and devotion to duty". Roy got out of hospital on 6 June, and went on a well deserved leave. His total airtime was now at 257 hours.

One month later, Brown reported for duty as an instructor with No. 2 School of Aerial Fighting and Gunnery at Marske-by-the-Sea in Yorkshire. On the morning of 15 July, just after taking off on a routine flight his engine failed. In front of him were trees and telegraph lines so he attempted a turn back to the aerodrome but stalled and crashed. Roy would spend the next eight months in hospitals in England until he was well enough to be sent to Canada on 8 March 1919, to continue his recuperation. On 1 August, he was transferred to the unemployed list with permission to retain the rank of Captain. That November, H.R.H. the Prince of Wales invested him with the bar to his DSC at the Ontario Provincial Parliament Buildings in Toronto. His release from the RAF was promulgated in the London Gazette dated 20 April 1920.



Sub Lieutenant Arthur Roy Brown 1917

(Sent to us by Ross Beck)



IN THE DELTA

BROOKER, Clarence Jerome (Jerry)

CORMAN, Edward 'Ed'

CRIBB, John (Jack)

DUBE, Paul 'The Fossil'

GORMAN, Edward (Ed)

GRENTZ, Reg

GROSSMITH, Seth Walter

HADDOW, Alexander Robert Glen (Bob)

HAWKINS, Jack

HUME, Cecil

JOHNSON, Alistair Cairns 'Al'

JONES, Don (Nav)

KADEN, Harvey

KEELER, Tony

KELLY, Mary (Dave)

KNOWLES, John B.

LANGMAN, Donald George (Don)

MacDONALD, Steve

MacKNIGHT, May (Don)

MANN, Fred

McKAY, Victor Hetherington

PROCHER, Ted

ROY, Leon

SAUNDERS, Gary (Gus)

SLOR, John

TILLET, Eric

TODD, Carol (Al Todd)

WIESE, G

**SHEARWATER AVIATION MUSEUM FOUNDATION
ANNUAL DINNER AUCTION**

On behalf of the members of the Shearwater Aviation Museum Foundation (SAMF), we would like to take this opportunity to invite you to attend our Annual Dinner and Auction Fund-raiser. The event will be held in the Lions Club Eastern Passage.

WHEN: SATURDAY 10 JUNE 2017

TIME: 6:30 FOR 7:00PM

**WHERE: THE LIONS CLUB
EASTERN PASSAGE, NS**

DRESS: CASUAL

**TICKETS: \$60 EACH
(An Income Tax Receipt will be
Provided for \$30 portion of each ticket.)**

FOR FURTHER INFORMATION, PLEASE CALL

902-461-0062 OR TOLL FREE 1-888-497-7779

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FRIENDS AND NEIGHBOURS**

THE BLIZZARD OF 1958

By Ted Gibbon

Climate change? I don't think so. The recent blizzard that attacked the Maritimes reminded me of the first blizzard I experienced while stationed at Shearwater. There were many, many, more to follow.

It was on a Friday afternoon late in the year when the storm began. Some almost didn't get home after weepers. By Saturday morning, the roads were virtually impassable because of a huge snow fall and high winds. Around mid-morning, my new bride and I were cozied up in our space at Lakefront Apartments when my phone rang and my good friend Keith Stirling, who was the 881 Squadron Duty Officer, was on the line. After exchanging pleasantries, he said "I have received a classified message for you." I immediately asked what it was. He responded that he couldn't tell me over the phone as it was classified, but I should consider coming into the Squadron. Well aware of the weather & road conditions, I waffled and tried to get a hint of the contents of the message from him but he would only say it was important and I should consider coming in. Finally, he said, "it's up to you, I've passed the information, in my opinion it is very important and if I were you I would strongly consider coming in" and hung up. I pondered the situation trying to figure out why my name would be on any classified message. I was a junior sub-lieutenant, recently arrived in the Squadron, only rarely allowed to read daily orders, and with no serious responsibilities in 881. I thought it could wait until Monday morning, but then considered that if there was any import to the message. it would not send a very good message to my superiors so I finally decided to make my way to Shearwater and left the apartment about 11 AM.

I extricated my car from a snow drift, and worked my way through Dartmouth with considerable difficulty until my progress was halted at Imperoil. Abandoning the car, I carried on by foot towards the base slogging through snow that was waist deep in places and the blizzard still raging. I set sights on the married quarter gate only to find it locked. This meant wending my way towards the main gate and proceeding up that long hill to the upper level. Probably a mile further to walk. I arrived at the gate to find the Commissionaire asleep in his cozy nest, passed through and finally crested the rise. Turning towards D hangar you could hear the snowplows diligently working on the runways but not a vehicle on the roads. Eventually, I arrived at the D hangar parking lot and saw my friend Keith at the briefing room window. On seeing me he threw open the window and I shouted up to him: "What's the message". He shouted back into the

wind & snow: "Flying is cancelled." "Want to go for a beer?"

When you've been "had" that badly, there is no sense in getting mad. We went over to the wardroom, enjoyed a couple of beers and I departed for the return trip getting home in time for dinner. Of course, my bride asked me what the message was. Not daring to say: "I can't tell you it's classified." I related the story. She gave me a sharp look that I was to experience on many occasions during the next 50 years and silence followed, not always a bad thing.

I could never come up with a situation that would adequately respond to Keith and consequently never did "get even".

Those Old Sea Kings

Ancient choppers? Those are Sea Kings, have rotor blades instead of fixed wings. Sometimes nervous, but still I loved her, the Atlantic Ocean, flying above her.

More ancient still was that old Horse, HO4S3, nicknamed of course. Had only one Mom to keep her up there, a mom's an engine, if you should care.

The Sea King's worked for fifty years, though their "trannies" had the noisiest gears. Transmission working overhead, can't hear a bloody word you've said.

You fixed wing guys can take my word, In spite of everything you've heard, those birds had a "built in" parachute. When problems they became acute,

and caught in a dicy situation, they could do what's known as autorotation. the chopper is a great aircraft, can descend and land on its own downdraft.

So fixed-wing chappies go ahead, ignore these facts that I have said. I do confess; and under oath, Sea King, Tracker: I miss them both.

By J. Thompson

423 SQUADRON 75TH ANNIVERSARY

All current and former members of 423 Squadron are invited to join in celebrating the Squadron's 75th Anniversary on 17-19 May 2017 in Shearwater, Nova Scotia.

For information on all of the planned events, please visit the Anniversary website at www.423squadron75th.com. For both the Meet & Greet and the Gala Dinner, tickets are being sold through PSP Halifax. Tickets may be purchased by calling Marie-Helene at [902-721-7805](tel:902-721-7805) or following the link on the 75th Anniversary website.

423 Squadron was founded in Oban, Scotland on 18 May 1942, flying Sunderland Flying Boats as part of Coastal Command. Operating primarily from Castle Archdale, Northern Ireland, the Squadron's distinguished wartime record included a number of notable U-Boat engagements. After the War, the Squadron was briefly disbanded, only to be brought back into service in the 1950s and 60s as an All-Weather Fighter Squadron flying the CF-100 Canuck out of St. Hubert, Quebec and Grostenquin, France.

In 1974, 423 Squadron was born again as an Anti-Submarine Helicopter Squadron flying the CH-124 Sea King, which has been operated proudly by the fine women and men of the Squadron to this very day in a wide variety of domestic and international missions. As we celebrate our 75th Anniversary, it is our intention to seize this opportunity to honour the many years of proud work 423 Squadron has performed in the service of Canada.

This significant occasion in our military family's history will be marked by the following series of events:

Wednesday, 17 May 2017

Meet & Greet

1900 hrs
Warrior Block
Dress: Business Casual
Cost: \$20 + HST

The 75th Anniversary activities will kick off at 1900 hrs on Wednesday, 17 May 2017 with an elegant Wine & Cheese-style **Meet & Greet** at Warrior Block. The evening will highlight the three eras of 423 Squadron and showcase fine foods and local Nova Scotian beverages. It will be a great opportunity to connect with friends and colleagues old and new, while setting the tone for the remainder of the celebrations.

Thursday, 18 May 2017

75th Anniversary Parade
0900-1000 hrs
Archdale Hangar

Dress: 1A or Business Attire
Coffee Reception to Follow

Gala Dinner

1800 for 1900 hrs
Archdale Hangar
Dress: Business Suit/Mess Dress/Cocktail Dress
Cost: \$60 + HST

Thursday's activities will begin with a **75th Anniversary Parade** from 0900-1000 hrs at Archdale Hangar, the current home of 423 Squadron, with a short coffee reception to follow. The mid-day period on 18 May is being set aside for any smaller, informal lunch gatherings or reunions you may wish to arrange. Thursday evening, guests will have the opportunity to return to Archdale Hangar for what promises to be an unforgettable **Gala Dinner**. Doors will open for the Gala Dinner at 1800 hrs and the meal is scheduled to begin at 1900 hrs.

Friday, 19 May 2017

Annual MH Memorial

0900-1000 hrs
Shearwater Chapel

Family Activities, Museum Tours & BBQ

1000-1400 hrs
Shearwater Aviation Museum

Guest Day at Sea King Club

1300 hrs
Sea King Club

On the morning of Friday, 19 May, the **Annual Maritime Helicopter Memorial Service** will be taking place from 0900-1000 hrs at the Shearwater Chapel. The service commemorates members of the Canadian Maritime Helicopter community who have recently passed. Though not officially a component of the Squadron's 75th Anniversary, it has been scheduled to allow Anniversary guests to attend should they so desire. For further information, please contact the MH Memorial organizer, Captain Mathieu Rocheleau, at Mathieu.Rocheleau@forces.gc.ca.

Following the Memorial Service, the Anniversary celebrations will conclude with a **free barbecue along with family-friendly activities, tours and historical discussions at the Shearwater Aviation Museum** from 1000-1400 hrs.

The **Sea King Club will be open to guests and all ranks** following the activities at the Museum.

Once again, for information on all of our events, please visit the event website at www.423squadron75th.com.

If you have any questions, concerns or special requests, please contact our 75th Anniversary Team at 423squadron75th@gmail.com. We look forward to seeing you in May.



Join us in celebrating the
75th Anniversary of 423 Squadron

Meet & Greet

Wednesday, 17 May 2017
1900 hrs

Warrior Block, Bldg 100 Shearwater

Dress: Business Casual

Cost: \$20 + HST

Parade & Gala Dinner

Thursday, 18 May 2017

Parade

0900-1000 hrs
Archdale Hangar, Bldg 342
Shearwater

Dress: 1A or Business Attire

Coffee Reception to Follow

Gala Dinner

1800 for 1900 hrs
Archdale Hangar, Bldg 342
Shearwater

*Dress: Business Suit/
Mess Dress/Cocktail Dress*

Cost: \$60 + HST

Family Activities, Museum Tours & BBQ

Friday, 19 May 2017
1000-1400 hrs
Shearwater Aviation Museum



Presented by

GENERAL DYNAMICS
Mission Systems-Canada



**A RE-READ OF THIS SHOULD BE
NICE...**

**Legacy Of An Irresponsible And
Defeated Government
Imminent Loss Of Strategic Defence
Facilities
Vital to Efficiency Of Our Forces
CFB Shearwater**

BACKGROUND

Since the First World War, Shearwater has been a strategic national asset, developed and held in trust by succeeding governments. It has served a vital role as an air and marine base for both our Air Force and Navy. Under the latter during the Cold War, Shearwater became one of Canada's best equipped and most productive air stations with first class airfield and marine facilities including a 10,000 ft main runway and docking for its carriers. At peak, it served 15 regular and reserve naval air squadrons.

Regrettably naval aviation was effectively destroyed with the sudden and senseless decision of the Trudeau government to scrap our last carrier "Bonaventure" shortly after a mid life refit, totally against the recommendation of an all-party Parliamentary committee. Its remnants were handed over to Air Command along with the takeover of the Army's integral aviation. Units were disbanded or relocated by the air force. Shearwater was eventually reduced to the role of a shore base for the Sea King helicopters. It was thereby heavily under utilized by the air force, increasingly concentrating other maritime air operations at CFB Greenwood.

This set the stage for the Chretien government to include Shearwater in the decision on base

reductions, ignoring its strategic value and future need in the post-Soviet and 9/11 reorganization and rebuilding of our wasted military forces. There were few available choices in the Maritimes compared to other provinces in the game of "sharing the pain" and political fall-out across Canada. Shearwater was then transferred to Canada Lands Corporation for "disposal" by way of sub-division and sale of all parts of the 900 acre base not reserved for shipborne helicopter operations and maintenance.

The resulting competition and conflict in local private, municipal, provincial and federal interests and negotiations over a "development" plan, have until now delayed CLC break up and sale of lots and parcels. However, CLC has now regained the whole of the main runway 16-34. It has reportedly worked out a deal with the City of Halifax for its use as an access road to a planned 3,500 home sub-division. This has apparently not yet been finalized. What an appalling waste of a vital strategic facility at the loss in hundreds of millions in value for the convenience and benefit of housing developers.

If an irrevocable agreement is reached to transfer title to the City, that will destroy the capability at Shearwater to handle large aircraft and deal a devastating blow to its strategic value and practical utility. It is the ideal, ready made base for our rapid reaction joint forces in Eastern Canada, co-located with our Atlantic fleet, reliant upon efficient access and service by heavy air transport, sea lift and naval support forces.

There is more to the needs of Shearwater than the long runway. But it is the absolutely vital element indispensable to its strategic value and utility as the ideal base in Eastern Canada for our expeditionary and rapid reaction forces. Under the imminent threat of sale or prejudice, its return to DND ownership is therefore an urgent priority.

AN IDEAL AND READY MADE BASE FOR EXPEDITONARY FORCES

A major focus of defence reorganization and rebuilding is the fundamental change in threats at home and abroad to world peace and security. This is reflected in the formation of two operational Commands. The first and paramount command is responsible for the defence of Canada and joint operations with our US allies in the broader sphere of North American security. The second command covers overseas missions in suppression of conflicts and international terrorism, peacemaking, humanitarian and disaster relief operations.

It is the latter however, which have continued to engage the bulk of our naval and ground forces since the Korean War, through the Cold War and into the increasingly dangerous post-Soviet and 9/11 world. Yet they have been severely constrained by the lack of mobility by sea and air under national ownership and control. That fundamental deficiency will be eliminated under plans for the development of our expeditionary forces, spear headed by a Standing Contingency Task Force, (SCTF). This will require amphibious carriers and supporting naval forces on each coast to meet demands for rapid and efficient deployments East from the Atlantic and West from our Pacific bases.

Canada has only one naval base on each coast and nothing in the Arctic. The major and most active base since the establishment of the Navy in 1910 is in Halifax. This has been driven by the demands of two world wars and our NATO obligations. Shearwater has similarly developed as our major base for land and carrier based maritime and naval aviation. They ideally complement each other by their co-location on the shores of Halifax harbour as the logical and ready-made base for combined operations mobilization, training, embarkation, exercises and deployments of our expeditionary forces. The attached aerial photo provides a highly

instructive perspective of its outstanding and unique base, airfield and marine elements. (Shown at the end of this article.) In brief, Shearwater provides the following principal facilities and advantages : -

(a) capacity to accommodate a full battalion group, its equipment, stores and helicopters along with headquarters and administrative elements.

(b) a clear 9,500 ft. main runway able to handle the world's largest civil and military transport aircraft for delivery or pick up of troops, equipment and other materiel.

(c) direct internal road access from the airfield to the marine section for efficient transport of men and materiel between aircraft and amphibious carriers and support ships dockside at the jetty. There is convenient road and rail access as well

(d) a modern self-contained maritime helicopter operating, training and maintenance facility.

(e) an abundance of beach and other shore sites nearby and along the coasts of Nova Scotia and Prince Edward Island well suited in form and challenge for amphibious landing and assault training and exercises.

(f) supporting benefits of a large urban, highly diversified and technically advanced business and industrial economy, including the defence research establishment.

(g) close liaison, logistic and administrative support of Maritime Atlantic Command, its facilities and services, including the naval dockyard.

(h) ready access via road and air transport by ground and aviation elements of the Standby Contingency Task Force and expeditionary units stationed at CFB Gagetown and CFB Greenwood respectively.

(i) the main runway can and must continue to be available to the needs of civil aviation emergencies and other disaster relief operations. The nearest international airport to metro-Halifax is some distance by road at Kelly Lake. It is subject to weather and other restrictions at times when Shearwater can and should be a ready alternative.

POTENTIAL SHARED CIVIL AND MILITARY USE AND DEVELOPMENT

The transfer of Shearwater to CLC for sale, excluding areas reserved for DND, naturally sparked a great deal of interest in business and industrial circles, given the immense potential for lucrative “private sector” redevelopment so close to the metro centre. The conviction that this is now inevitable seems to have gripped city and business leaders, backed by politicians. It may well now be politically unstoppable in the present circumstances.

There does appear to be a potential for shared military and civil use and development with mutually reinforcing benefits. This would have to be subject to sensible planning and controls in which the long term strategic value and needs of national defence remain paramount.

Ideally, land and/or facilities assigned to civil and industrial users should be on attractive long term DND leases and not sold to tenants. This benefits both the user and governments of the day as guardians of the Crown of a public heritage and trust. Users are not faced with the high capital and financing costs of land purchase, and lease payments are fully tax deductible as a business expense. At the same time, the entire lands remain under national ownership and control, escalating in value and market based rents, enriched by their privileged location.

There are apparently a number of successful precedents around the world. At one time Air Force and civil operations and development co-existed at Vancouver airport. The former air force station at Abbotsford in the Fraser Valley, now an international airport owned by the City, operates on such ground leases to its tenants, including one of the world’s largest air service industries, Cascade Aerospace.

Written by the Late Commander Ralph E. Fisher, RCN February 7th 2006



(Would it be safe to say this is still valid after 10 years? Ed.)

REMEMBER?



YOU WERE PART OF THIS.

***TO KEEP YOUR HERITAGE ALIVE, SUPPORT THE
SHEARWATER AVIATION MUSEUM BY JOINING THE
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