

WARRIOR

SPRING 2021





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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 paragraphs etc. Graphics are best submitted electronically; they should be 300 dpi and a .tif file. A jpg file at 300 dpi is acceptable if no compression is used.

We will attempt to use any pictures, whatever the format. NOTE WELL: When sending mail of any kind, newsletter articles, letters, membership renewals, donations etc., please ensure the envelope is addressed correctly to:

Shearwater Aviation Museum Foundation or SAM Foundation 12 WING PO BOX 99000 STATION FORCES HALIFAX, NS B3K 5X5

Deadlines for receiving submissions are:

- Spring 1 March
- Summer 15 June
- Winter 15 October

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COVER PHOTO: HMCS Winnipeg / RCAF CH-148 Cyclone

Photo credit: MS Dan Bard, Canadian Forces Combat Camera, Canadian Forces Photo 20200806ISE0001D125

Inside Front Cover Photo:

Painting by: Peter Robichaud Sea King and HMCS Saint Johns when we were in the arctic on Op Nanook 2012. It was painted for pilot -Capt. Jason Leslie, on the hoist was Nicole Deschamps, Matt Dukowski., AESOP Dan Dupuis.

Back Cover: “Helping Hand” By Corporal Phil Dye First Place in RAF Photographic Competition 2020 Peoples Choice category.

WE NEED YOUR SUBMISSIONS. Please send us your stories, pictures etc. We look forward to hearing from you. Any opinions expressed herein are deemed to be those of the author(s) and do not necessarily reflect the opinions of the Shearwater Aviation Museum Foundation, its members, the Shearwater Aviation Museum and/or 12 Wing Shearwater.



FROM THE PRESIDENT'S DESK

Well, 2020 was about the worst year in living memory for many of us. Yes, there were polio, mumps, rubella, small pox and chicken pox that I recall lining up dutifully for shots at school, but nothing as serious as COVID since the Spanish Flew pandemic of 1918-1920. We had the mass shooting deaths in rural Nova Scotia in early spring which took 22 lives, and the crash of 423 Squadron's Stalker 22 in late April off the coast of Greece, with the tragic loss of six military members, four from 423 Squadron and two from HMCS Fredericton's ships company.

This tragedy was followed just a few weeks later by our affable Snowbird's Public Affairs officer, Captain Jennifer Casey, as tragic a loss on top of everything else as I can remember. I don't think I was ever as proud of anything that Shearwater did in the past as I witnessed the arrivals at the chapel, the 12 Wing Pipe Band adding appropriate musical accompaniment and the somberness of the overall event. In their own personal tragic memories of these events, 12 Wing turn-out was extraordinary. Well done to all who had anything to do with these events.

Our Board members are all safe and well. The business of the Foundation is still chugging along, and believe it or not, our collection continues to grow. A short while ago, our curator received a phone call from NDHQ indicating that SAM was being provided with a Challenger aircraft, to mark 434 Squadron's time at Shearwater. The aircraft dropped in here a few weeks ago and after some de-modifications it will soon take its place in the Air Park across the road from SAM.

There are some finishing touches still to be done at the Air Park, as Mod. 1 was constructed for Shearwater's 100th Anniversary which took place in early August of 2018. I am told by Christine that the remaining modifications will leave us with a beautiful Air Park across the road from SAM for visitors to stroll through, and to read some of the fascinating stories that accompany these aircraft.

Some bad news was received last week with the passing of a former President of the SAM Foundation, Colonel (Retired) Frank Willis. He passed peacefully while in the Palliative Care Unit of the VGH. Frank has been remembered here for the extraordinary job he did as Chairman of the SAM Foundation Board of Directors.

With this in mind, I would like to put a call out for anyone in the Halifax-Dartmouth area who may be interested in serving on our Board. All these unfortunate events took place so quickly last year that we only got 1 Board meeting in before the Covid-19 Holiday was enforced. Not only the Board could use your talents, but we can also do with a few more volunteers here to assist as we refurbish the exhibits from their slightly flooded state of affairs. Please stop by and have a chat with us one day on your way home from the Base. We have something going on here that will interest anyone, so dig in and lend a hand. Goodness knows we could use it.

As our fundraising efforts were severely curtailed over the winter, our office manager Karen Collacutt McHarg has been thinking about what we can do to raise some additional funding. Don't know if you follow her efforts on our SAMF Facebook page (Shearwater Aviation Museum Foundation page), but she has unearthed some extraordinary pictures from the archives, which she has been posting for others to enjoy. This effort in turn has given rise to a 50/50 draw which will run 4 times a year and is located on the facebook page or the link will be emailed to you, and also to get noticed by approx. 10 – 20,000 views a month. Just like our Sea Side FM Radio Station, the foundation cannot run without cash assets coming in. We are hoping these 50/50 draws will be supported by you and the general public. Stop by and purchase a book of tickets or call 902-461-0062 and don't forget our 500 club tickets as well, do your thing for Naval Air-RCAF history at Shearwater.

In the meantime, Mask up & wash hands everyone stay well.

A handwritten signature in black ink that reads "John M. Cody". The signature is written in a cursive, flowing style.

John M. Cody
President, SAMF

Colonel (Ret) Frank Willis



Age 88 of Dartmouth, passed away peacefully on February 7, 2021 in the Palliative Care Unit of the VG Site, QEII, in Halifax. Born and raised in Flin Flon, Man., he was a son of Fred and Frances Willis. In 1952 he joined the Royal Canadian Navy, which brought him to the east coast, and Nova Scotia became home for the next 69 years. He met and married his wife of 64 years, Mona Williams, from West Green Harbour. His military career spanned 37 years and he served with pride and dignity. Next to his family, flying was his passion. Selected early in his career for pilot training, he became a naval fighter pilot flying F2H Banshees from Canada's last aircraft carrier HMCS Bonaventure. Later, at the height of the Cold War, he converted to helicopter operations and in 1972 took command of the Navy's anti submarine squadron 50 at CFB Shearwater. Later in his career, he was appointed Canada's Defence Attaché in Bonn, Germany and, subsequently, joined the staff at the NATO Defence College in Rome, Italy. He and Mona loved their time

Colonel (Ret) Frank Willis, continued

in Europe and maintained close friendship with many colleagues after returning to Dartmouth. Frank enjoyed a long and productive retirement and loved going to the family cottage at Indian Lake, Lunenburg Co. There he used his self-taught carpentry, electrical and plumbing skills to maintain the property for 50 years, while still finding time for windsurfing, swimming and lots of waterskiing. He served as President of the Shearwater Aviation Museum which was near and dear to him. He also volunteered at CRA income tax clinics for nearly 30 years, where he loved to interact with his clients. Grampy/Gummy cherished his grandchildren and, until recently, never missed a hockey game or school concert. He took such pride in his grandkids' accomplishments, even learning a thing or two about golf! Family was a priority for Frank and his children and grandchildren brought him so much joy and happiness. He was his family's No. 1 fan. Frank loved to play piano and he and Mona shared many "happy hours" of music and a glass of sherry. Being an avid reader and lifelong learner, it was almost impossible to find a topic Frank didn't know something about. He loved a good discussion about politics or world events. Frank was a kind and loving soul, who was much-loved and will be sorely missed by his wife, Mona (Williams); sister, Ann McMahan, Perth, Ont.; son, Greg (Rosemarie), Moncton, N.B.; daughter, Tanya (Gordie Smith), Dartmouth; grandchildren, Tara, Matthew, Michael, Jake, and great-grandson, Royce; many nieces and nephews, and many dear friends. Frank was predeceased by his parents; brothers, Graham, Nick, and George (Marlene); brother-in-law, Peter McMahan; and many brothers and sisters-in-law on the Williams' side. Cremation has taken place and a memorial service will be held at a later date. Those who wish to honor Frank can make a donation to the Shearwater Aviation Museum, Salvation Army, or a charity of your choice. His family want to express their sincere appreciation to Dr. Karsten Gehrig for his unwavering support and care throughout Frank's illness, and to the staff at the Palliative Care Unit of the VG Site, QEII for their compassionate care. Arrangements have been entrusted to Dartmouth Funeral Home. Online condolences may be sent to: www.dartmouthfuneralhomes.ca



From the Curator's Desk: By Christine Hines

SAM remains closed, but the good news is that we have exciting developments to report on several fronts.

Over the winter, with little fanfare, SAM took delivery of a CC-144 Challenger. The Government of Canada is replacing two Challenger model 601 utility aircraft with two Challenger model 650s, and two model 601s were offered to the CAF museums. The aircraft was flown into 12 Wing on 5 February 2021 after a great deal of work on the part of the team at 12 Operational Support Squadron and 12 Air Maintenance Squadron. Currently residing in B hangar, the aircraft has some work to be done before it can be prepped to make its final retirement trip down the hill to its ultimate resting spot in the Shearwater Air Park. The park will be undergoing a major redevelopment this year under the guidance of 12 Wing Chief Warrant Officer; the Challenger will be a beautiful and large addition to the park. Plans are currently underway to prepare the aircraft to withstand the rigors of outdoor display.

Why a Challenger at SAM you may ask? No tail-hook? No problem! The CL-600 Challenger was built by Canadair (Bombardier) of Montreal and certified as a business jet in 1980. This military transport, electronic warfare and coastal reconnaissance aircraft was introduced into the Canadian Forces in 1983 as the CC-144, a VIP transport. However, as other aircraft with electronic warfare training roles were retired from service some of the Challengers were equipped with electronic countermeasures equipment to fill the void. The modified "electronic" Challengers were designated CE-144. The reactivation of No. 434 (Bluenose) Squadron in September 1992, brought the first complement of CC-144 and CE-144 Challengers to be permanently based at 12 Wing Shearwater. The CE-144 Challengers provided air targets and electronic warfare training for air force fighter squadrons, naval ship borne air defence systems and army anti-aircraft batteries. In addition to providing transport, 434 Squadron CC-144 Challengers flew maritime reconnaissance patrols, partly compensating for the loss of the Tracker. In May 1995, 434 Squadron, and its complement of Challengers and CT-133s, transferred from Shearwater to 14 Wing Greenwood in Nova Scotia's Annapolis Valley. Our Challenger, CC144615, was retired from 412 Transport Squadron, which is the only 8 Wing Trenton unit based in the National Capital Region.

We're working hard to install some new exhibits into the museum to prepare for our reopening. The art gallery has been re-installed after being dismantled due to last-year's roofing project. Working with the 12 Wing Memorial Committee, we have taken a bay from our art gallery and created a Memorial Room, to commemorate the loss of the crew of CH14822 "Stalker 22", almost a year ago. Besides contributed works of art from across Canada, the Memorial Room contains objects that were deposited by the community to remember their loved ones and colleagues. These items were removed from the outdoor memorial at the base of the Tracker wing across from the museum, located just before the entrance to 12 Wing, brought to the museum, and catalogued for the collection.

The Challenger, the Stalker 22 Memorial Room and any new exhibits will be featured in a new Virtual Tour recently produced, found here: <https://tours.realimaging.ca/> Last year, pre-Covid shutdown, we had the great fortune to meet Paul Beauchamp, Marco Aston and the team from Canaview Real Imaging, in Dartmouth, Nova Scotia, who 3D scanned the museum exhibit spaces. The virtual tour was launched during our shutdown last spring, and we use the virtual tour online in web-conferencing platforms to give a facilitated tour of SAM for cadet corps, Veteran's groups, and other groups. It will be a great asset to our programming toolbox. Look for the tour as a feature on our new website, also coming soon.

Stay safe everyone!



Karen Collacutt-McHarg
Office Administrator,
Fundraising
Editor of the Warrior

Well, we made it to 2021!
I hope all of you made it through Covid free and healthy. I want to first thank all of you for your memberships and donations to the SAMF. Your support is vital to our being able to continue with the Warrior and support the Shearwater Aviation Museum. It has been difficult, like all businesses, to survive while not being open for almost a year now for the public to come in and see our wonderful museum. We made it with your generous donations and membership support. As Mom would say, "Keep them coming in." We started a Facebook page last year called (Shearwater Aviation Museum Foundation) which is easy to remember. There is also a Facebook page called (Shearwater Aviation Museum). They both have great photos and stories. You can take a virtual tour any time. The activity on those pages have reach 20,000

views / likes a month. If Facebook is not your thing, then check out our web sites samfoundation.ca, or Shearwater Aviation Museum for many more stories and photos.

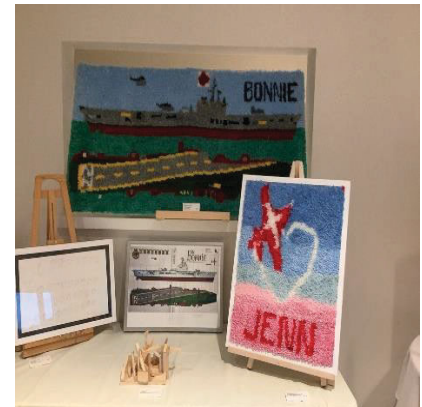
I would like to say a special thank you to Elaine Elliott and Margaret Ferguson for their help with the Warrior. Also thank you to my sister Patti Gemmell who stepped up to do the Editing of the Warrior when Mom was in hospital and for the past year. Not only was this one of the most traumatic times for both of us and our family but we wanted to honor her, and her beloved Warrior and her job. Patti has moved on to her new career in real-estate. Thanks to these ladies for giving me a great start at filling those large shoes.

We started to sell our 500 Club tickets for 2021 in Dec and will be selling them until the draws start in June. We are selling 50/50 tickets for 4 draws in 2021 Feb 26th, May 26th, Aug 25th and Dec 10th.

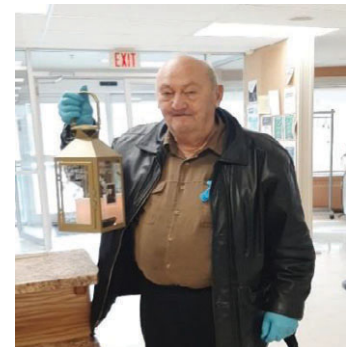
Tickets available on our Facebook page or give us a call 902-461-0062, and buy them over the phone. We are hoping and praying Covid settles down enough for us to have an auction this year. Keep your masks on and fingers crossed. If you would like to purchase items from

our Gift Shop, they can be shipped to you for a small fee. Hats, shirts, jackets, masks and much more.....are available at the Shearwater Aviation Museum Gift Shop 902-720-1083

Artists Tributes



Dick Ratcliff made these beautiful wall hangings one of the Bonnie and the other in memory of Capt. Jenn Casey a beautiful remembrance.



Patrick Askew made a wonderful lamp for his church in memory of Abbigail Cowbrough.

A special thank you for those that bid on our quilt we auctioned off at Christmas, raising \$510 for the SAMF.

Welcome HMCS Oriole and Her Crew to Halifax.

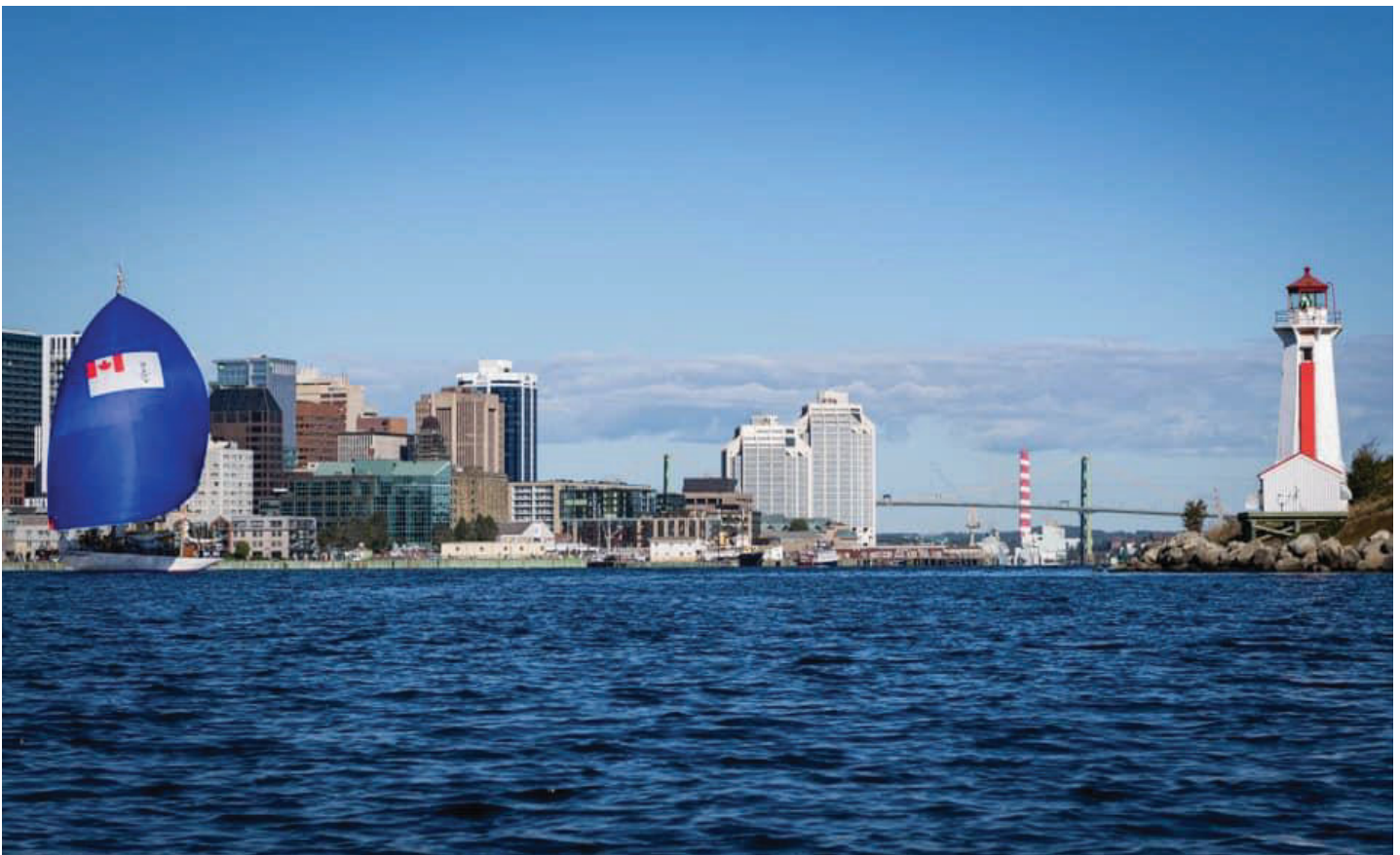
HMCS Oriole is the sail training vessel of the Royal Canadian Navy based at CFB Halifax in Halifax, Nova Scotia. She is a sailing ketch, the longest serving commissioned ship in the Royal Canadian Navy. Originally the yacht Oriole IV, the vessel was first acquired by the Royal Canadian Navy during the Second World War, then returned to private ownership at the end. Oriole IV was reacquired during the Cold War for use on the East Coast of Canada before switching to the West Coast of Canada in 1956. In 2018, the training vessel returned to the East Coast.



I had the pleasure of interviewing LCdr Robert Pelton who is the captain of HMCS Oriole, a naval reservist

since he joined in Winnipeg in 2001 at HMCS CHIPPAWA. He completed his training on the West coast and he remembers taking a picture of Oriole in the fog when he went by her, not thinking that one day I would take Command of the ship. He spent most of his career on the Kingston Class Ships or our Coastal Patrol Vessels on the East coast conducting exercises domestically and operations internationally with a lot of focus on mine warfare. LCdr Pelton noted, "it is a bit of a dream come true really. Not many people can say they were in command of Oriole."

LCdr Pelton said, "It was great to be out with other sailing yachts and foster our relationships with the local yacht clubs as best as we could within these times of physical distancing. Local outreach with yacht clubs here in Halifax is something that Oriole hasn't done much before, not because we were not invited, but because in previous years, Oriole was quite busy in the Great Lakes and the ship was not in Halifax to support local events. Up until this year the ship has had limited visibility in Halifax. Hopefully, we can support or even participate in local events in the future."



Photos by: Sailor 1st Class Bryan Underwood, Canadian Armed Forces Imagery Technician.

"Oriole was launched on the 4th of June 1921, as the Royal Canadian Yacht Club (RCYC) Commodore's flag ship, so she is 99 years young! She helped train naval personnel during the Second World War and was transferred over to the RCN and commissioned as an HMC Ship in 1952 on June 19th. The ship has had many refits throughout her life with new masts and radars along with an electronic charting system that wasn't there when the ship was built of course, but the hull and even the steering system are still original and in great shape. The old saying of 'they don't make things like they used to' holds true with Oriole. Every time Oriole comes into port, you are parking a Museum so you handle the ship with care. If the ship is cared for properly, Oriole will be around for years to come."



Lieutenant-Commander Robert Pelton (center, right) and his crew of Her Majesty's Canadian Ship Oriole, the Royal Canadian Navy's longest serving commissioned vessel, take a moment for a group picture before the ship takes part as a marshal in the Royal Nova Scotia Yacht Squadron's most prestigious sailing race, the Prince of Wales Regatta, outside of Halifax Harbour, Nova Scotia, on 20 September 2020. Photo by: Sailor 1st Class Bryan Underwood, Canadian Armed Forces Imagery Technician.

There are 21 bunks or beds onboard Oriole. Five of those are for core crew or personnel who are posted to the ship. This year was a little bit of an anomaly as they planned to sail around the Atlantic Provinces to celebrate the 75th anniversary of the Battle of the Atlantic, however, due to COVID-19, the outreach program was cancelled. They would have had up to 10 sea cadets training onboard, however, they had an all RCN crew this year, most of which were from local Naval Reserve Divisions or NRDs. Some of those sailors were awaiting training so it was a treat for those sailors to be onboard for an entire summer to train and learn quite a lot of seamanship. Training on Oriole, is never done! They are always training and learning onboard. Their sailing season comes to a close around October, and those who are not posted to Oriole go back to their ships or units. Oriole gets fully crewed as the sailing season here starts back up in early April.

LCdr Pelton was not onboard when the ship came around, but what he could say was, "to bring Oriole from the West Coast to the East Coast here in Halifax was a long journey with many stops along the way. The Ship left Esquimalt mid-March in 2017 to come to the East coast to celebrate Canada's 150th Anniversary. The transit was completed with 3 crews, with the exception of the core crew that remained onboard for the entire sail to the end of September 2017. Its first official port of call on the East Coast of Canada was Charlottetown, PE on the 30th of June, just in time for Canada's 150th Celebrations. From what I was told, it was quite an amazing experience to sail the ship through the Panama Canal to the East coast, complete with squalls and 60+ Knot winds during the first week. Oriole on the East Coast is still a new thing to most, but we are trying to change that of course and make sure that Halifax and Nova Scotia know that the ship is here."

VACS

by Michael Pinfold

I should preface this story by affirming that the events are true and recounted as accurately as the author can recall. Names have been changed to protect the innocent and not-so-innocent.

In 1982, I was the Air Officer in HMCS Huron. We were on a NATO deployment as the flagship of the Standing Naval Force Atlantic. The Air department (helairdet) consisted of three crews from HS443 each consisting of two pilots, an Air Navigator (ANAV) who was the Tactical Coordinator (TACCO) and an Airborne Systems operator (AESO) plus maintenance staff and two CH124, Sea King helicopters.

Huron was a happy ship with a thoroughly professional crew led by an outstanding Captain. The ship and its helairdet had distinguished itself earlier in the year by successfully conducting three rescue missions on the Grand Banks in February which earned her international recognition. The ship's company could work hard and knew how to play hard.

The Beginning...

My crew was gathered in the Ready Room preparing for a night crew training flight. We welcomed members of the ship's company to join us for most of our flights and many did join us for the experience.

On this occasion, our passenger was an eager young naval officer who we will call "Dutch" to preserve his anonymity. Dutch had a gregarious, easy-going personality and a great sense of humour. He was impressed with Sea King operations, and had aspirations of becoming an Air ASW Controller (ASAC) in the future. This flight presented an opportunity for him to

experience night tactical flying and search and rescue (SAR) operations.

Having received the weather and tactical briefing, it was now my turn to conduct the Crew Commander briefing. As I concluded, my TACCO asked if we were going to use the "VACS" on this flight?

Before I could answer and as if on cue, the door to the briefing room opened and our Maintenance Chief entered. I turned to him and inquired if the **Voice Activated Conning System** was serviceable? Without missing a beat, he replied that a circuit board had been replaced and the system was ground checked serviceable and "good to go."

Now at this point, a bit of an explanation is in order: the Sea King, being a product of the 1950's, was relatively advanced in its day, but did not have any voice activated systems.

The Sea King did, however, have a "hover trim" joy stick control located by the back door, that allowed limited manoeuvring by the crewman operating the rescue hoist. It was engaged from the cockpit and a light on the joy stick would illuminate to indicate that it was engaged and the normal response from the crewman when it was engaged, was to report: "I have a light."

My crew quickly huddled and worked out a method to ensure that we achieved the appropriate preflight checks and our method of indicating to the pilot when the system was engaged later in flight in such a manner that it wouldn't be noticed by Dutch.

It was a beautiful night with a full moon and cloudless sky. The winds were light and the sea was calm with gentle swells. We boarded the aircraft, conducted our standard start checks and launched.

We carried out standard training routines and then after about two hours, it came time to simulate a SAR scenario. A smoke candle was thrown into the water and reported as a “survivor” in the water. The TACCO commenced the pattern to guide the helicopter into wind with a semi-automatic descent to a 40-foot hover placing the “survivor” at the one o’clock position and about two hundred yards or so from the aircraft. Normally, once the helicopter is stabilized in a hover, control is passed to the crewman at the back door and hover trim is engaged which permits precise control to place the aircraft directly over the “survivor.”

Dutch was standing between the pilot’s seats watching the action from the cockpit. Once stabilized, the hover trim was engaged so that Dutch wouldn’t notice and the crewman had control. However, now it was time to demonstrate the “VACS.”

I gave the command: “VACS... AHEAD... AHEAD.” The crewman made the appropriate movement of the control stick and the aircraft moved ahead slowly. I then commanded: “VACS... STEADY” and the aircraft stopped.

I asked Dutch what he thought of this? He could see that I still had my hands on the controls for safety and said: “You’re on the controls.”

I released my grip, loosely encircling the collective and cyclic with my thumb and fingers. He could see this as said “VACS... RIGHT. RIGHT” and the aircraft moved slowly to the right. “Now what do you think, Dutch?” I asked. He replied: “Holy S**T, Maj.”

I then asked if he wanted to try the VACS?

He replied in the affirmative and I explained the voice commands for direction and stopping and emphasized that the commands had to be given clearly, distinctly and slowly.

I then said: “VACS... STEADY... STEADY” I told him to give it a try. He started but his commands were far too fast and the crewman quickly rocked the hover trim control and the aircraft rocked and rolled gently in response but did not move ahead.

I said: “VACS...STEADY...STEADY.” and the aircraft stabilized. I then reiterated that commands had to be given slowly and clearly.

He acknowledged that he understood and tried again. “VACS..AHEAD...AHEAD.” and the aircraft started to move slowly ahead. He then manoeuvred it to the right and approached the smoke marker and steadied it over the smoke.

Control was then “passed” to the crewmen at the back door to “rescue” the survivor and the exercise was concluded.

We continued our crew training and then, recovered onboard and debriefed. Dutch was quite excited and impressed with the VACS and kept talking about it. It wasn’t until next morning when I went up on the ship’s bridge for my morning briefing with the Captain that I heard Dutch explaining to one of the seamen. The Captain and some of the other officers on the bridge gave me a funny look but nobody said a thing!

A few days later, the mail came onboard and, the latest issue of Time magazine arrived in the Wardroom. There was an article about a new just-launched Japanese tanker that had voice-activated engine controls on the bridge. According to the article, the system recognized the voices of the captain, first

mate and engineer.

When Dutch appeared in the Wardroom, I passed the magazine to him, pointing at the article. He read it and looking at me exclaimed: "That's not nearly as sophisticated as your system!"

THE GIFT THAT KEEPS ON GIVING.

There was no doubt that Dutch was a believer in the VACS. However, we didn't expect what happened next. Since we were in Europe, an opportunity arose during a port visit, for Dutch to visit some of his relatives in the Netherlands. They lived near the NATO airbase that was home to the Boeing E-3 Sentry squadron. This was the squadron that flew the modified Boeing B707 fitted with the saucer-shaped rotating radar antenna on top of the fuselage. This IS a sophisticated aircraft.

In the course of the visit with his relatives, Dutch invited them to dinner at the Officers' Club on the airbase. When he met some of the E-3 aircrew at the bar, he told them that he was a Canadian Naval officer from the helicopter destroyer HMCS Huron and described the Sea King's VACS system.

He later related to us that he got some strange looks but once again, nobody said a thing to suggest that we were pulling his leg!

Finally, after five months deployed, our tour as NATO flagship came to an end and it was time to set course for Halifax and our loved ones.

In the course of crossing the Atlantic, the Executive Officer decided to hold a formal mess dinner with the Captain as guest of honour. I suggested to the Executive Officer that this might present an ideal opportunity for Dutch to explain the VACS to his fellow mess members.

On the evening of the mess dinner, my TACCO was seated at the head table next to the Captain. At meal's end, following the traditional toasts, the Executive office asked Dutch to explain VACS to the members present.

As Dutch rose and began his explanation, the TACCO, had the hover trim control box in his lap. He picked it up and quietly explained its operation to the Captain. He then arose, held the control box up and in a loud voice declared: "I have a light!"

I responded with: "Roger, VACS...BACK...BACK."

The TACCO made an exaggerated motion displacing the hover trim joy stick, kicked his chair aside and took a step backward. I then said: "VACS...STEADY"

Dutch paused in his dissertation, and it seemed like a light bulb came on as he realized that we had conned him.

He started to laugh and then walked over towards me. Now I didn't mention earlier but Dutch stood about 6'-3" and displaced about 250 pounds. But as I noted previously, he had a great sense of humour. As he approached me, he extended his right hand, then grabbed me in a bear hug and laughing, said: "You got me. Well done."

And that was the story of the Voice Activated Conning System.

Most of the air detachment personnel remained with Huron for another six months which afforded ample opportunity to pull Dutch's leg on several other occasions. But those are stories best left for another day.

DARTMOUTH THE BIRTHPLACE OF MARITIME AVIATION IN CANADA

Ernie Cable SAM Historian

12 Wing Shearwater is one of the oldest military airfields in Canada, second only to CFB Borden. Shearwater's varied and colourful history reflects the evolution of flying in Canada and indeed the growth of Canada's Air Force. Shearwater was originally created as a seaplane base in August 1918, when the small promontory in Halifax harbour's Eastern Passage, known as Baker's Point, became U.S. Naval Air Station Halifax. It subsequently became an air station for the Canadian Air Force, the Royal Canadian Air Force (RCAF) and the Royal Canadian Navy (RCN). With the integration of the armed forces in 1968, Shearwater became a Canadian Forces Base and finally today an Air Command Wing that is a lodger unit supported by CFB Halifax. Shearwater has been a home for Canada's air squadrons for the past 102 years, providing continuous service longer than any other Canadian military air base. By virtue of its coastal location, Shearwater has been inextricably linked to the defence of the air and sea approaches to Atlantic Canada. In fact, it was the threat by sea that provided the original *raison d'être* for the base that continues today.

The Beginning

During the First World War, German submarines operated between Newfoundland and Nova Scotia, particularly in the waters off the eastern and southern shores of the latter province. In peace and even more so in war the amount of shipping entering and leaving the Gulf of St. Lawrence and using the harbours of Nova Scotia was enormous. Vessels sailing singly or banded together in convoys were departing in rapid succession from ports in eastern Canada, especially from Halifax and Sydney, laden with troops and supplies to support the British in Europe. Moreover, many transatlantic ships bound for or departing from Boston, New York and other harbours in the northeastern United States passed through the outer fringes of these waters. Therefore, both the Canadian and American governments were vitally interested in protecting these shipping lanes.

In July 1915 the Canadian Naval Service had responded to the threat of German attack by forming the St. Lawrence Patrol, consisting of seven patrol vessels and twelve chartered motorboats, to guard the approaches to the Gulf of St. Lawrence. No German submarines operated in Canadian waters in 1915 and 1916, though U-53 sank five merchantmen off Nantucket 8 October 1916. It was the appearance of U-53 that prompted the British Admiralty to warn Canada that patrols off its coast should be strengthened. The Canadian Minister of the Naval Service, J.D. Hazen, submitted a proposal to base anti-submarine air patrols at Halifax and on the north shore of Cape Breton. This initiative was welcomed by the Admiralty and a party of Royal Naval Air Service (RNAS) officers under Wing Commander J.W. Sneddon was subsequently sent to Canada to investigate the feasibility of such patrols. Sneddon recommended, after touring the East Coast and Canadian Aeroplanes Ltd. in Toronto, that a small seaplane

force, divided between Halifax and Sydney, be formed, and that required aircraft be built in Toronto.

The Canadian Cabinet reviewed Sneddon's report and rejected it stating: "Cost entailed will exceed two and a half millions for first year, abstract skilled men for construction badly needed for other works, utility limited by our seasonal changes. Money better used in providing (more sea) patrols."

By 1917 the success of east bound convoys sailing from Halifax and Sydney compelled the Germans to shift the focus of their operations. About the same time they had developed large ocean-going submarines, capable of staying at sea for three months or more and mounting 6-inch guns. Suddenly the Canadian coast became a desirable target area. The Admiralty warned Ottawa of these latest developments and the Naval Service immediately attempted to strengthen its patrol force. However, no additional vessels were available and it was decided that aircraft operating from shore bases could protect merchant shipping in Canadian waters. But where were the aircraft to come from? The Admiralty had no surplus and the only possibility seemed to be the United States Navy (USN) which was expanding its ability to patrol its home waters. U.S. Navy aircraft from their Chatham Station in Cape Cod were flying north to Cape Ann, however, they could not patrol any considerable distance beyond this point unless other bases were established farther to the north. The possibility of building and operating an air station in the vicinity of Cape Sable Island, Nova Scotia offered a means of solving the problem for both nations.

Meanwhile the German threat was so acute that the Admiralty renewed its warning and offered a preliminary plan for aircraft patrols. The plan proposed the Canadians not only create an air service but also the seaplane, airship and kite balloon factories to support it. It was recommended that Canada seek American assistance and in the interim ask the United States to extend its coastal seaplane organization northward to protect Nova Scotia and Newfoundland. Shortly thereafter, British Admiral Sir W.L. Grant Commander-in-Chief North America and West Indies, convened a conference in Washington of British and American naval and air officers with Captain Walter Hose, the Royal Canadian Navy's (RCN) Captain of Patrols on the east coast. The conference settled two points: first, air stations should be established at Halifax and Sydney; secondly, that the United States would supply these stations with pilots, seaplanes, airships and kite balloons until Canada was ready to take over. On 23 April 1918, Rear Admiral Wood, USN, Commandant First Naval District and Admiral Kingsmill, Director Canadian Naval Service, agreed that the United States would take responsibility for coastal patrol and anti-submarine work as far east as Lockport N.S. and that assigned American forces would be placed under operational control of the RCN. Because Canada had no officers experienced in maritime air operations, the Admiralty appointed Lieutenant-Colonel Cull, Royal Air Force (RAF) (formerly Wing Commander RNAS), to overall command of the air patrols. (On 1 April 1918, the RNAS and the Royal Flying Corps were amalgamated to form the RAF).

After following rather ineffectually in the wake of the Admiralty and the USN, Canadian authorities finally approved establishment of two air stations on 5 June 1918. Cull arrived from England in July and approved the initially selected Halifax sites; the seaplane base was to be just south of Dartmouth at Eastern Passage, while the airship site was also to be on the Dartmouth side of Halifax harbour. Cull found the Keating Cove site at Sydney to be inaccessible so selected Kelly Beach on the western side of North Sydney for the seaplanes and balloons and a site for airships on the opposite side of town. Despite the lateness of the season, Cull persuaded the USN to implement the April agreement. The Canadian government was to furnish at its expense the site and buildings and all ground equipment, while the American government was to provide the aircraft and the personnel to operate them until Canadian personnel had been trained and could man the stations. Operating expenses were to be born by the United States government during the period American personnel were conducting the air patrols. British and Canadian naval officers were ultimately responsible for control of the stations and for operations. Supervision of all internal affairs as well as discipline and direction of the officers was to be the responsibility of the U.S. Navy. The Americans created the office of Commanding Officer, U.S. Naval Air Forces, Canada and detailed Lieutenant R.E. Byrd USN, later an Admiral renowned for his polar exploits, to the new command. Additionally, Lieutenant Byrd was ordered to assume direct command of the station at Halifax and to act as liaison officer between the American and Canadian governments in naval aviation matters.

Although progress up to this point in establishing the air patrols was gratifying, it was not rapid enough to meet the alarming situation that developed in the first week of August 1918. U-156 sank six vessels southeast of Nova Scotia. Other vessels were attacked during the same week in the same area and the submarine captured a large Canadian fishing boat. The Germans mounted a gun on the fishing vessel and made successful use of it wrecking havoc among Canadian fishermen. At the same time numerous mines, laid by the submarine, were discovered along the Nova Scotia coast. The necessity of commissioning the Canadian air stations into operation as soon as possible was compelling. All haste was made in shipping equipment and supplies to Halifax that would be indispensable to operations. Lieutenant Byrd arrived at his new base 15 August 1918. Crates containing the first two HS-2L seaplanes arrived in Halifax by train 17 August and were barged across the harbour to the Dartmouth air station and hauled up on the beach using logs for rollers. The first aircraft was assembled and successfully test flown two days later and the first operational patrol was flown 25 August 1918; maritime patrol aviation in Canada was born.

During the first few weeks no bombs had yet reached Dartmouth, however, the submarine situation was so serious that depth charges were substituted for bombs with the intention of dropping them by hand on any hostile submarine. Lieutenant Byrd eventually established a detachment of six HS-2L flying boats and several kite balloons to conduct anti-submarine patrols off the approaches to Halifax harbour and a second detachment of six HS-2L's at North Sydney. In forming the general operating policy for the aerial patrols, it was agreed not to attempt routine patrols at either Halifax or North

Sydney, but to keep two seaplanes solely for escort work and one seaplane at each station for emergency anti-submarine duty. Without interfering with this schedule, as many supplementary patrol flights as possible were also to be flown at each station at the times and locations deemed most likely to produce results. Operations began in earnest the week of 7 September 1918 during which seven escort flights and ten patrol and other flights were made. Emergency flights were made whenever circumstances demanded and all convoys were escorted for a distance of 60 to 75 miles to sea. There was a total of 200 patrol and other flights during the USN deployment with a flying time of approximately 400 hours.

After only a few months of operations, the First World War came to an end the U.S. Navy personnel departed their bases at Dartmouth and North Sydney and returned home. Now promoted, Colonel Cull's final duty was to accompany the Deputy Minister of the Canadian Naval Service to Washington to settle the division of expenses between the two countries. The Canadian government agreed to purchase all American ground equipment at the two stations; in exchange, the United States donated to Canada 12, HS-2L flying boats, 26 Liberty engines and four kite balloons. Canada's first venture into maritime patrol aviation had cost a total of \$811,168 for bases, equipment and personnel. The American donation was valued at \$600,000 and the flying boats were to give much valuable service in the years to come. This small fleet of maritime patrol aircraft and the few buildings which had been built by the Canadian government to support Lieutenant Byrd's detachment were the beginning of what was to become RCAF Station Dartmouth.

With the formation of the Canadian Air Force on 18 February 1920, Dartmouth became the first Canadian Air Force base on the East Coast and served the Maritime Provinces as the centre of flying operations. Using HS-2L flying boats inherited from Lieutenant Byrd's detachment as well as other flying boats such as the Felixstowe F-3, the Canadian Air Force conducted photographic flights and fisheries patrols for government departments. On 1 April 1924, the Canadian Air Force became the Royal Canadian Air Force (RCAF) and started a slow but steady expansion. Although RCAF Station Dartmouth remained the center of operations, much of the flying was conducted from more remote sites where more than half the efforts and funds were expended on civil tasks. These missions included: photographing new sections of the interior, transporting officials to inaccessible regions, blazing new air routes, carrying treaty money to the Indians, conducting forest fire patrols and flying sick and injured traders, trappers, farmers and Indigenous people to places where medical attention was available. All of this activity could no longer be performed by an ad hoc group of aircraft so on 1 April 1925, the RCAF formed No. 4 (Operations) Squadron. No.4 was the first squadron formed at Dartmouth and it continued to be employed on civil government air operations including customs preventative (anti-smuggling and illegal immigration) patrols.

From 1924 to 1935 there was no Station Commander at Dartmouth as the RCAF was small enough to exercise control of its units from Air Force Headquarters in Ottawa. Command of RCAF units was vested in the Senior Air Staff Officer who was responsible to the militia's Chief of the General Staff.

No. 4 Squadron operated from Dartmouth until 1927 when the depression forced a reorganization of the Defence Department. With a radically reduced Air Force, No. 4 Squadron ceased to exist but flying at Dartmouth continued on a quasi-military basis under the direction of the RCAF's Senior Air Staff Officer in Ottawa. Although ad hoc flying activity continued at RCAF Station Dartmouth, the seaplane base was placed on a care and maintenance basis and administered by the commander of the local militia district.

Regularly organized flying did not return to Dartmouth until 1932 when the RCAF formed a detachment at Dartmouth to provide aerial patrols to assist the RCMP in detecting illegal rum runners. In 1933, as Canada recovered from the depression RCAF squadrons began to reappear. No.5 (Flying Boat) Squadron, the RCAF's second post-depression squadron, formed at Dartmouth in 1934 by consolidating the five RCAF detachments in the Maritimes, which were previously controlled from Ottawa. Commencing in 1935, No 5 Squadron was under command of the Station Commander of RCAF Dartmouth, which again became a fully active air station.



Post-war HS-2L still with its USN markings being launched from Baker's Point

WALL OF HONOUR

Guidelines for designing your “Wall of Honour” Tile.

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

The options are:

Option A: One half tile 12" X 12" x 17" and triangular in shape with up to 5 rows of 3/4" letters for a maximum of 60 letters and spaces. The longest row can accommodate up to 20 letters and spaces. The remaining 4 rows will decrease in length as the border/edge of the tile dictates. It should be noted that the upper half of the tile will start with a short row and the bottom half will start with a long row.

Option B: The full tile with up to 6 rows of 1" letters for a maximum of 55 letters and spaces. The two centre rows can accommodate up to 16 letters and spaces. The remaining rows will decrease as the edge of the tile dictates.

Option C: The full tile with up to 10 rows of 3/4" letters for a maximum of 120 letters and spaces. The two centre rows can accommodate 20 letters and spaces. The remaining rows will decrease as the edge of the tile dictates.

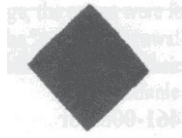
Option D: The “Buddy” Tile - sold only as a full tile. This tile is divided into 4 quarters - each 6" X 6". Each quarter can accommodate up to 6 rows of 1/2" letters for a maximum of 48 letters and spaces. The two centre rows can accommodate up to 12 letters and spaces with the remaining rows decreasing as the tile edge dictates.

Option A



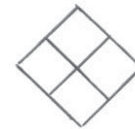
\$300

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.



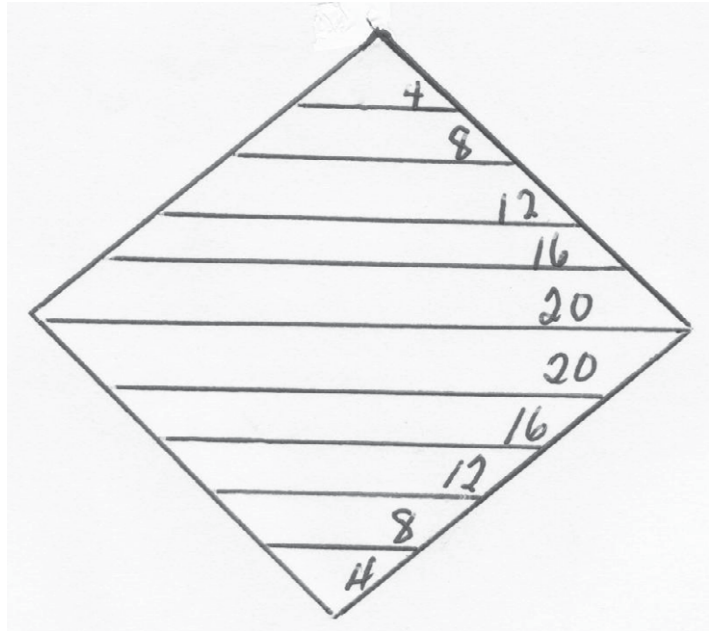
(Wall Tiles (continued))

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

From:

NAME: _____
 ADDRESS: _____
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TYPICAL OPTION 'C' above

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



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There are two primary ways in which gifts may be made to the Shearwater Aviation Museum Foundation: by giving a gift of money or securities as a Gift (Inter Vivos) or by making provision in your Will for 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 the **reduced rate of Income Tax**.

Requests made by Will: In your Will, you may leave a lump sum bequest or a bequest of a specified percentage of the remained 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’s trading Acct 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 you. Consult with your Insurance Agent re the specifics of such benefits.

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 _____ Day of _____ 20___. I hereby add to that said Will as follows:

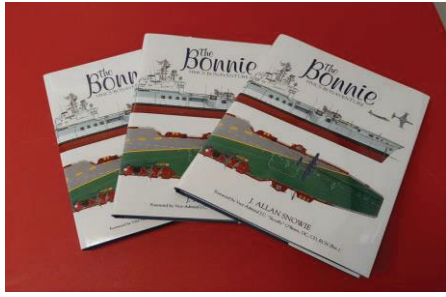
I give, devise and bequeath to the Shearwater Aviation Museum Foundation the sum of \$_____ to be paid out of my general estate.

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IN THE DELTA

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ARMSTRONG G "Bob" Robert	Jan 2021
ARNOTT John (Jack), Major (Ret'd)	Nov 2020
BERNTSON (LCol., Ret'd, OMM, CD3) Edward Norman "Bud"	Jul 2020
BEY Elizabeth "Liz"	Jul 2019
DARWIN Allan John	Feb 2021
EADY Brian Donald (LCol ret'd)	Jan 2021
GILHEN Eileen Joyce	Jan 2021
HANN Doreen	Feb 2021
LANTHIER Rejean Guy	Feb 2021
MACPHERSON Edmund	Mar 2021
MAGUIRE William Denis "Bill"	Mar 2021
MCINTYRE Bernice "Bunny"	Mar 2021
MACQUARRIE Jack	Feb 2021
MARSHALL Gerald Peter	Nov 2020
MILE Donald Paul	Mar 2021
PARFITT Edward Seeley	Feb 2021
SMITH Frank W	Dec 2020
TUCKER Maureen Ellen	Sept 2020
THERIAULT Gary Charles	Dec 2020
WILLIS Frank	Feb 2021



Early US Navy Operations at Shearwater

Ernie Cable SAM Historian

The first aircraft to fly from Halifax were US Navy Curtiss HS-2L biplane flying boats. The seaplane base was actually established at Baker's Point south of the city of Dartmouth overlooking Eastern Passage but was known as "US Naval Air Station Halifax". Lieutenant R.E. Byrd (USN) was the station's first commanding officer who also acted as the liaison officer between the American and Canadian governments on naval aviation matters. Lieutenant Byrd later became an Admiral renowned for his polar exploits. The US Navy (USN) flew six HS-2L's from Halifax from August to November 1918 on anti-submarine patrols to protect convoys from lurking German submarines outside Halifax's strategic harbour. The USN also operated a seaplane base at Sydney NS where an additional six HS-2L's flew anti-submarine patrols to protect convoys en route to or from Halifax. The HS-2L's at Halifax and Sydney flew 400 and 177 patrol hours respectively which were augmented by several kite-balloons also used for anti-submarine duties. It was intended that the USN conduct the aerial anti-submarine patrols until the fledgling Royal Canadian Naval Air Service could be formed and assume the air patrol duties. However, the First World War came to an end before the Canadian Naval Air Service became operational and subsequently disbanded. After the war ended in November 1918 Byrd returned to the United States and the USN donated the 12 HS-2L's that were stationed at Halifax and Sydney, the associated spares and ground handling equipment to the Canadian government. These aircraft formed the nucleus of the newly formed Canadian Air Force in 1920 and subsequently became Canada's first bush planes.

Lieutenant Byrd returned to Halifax on May 8, 1919 when two US Navy-Curtiss (NC) flying boats, NC-1 and NC-3, landed at the former US Naval Air Station Halifax, then under the control of the Canadian Air Board, on their historic world's first trans-Atlantic flight. Three of the four NC flying boats that were built, NC-1, NC-3 and NC-4, had taken off from the US Naval Air Station at Rockaway NY on the first leg of their trans-Atlantic flight, however, the NC-4 developed engine trouble and had to divert to the air station at Chatham Mass. Therefore, only the NC-1 and NC-3 remained overnight on 8 and 9 May at Halifax, their first scheduled stop, before proceeding to their next stop at Trepassey, Newfoundland. Lieutenant Byrd was the "Trans-Atlantic Team's" navigation project officer and one of two navigators on NC-3. His task was to verify the performance of the navigation instruments on the Rockaway-Halifax-Trepassey legs. Much to Byrd's disappointment the plan called for him to remain behind in Trepassey and not accompany NC-3 on the trans-Atlantic legs to the Azores, Lisbon and on to England.

Shortly after takeoff from Halifax on 10 May one of the aircraft developed a crack in its wooden propeller and had to return to Halifax to be replaced, but it was discovered that neither aircraft carried spare hub plates. Byrd's previous duty in Halifax proved helpful as he recalled that when he turned the 12 HS-2L's over to the Canadians he had also given them spare hub plates. Since Byrd had left only a short time before, he still had many friends in Halifax and was able to call on them for the required spare hub plates.

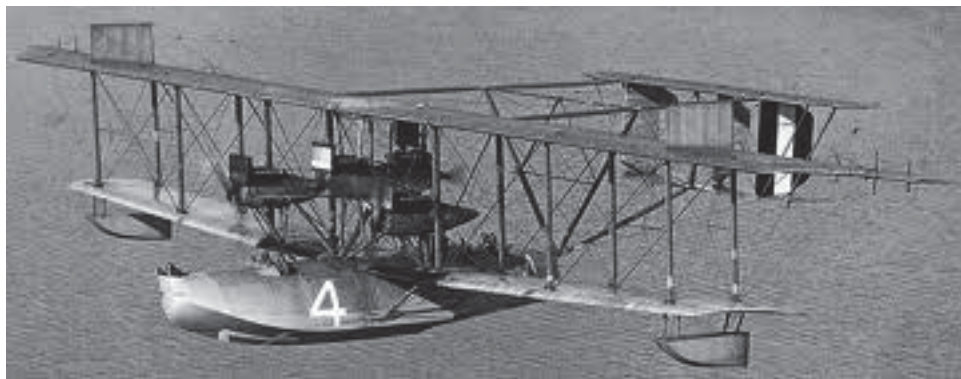
The aircraft was quickly repaired and departed for Trepassey with minimum delay. Due to fortunate weather delays in Newfoundland, NC-4 caught up, with an intermediate stop at Halifax, to NC-1 and NC-3 at Trepassey on 15 May. The next day all three aircraft departed for the Azores.

Because of a fortunate sighting of land through a hole in the undercast only NC-4 arrived at its intended destination, the island of Horta in the Azores. The NC-1 landed on the water in fog several hundred miles from Horta and broke up in the rough seas; the crew was rescued by a USN destroyer that had been pre-positioned in the area. The NC-3 also landed on the water because bad weather obscured the mountainous islands in the Azores and the crew was afraid of flying into the peaks. Similar to the NC-1, NC-3 encountered heavier seas than anticipated and after a harrowing two days of riding out a storm, a very badly damaged NC-3 water taxied into the port of Ponta Delgada on the island of San Miguel in the Azores. Only the NC-4, commanded by Lt. Cdr. A.C. Read, was able to continue on and successfully complete the first trans-Atlantic flight from North America to England, arriving in Plymouth on 31 May 1919 via the Azores, Lisbon and Ferrol del Caudillo (Spain). Total flying time from Rockaway NY to Plymouth England was 57 hours 16 minutes.

Postscript:

Two weeks later British Capt. John Alcock and Lt. Arthur Brown made the first non-stop crossing of the Atlantic from St John's NL to Galway Ireland in a British Vickers Vimy bomber on 14/15 June 1919. Total flying time was 16 hours 27 minutes.

On 20/21 May 1927 Charles Lindbergh made the first non-stop solo crossing of the Atlantic from Long Island NY to Paris in the Ryan built "Spirit of St. Louis". Total flying time was 33 hours 39 minutes.



U.S. Navy Curtiss NC 4 Flying Boat – First Aircraft To Complete Trans-Atlantic Flight

A STROLL DOWN MEMORY LANE

By: Eddy Myers LCDR (P) RCN Retired.

While relaxing in my suite in Empress Gardens Retirement Residences in Peterborough, I found myself daydreaming about my last days flying Seafires in the Royal Navy Fleet Air Arm.

Unbidden, I began recalling my last flight in the R.N. Our 16 aircraft deployment of 883 Seafire Squadron from RNAS Nutts Corner in Northern Ireland to RNAS Machrihanish in Scotland, was quite memorable. The night before departing Nutts Corner, our Commanding Officer, LCDR King Joyce RN, formed us up in four flights of four aircraft in the box formation with the four flights forming a box. The Flypast was hard work, particularly under our not too sharp conditions, and so immediately afterward, the CO formed into 16 aircraft line-astern formation, which I'm sure he felt would be less stressful. AUX CONTRAIRE, it proved to be anything but. Sixteen Seafires strung out in a very loose line-astern formation and flown by pilots with dulled reactions, result in a gaggle that pulsated up and down its length like an accordion. I was second-to-the-last Seafire or penultimate aircraft (I know another big word 'elephant' but can never get it into the conversation). Rod Bays was behind me and therefore Tail-end Charlie. Small throttle movements as the lead end were amplified as the effects were passed down the line to the extent that by the time the cracking of the whip reached Rod and I, we were going from full throttle one moment to throttle off the next, coupled with attendant extreme rudder movements. Many years later, when Rod, Shirley, Betty and I wintered over in St. Petersburg, Rod delighted in telling friends and acquaintances how, during that flight, I had tried to kill him. He would then proceed to describe how dicey it was to one minute be applying full throttle to catch up, and in the next minute cutting the throttle to prevent ending up close under the aircraft ahead (moi). My next excuse of having to do the same thing ahead of him, didn't carry the same shock effect as Rod's account.

After landing we were all surprised and disappointed when we learned that the squadron was being disbanded, and that all our relatively new Mark XIV & XV Seafires were to be scrapped. I tried unsuccessfully to claim the left engine nacelle panel off my Seafire #576 on which my Rigger and Fitter had painted "Pegasus" (The flying Horse) and labelled "Night Mare". All that has left is a black & white photograph. (While the men operating the guillotine were sympathetic, the Demolition Contractor was under strict orders that each aircraft had to be complete in all respects before demolition).

This brings to mind a related experience that Dave Blinkhorn, one of our pilots, had when he boarded an RN Aircraft Carrier for a day trip to observe the "deep-sixing" of a deck load of CORSAIR fighters. During transit, Dave climbed into the cockpit of one of the aircraft and noted that the six-day clock was installed and could readily be removed. As all aircraft were due to be pushed off the stern, he decided to pocket the clock. After exercise got underway and aircraft after aircraft was rolled off the round-down, all was going well until suddenly the operation stopped and there was a pipe from the bridge that "Until the clock from the Corsair XXXXX is returned, operations will remain halted. If, however, the clock is returned forth with, there will be no repercussions". Dave immediately found an 'aircraft handler', to whom he gave the clock. The seamen, in turn, showed it to the Officers on the Bridge with a thumbs up and then threw it into the cockpit of the Corsair waiting to be pushed overboard. (The term of wartime Lend/Lease Pact between the USA and the U.K. stipulated that "if, after the war, the U.K. decides to keep a Lend/Lease item, it has to purchase that item. If on the other hand, the U.K. chooses not to retain an item and the US doesn't want it returned, the item had to be destroyed". The rationale behind such a seemingly wasteful act is quite farsighted when one considers that neither country wanted to inhibit its post-war production of goods by absorbing surplus military equipment into peacetime use. The negative effects on their post-war economies would have been profound).

Back to my last flight in 883 Seafire Squadron. Besides Rod and I, others who made that flight were, Wally Walton, Harry Swiggum, Bob Laidler, Ken Nicholson, and Dave Blinkhorn who resigned from the RCN and became a renowned Surgeon in Detroit USA.

P.S. Throughout the planning and execution of the last flight, it was referred to as a “Balbo”, During the 1940’s any large formation of aircraft, “ Balbo”, after the Italian Chief OF Air Staff who, before WW11, led large formations of aircraft to many Foreign Countries. One such flight was of 12 Italian Seaplanes that General Balbo led to the New York Worlds Fair in the late 1930’s.



Shows the left side engine nacelle as painted by my Rigger and Fitter over a weekend at RNAS Nuts Corner.

They based it on “Pegasus”, the flying horse of Greek mythology and nicknamed it “Night Mare”.

Life at a Radar Station

As recent as the 1940's, rural Eastern Canada was isolated, often cut off from the rest of the world. For most servicemen, living and working at the coastal Radar Units meant exposure to a harsh North Atlantic climate, very poor living conditions and the need to assume extra duties to share in the survival of the community. Then as now secondary duties were essential to the well-being and management of the stations. These included jobs as diverse as shovelling coal and manning the canteen.

Security was tight at the early radar stations. Secret documents were locked up, machine gun emplacements installed, and explosives planted to blow up vital equipment if an enemy raiding party came ashore. Station defence was an interesting feature at Radar Unit No. 30, Cape Bauld, Newfoundland. Defences included a five inch-field gun, sten guns and regular issue army rifles with bayonets. Strategic gun posts were located at the radio, radar and diesel huts. Unit crews were assigned to each gun site and readiness drills were held once a year.

Mail was also closely censored. However, the greatest hazard to personnel proved to be boredom. A few radar sites were close to urban centres, but many were isolated beyond belief. The mere task of building them taxed the ingenuity of construction and maintenance units. In fact, the RCAF formed its own marine squadron at Dartmouth to ship construction material and personnel to the more remote sites that were not accessible by rail or road.

Radar Unit No. 5 at Cole Harbour on the rugged eastern shore of Nova Scotia is one example of such a harsh living environment. In the summer of 1942, when the station began operations, the railway was the quickest link to Halifax, the nearest urban centre more than 150 miles (250 km) away, for men proceeding on leave. Like other stations, the buildings at Cole Harbour were single-story wood-framed buildings. At the time of construction, newly arrived personnel encountered a few small buildings (still under construction) with no running water. By September, running water was being pumped from Second Cow Lake to a newly constructed barrack and mess. Gradually, conditions improved.

Radar operators worked on a four-day cycle consisting of two days of alternating six-hour shifts on and off followed by two days without shift duties. In addition to duties at the radarscope, the technicians were responsible for submitting hourly weather reports to Eastern Air Command by telephone or radio. These reports were coded into a string of digits and letters indicating the station identification and the current weather conditions. These reports were used by aircraft on coastal patrol duty.

Isolated and uncomfortable, servicemen made the best of life at East Coast Radar Units. They became active members of nearby communities, in some cases marrying local women and settling in the community.

Unlike the war in Europe the prime threat to North America came not from the Luftwaffe but from German U-boat interdiction of the North Atlantic convoy routes. Since the air threat to Canada was ambiguous and the U-boat menace from the sea was threatening the survival of England, the RCAF's air defence priority was secondary to the air protection of trans-Atlantic

convoys, the supply line for the battlefields in Europe. However, when the air defence question was eventually addressed the RCAF had a successful model to emulate.

Despite a serious shortage of aircraft and pilots, victory in the Battle of Britain was attributed to an advanced air defence network. It was logical, therefore, for the RCAF to follow its usual practice in 1940 of adopting equipment produced for the RAF. Hence the RCAF's air defence system was modelled after the RAF's. The main difference was that Canada had to defend two air fronts to counter the potential Japanese threat from the west as well as the German threat from the east. To complete its defence of Canada the RCAF built an air defence network similar to that of EAC on the west coast. The resultant air defence networks defended not only Canada's east and west coasts, but also Newfoundland and the northern approaches to the United States. Continental air defence from a Canadian perspective consisted of a handful of fighter squadrons supported by two coastal radar chains and thousands of Aircraft Detection Corps ground observers. Because the threat of air attack from Germany on eastern Canada seemed more probable than attack from Japan in the west, the air defence network in Eastern Air Command garnered the most attention. Fortunately for Canada, its air defence system was never tested by the enemy, but it did provide a useful service to Allied aircraft and served as a precedent for the future North American Air Defence (NORAD) system.

The RCAF's Second World War air defence networks portended the joint Canadian - American NORAD organization. Both air defence organizations were formed to counter a specific air threat from foreign powers and were founded on similar principals. In 1940, Canada and the United States agreed to cooperate in the defence Newfoundland to counter the possible threat of Newfoundland becoming a German advanced base from which to attack North America. Post war advances in aircraft technology resulted in the burgeoning Soviet bomber fleet posing the primary threat to North American security. To counter this threat the United States and Canada again agreed to cooperate in the air defence of North America and NORAD was established in 1958. Both air defence systems were based on squadrons of fighters capable of intercepting unidentified targets detected by a chain of radar sites. The main difference was that instead of two chains of coastal radars the NORAD radar network consisted of three radar lines oriented to look north to detect the Soviet bombers approaching from the polar regions; the Distant Early Warning (DEW) Line (now known as the North Warning System) stretching from Alaska across the Canadian arctic to Greenland, the Mid-Canada Line along the 55th parallel and the Pine Tree Line across southern Canada comprised the three radar chains. Both air defence networks depended on civilian ground observers. During the Second World War, the RCAF initially relied on the Aircraft Detection Corps to provide early warning of enemy air attack. Similarly, the RCAF recruited ground observers into the Ground Observer Corps to fill the gaps in the NORAD radar coverage, particularly at low level. Like the Aircraft Detection Corps, the Ground Observer Corps was eventually superseded by more capable radars.

The first concept of joint continental air defence originated with the RCAF's Second World War air defence organizations on the east and west coasts of Canada. The organization was joint in that Canada and the United States cooperated in the defence of Newfoundland and continental in the sense that the EAC network in particular provided the vanguard defence for both Canada and the United States. Similar to their British predecessors, the fighter, Aircraft Detection Corps and radar elements were connected by communication links to form Canada's first integrated air defence system. However, the RCAF's east and west coast networks were

totally separate entities, and only if considered collectively could they constitute a primitive form of continental air defence. NORAD had only to expand the networks pioneered by the RCAF during the Second World War and apply the rapid advances in aircraft, radar and communications technology to create the first truly joint, integrated continental air defence organization encompassing all of Canada and the United States.

Table II

Eastern Air Command Radar Units

<u>Radar Unit</u>	<u>Radar Location/Type</u>	<u>Radar Unit</u>	<u>Radar Location/Type</u>
1	Preston, NS (TRU)	24	Tignish, PEI (CHL)
2	Bell Lake, NS (CHL)	25	St. George, Que (CHL)
3	Tusket, NS (CHL)	29	Goose Bay, Lab (GCI)
4	Brooklyn, NS (CHL)	30	Cape Bauld, Nfld (CHL)
5	Cole Harbour, NS (CHL)	32	Port aux Basques, Nfld (CHL)
6	Louisbourg, NS (CHL)	36	Spotted Island, Nfld (CHL)
12	Bagotville, PQ (GCI)	37	Brig Harbour Island, Nfld (CHL)
14	St. John's, Nfld (CHL)	40	Allen Island, Nfld (US EW)*
16	Eastern Passage, NS (GCI)	41	St. Brides, Nfld (US EW)*
17	Torbay, Nfld (GCI)	42	Cape Spear, Nfld (US EW)*
19	Gander, Nfld (GCI)	43	Cape Bonavista, Nfld (US EW)*
20	Sydney, NS (GCI)	44	Fogo Island, Nfld (US EW)*
21	Plymouth, NS (GCI)	75	Fox River, Que (MEW AS)□
22	Port Dufferin, NS (CHL)	76	St. Paul's Island, NS (MEW AS)□
23	Saint John, NB (GCI)	77	Cape Ray, Nfld (MEW AS)□

* Former American radar stations with American Early Warning Radar

□ Microwave Early Warning Anti-Submarine

MEMORIES OF AN OLDE (O)

By Cal Smith

I enjoyed reading of Bob Murray's adventures while learning to be a fighter pilot with the RN, and it brought on a few somewhat similar memories of my own. Before the RCN set up its own (O) training program here in Canada, prospective (O)'s were sent off to the RN for the entire back seat course. I was one of several very young midshipmen lucky enough to get this opportunity, so I set off in April, 1950 aboard the SS Empress of France (first class, of course - what a waste!), and soon found myself at RNAS Donibristle (across the Firth of Forth from Edinburgh) for three months of "Pre-Flight Training - endless hours of buzzer, semaphore, meteorology, radio theory, sabre and sword drill, parade square bashing, laps around the peri track, etc, all while living in an elongated Nissen hut with 20 or 25 others and sharing a communal concrete walled space with troughs, a few stalls and lots of cold water for the showers - all good stuff for a bunch of 19 (and some only 18) year old's who thought it pretty exciting. Then it was off to the next phase of training at a place called Seafield Park, an outlying facility of RNAS Lee-on-Solent, near Gosport.

This phase concentrated on communications and radar, included our first actual flying and introduced us to the Avro Anson. They were piloted by civilians (mostly ex-RN) from a grass field near Hamble with an active railway track running across the middle of the field - I wish I could remember what, or even if, there were measures in place to prevent plane/train encounters. Each Anson took three students, one on the APS4 radar, one on the HF W/T set and one beside the pilot whose only duty was to smarty turn a crank 100 or so turns to raise or lower the landing gear. The program there did include a "sports afternoon" where I first learned a little cricket and, more memorably, a little field hockey. The latter made memorable because some sadist would usually pit, we young prospective gentlemen against a group of WRENS, also undergoing comm training (but billeted elsewhere, fortunately) at the Park, and who were anything but ladylike in their approach to the game. We survived! Then it was off to St.Merryn in Cornwall for six months.

The course here was in two phases, the first flown in Barracudas (the ugliest airplane ever to take to the air!), the second in Firefly I's and was focused mainly on navigation plus a smattering of radar, radio and aerial photography. The most memorable part of St Merryn though had nothing to do with flying or our studies. Things were still pretty tough in the UK with shortages, rationing and such, so some very bright (?) individual decided that the Navy should do its part and offer the field (which shut down at sunset) as lush, night time grazing pasture to a couple of local sheep farmers. I suppose that would have been OK except that it did raise the question of how best to clear the field of sheep before the next day's flying activity got underway. Answer - the on-course mid's, of course!! So, we were roused up and out in the pre-dawn to chase sheep back to their regular home., a great way to provide us with some quality fitness training, all at no cost to the Crown. Adding some salt to our unenthusiastic participation in all this, our "Nurse" had become quite dissatisfied with the literary quality of our journals (which we were still

required to keep up) and so it was decided that it would be a good idea if, each day, we should write a three-hundred-word essay on the fine art of clearing sheep from an airfield. He must have really enjoyed the daily review and comment work! We survived this too, were awarded our Wings, and then it was off to RNAS Eglington in Northern Ireland for the OTU phase of our training.

This was delivered in Firefly IV's (or was it Firefly V's??) where we learned, for the first time, how to navigate, work the W/T, scan the Radar, do the tactical stuff with sonobuoys, all at the same time (but probably not very well!) while the pilot amused himself with the occasional barrel roll or some such sick making activity. Sadly, my most vivid recollection of those days at Eglington was the loss of one of our small group (there were only eight of us, including two Canadians) and his pilot when they crashed into Lough Foyle in the poor vis which was all too common in that part of the world. About a year later, another of our course perished in a similar accident off the west coast of Scotland, also in a Firefly - 25% of our course dead within a year of getting our wings.

Then, instead of going back to Canada, their Lordships decided that Bill (the other Canadian) and I should go down to Gosport, do an NBDC course, and followed that with a Safety Equipment and Survival course (learned to pack my own parachute and also got an escape-and-evasion type walk back to Gosport from the New Forest - at night!). Then we got another trip on the Empress - First Class again but by that time we were 20 years old, freshly minted Acting Sub-Lieutenants, quite sophisticated (we thought) and feeling that all this was no more than our due.

Just a few more comparisons to Bob's story. A couple years later, I found myself on exchange in the RN, with 849 AEW Sqdn, home ported at RNAS Culdrose on the south coast of Cornwall. At one point our Flight was deployed to RAF Kinloss (just down the road from Lossiemouth) for a fleet exercise in the late fall. Like the Lossie of Bob's experience, our accommodations were in ancient wooden barrack blocks, two to a room, a jug of hot water for morning ablutions, and heated only with a small coal burning stove - except it wasn't yet officially winter so there was no coal. Never have I been so cold in my life! Still later, our Flight was deployed (for six months, less a week or so) to RNAS Halfar, in Malta. While there, I was lucky enough to scrounge a flight in the second seat of the trainer version of the Meteor (the MK8, I believe) and, a little later, a exhilarating ride in the back of a Fury trainer (I don't think our navy ever acquired any of those two seat Furies) - a nice break from sitting in the controller's seat in the dark belly of an AD4W.

Got back to Canada in the summer of 1956, passed two totally absorbing years in VX10 and was then offered the chance to go off on the pilot's course, eventually emerging with my (P), to go with my (O) - didn't take me long to decide that life in the front seat was a lot more fun than life in the back.

2020 Admiral's Cup to HMCS Fredericton

RAdm Santarpia, Comd MARLANT and JTFA, and CPO1 Lizotte, Formation Chief MARLANT, award the 2020 Admiral's Cup to HMCS Fredericton ship's company, for demonstrating best overall "Efficiency, Morale & Leadership."

Le Cam Santarpia, cmdt FMAR(A) et FOIA, et le PM 1 Lizotte, premier maître de la Formation - FMAR(A), décernent la Coupe de l'Amiral 2020 à l'équipage du NCSM Fredericton, parce qu'il a fait dans l'ensemble le plus preuve d'efficacité, d'un bon moral et de leadership

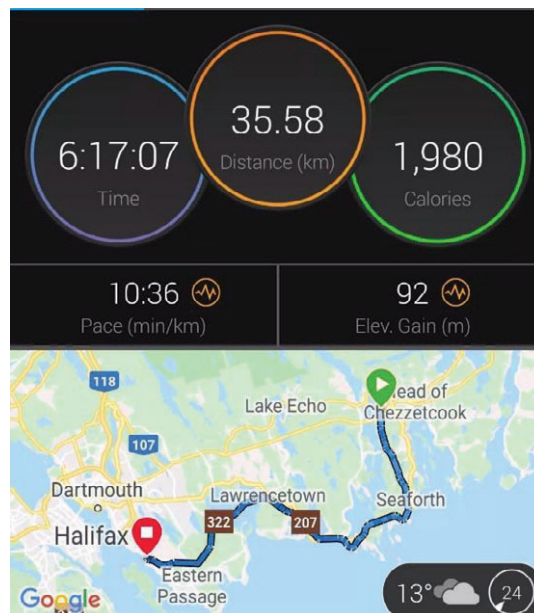
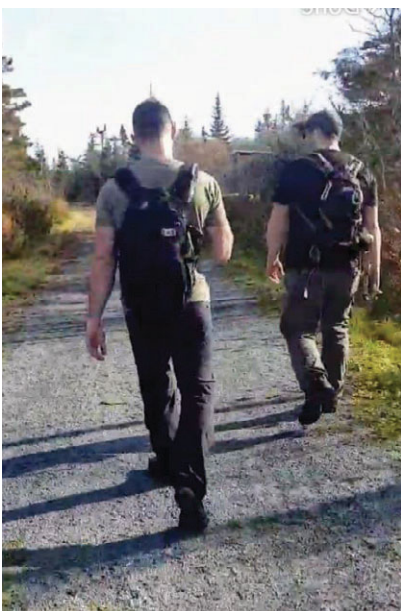


Stalker 22 Fundraiser



Members of 12 Wing participated in a 35km hike on Nov 7th 2020 from Porter's Lake to Shearwater in support of the Stalker 22 Memorial Fund. Total funds raised \$413.90

Left to Right: MCpl Kyle O'Donnell, Cpl Michael O'Blenis, Cpl Jeremy Poitras, & MCpl MacMillin





SHEARWATER FLYERS 2012 HOCKEY REUNION

Perhaps one of the most satisfying events of the past 64 years occurred for some of us on Sunday, August 25, 2012. Co-incidentally it was August 25, 1950 that I enlisted in the RCN.

The Shatford's, Marion and Les, really were the most gracious of hosts to a gathering of former hockey mates dating back to at least 1948.

Attending was Kerry Briard, down from Ottawa, Nipper McNeil over from Prince Edward Island, Al Browne, up from Lunenburg and locals Bob MacDougall, George Saleski and Wayne Fairburn and of course Les Shatford, together with wives, friends and family.

Les and Marion set up their backyard and we sat around the gazebo table to swap stories of the past as hockey players for the Shearwater Flyers while we imbibed. Their yard was a perfect spot with two large BBQs where Les cooked delicious hamburgers and hot dogs with the table nearby spread with salads, breads, buns and condiments of all sorts. The practical garden on the

lower level of the yard is alive with useful foods of all types. Someone has a very green thumb!!!

Additionally, another table had been dedicated to beer coolers with many options all satisfyingly cold. The ladies had yet another table inside the gazebo with wines and drinks as well as the mixes.

The afternoon was scintillating, bright and sunny in a cloudless Nova Scotia summer sky. It was remembered how back in the fifties that a group formed a Co-Op to buy some land out in the County and help each other to build their own homes on Ross Road. It was here we partied.

Many events were recollected from the leagues we played in to the trips we took which included Newfoundland, New Brunswick, Prince Edward Island and all over Nova Scotia plus for some, overseas games in Italy, England and Scotland.

We represented different eras from Les in the late 40s (and still playing into 2000s) Kerry, George and myself in the early 50s and Bob and Wayne and the later 50s and 60s.

The leagues we played in over the years would have included the Base team, the Dartmouth Industrial League, the Tri-Service league, Inter-ship games, the South Shore League, as well as the APC League. There was never a shortage of places and teams in which we could participate in our favorite sport. Winning the South Shore Championship for the mainland title was thrilling even though we lost to Glace Bay for the all-Nova Scotia cup in 1955. Being forestalled by an Admiral's signal to forbid some of us playing in an APC League championship was a 'signal' moment.

Some of the players of those years would have included Stu Mingo, now in Burlington ON. Stu could not be there and was very disappointed so we took his head shot from a 1940's picture and added it to the group photo. It tended to show us just how beautiful we must have been in our twenties!!!! Mike Miljus, an accomplished painter, is in Niagara Falls ON, Jim Veysey, Cec Zimmer, Doug Scotland, Joe Gommer, Junior Foote, Chuck Emmons, Lou Darche, Darkie Lowe, Dave Tate, Ed Wiggs, Ben Oxholm, Bob Hayes, Bill Knatchbell, Rolly West, Paul Gowan, Johnny Bechtold, Danny McCowell, Ray Johnson, Mac MacLean, Fred Snooks, Jack Cribb, Morton, Nicholson and many others.

Our primary rivals were Dartmouth teams with such players as Buddy Ettinger, Jim Lahey, Eric Ritchie, Tommy McNeill, Clary Mullane, Bas Murphy, Reg Beaver, Eric Sutherland, Ralph Myers, Jackie Ferguson, Bill Bailey and Jim Warner to name a few.

During our meal little groups gathered and relived old memories. The Dartmouth rink was oft mentioned as a gathering place where many met future wives at skating sessions. These ladies went on to become our most vocal of supporters. Hopefully the wives and friends had just as good a time and we thank them for realizing what an important event it was for the men and for attending with us.

Highlighting the afternoon was to see us all individually trying to fit into Nipper McNeil's blue leather hockey jacket which he brought with him. Nipper never was the largest of players but has a heart larger than most which made up for stature. Needless to say, we could all just imagine proudly donning our jackets to head into town and impress the girls. That was then and this is now and it is incredible to think that such an inanimate object as a simple piece of blue leather could have shrunk so much in just 60 years. We took lots of pictures and these will ever be a reminder.

Mac McDougall was accompanied by his daughter who regaled us with her Tri-Athlete escapades and was very inspiring.

Coincidentally August 25th was the 62nd anniversary of the day I joined in 1950.

The 'good old days' were never as rich as that one afternoon. It is hoped such an outing will occur again with even more able to attend. To Les and Marion Shatford our most sincere thanks for that trip down memory lane.

Respectfully,
Allan Browne
Lunenburg NS



A LOOK BACK. Here is a peek into the past with a 2021 update of two Shearwater Flyers from 1950 in 2021. Stu Mingo 92 and Al Browne 90 taken in Lunenburg. We meet often as Stu is in Shelburne, just down the shore. Our gabfests are mainly about events from 70 years ago as you might expect.



Remembering HMCS BONAVENTURE

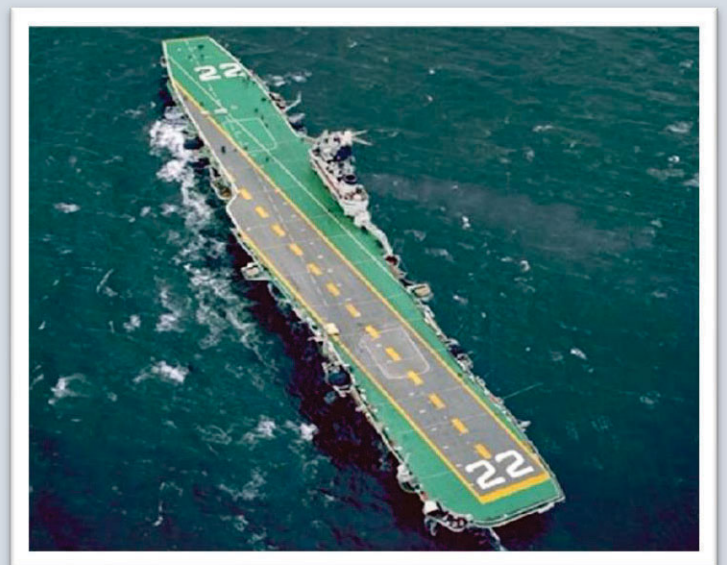


Photo Credit to SAMF Members and The Shearwater Aviation Museum Library Archives



Bernice “Bunny” Doreen McIntyre (nee Neill) 99 years of age was born on August 8th 1921 on a small grain farm in Dauphin Manitoba, the daughter of the late Edward James and Maggie Edith (Hassard) Neill.

Bunny left school after grade 8 when her school Principal told her education was a waste of time for a woman and she would do well to marry a farmer. Instead, she attended Business College. Then joined the Royal Canadian Navy in 1942, following the service of an Uncle who served in “the great war”, to as she used to say “to win the war and see the world”. After Basic Training in Galt, Ontario, she was selected to be a Wardroom Assistant and personal Steward to the Commanding Officer. She was promoted to Leading Wren in a month. She served in Halifax and St John’s Newfoundland where she spent VE day celebrating for two days. The trip to St John’s was harrowing as they were hunted by a Nazi U-boat. She detailed standing on the deck of the troop carrier in a life jacket in preparation to abandon ship if necessary while the escorting Corvettes dropped depth charges to protect them.

After the war, she worked in an office for a company that sold farm equipment in Winnipeg. Always looking for adventure,

she traveled from Winnipeg to Las Vegas by bus and pulled a few slots. She also took a road trip with her good friend Audrey from Winnipeg to Toronto and back to Winnipeg, over 4500 kms, in her 1939 Model A Ford Roadster much to the amazement of those they met along the way. The lure of the Navy was too strong and she rejoined in 1951. Selected in 1953, she was the only Wren on continuous naval duty sent by the Navy to attend Queen Elizabeth’s Coronation in London and march 10 miles in the parade, one of only four Canadian Wrens to do so. She served in Halifax and Coverdale, NB where she met and married Arthur McIntyre a CPO of the RCN. In 1957 finding she had become pregnant she informed her CO who told her she could remain in the Navy until she could no longer button her uniform as the Navy considered her “medically unfit” to serve, something she never really got over. She loved to jokingly chide her eldest son that he was the reason she had to end her naval career. Arthur and Bunny built a home on the Waverly Road where they raised three children. She remained in her home she built in 1961 until March 16th 2021 due the care and love of her dear friends Laura Campbell and Joyce Griffin.

Bunny did many things over the course of her life. In 1968, she purchased and ran a small grocery store on the Waverly Road for years; later, Head Cashier at Woolco at Penhorn Mall, and Commissionaire at the Grace Maternity Hospital and Dartmouth General Hospital. She volunteered with a special needs bowling league. She was a member of the Somme Branch # 31 Legion and was an enthusiastic supporter of the annual poppy campaign pinning poppies on people until the age of 97, thanks to the help and friendship of Paul O'Boyle. In 2012, Governor General David Johnson requested her presence at Rideau Hall for a reception to honour her for service to Canada. At the time of her death, she was the oldest

member of the Nova Scotia Wrens Association, oldest member of the National Wrens Association and oldest member of the Canadian Veterans Association. She toured Europe at the age of 93 on a river boat and recounted exciting rides while being wheeled through the streets of the various cities. One particular thrill-seeking downhill ride earning her the nickname "Runaway Granny" for the remainder of the trip. Bunny was proud to wear her two wartime medals as well as the Coronation Medal, Queens Diamond Anniversary Medal and the Canadian Corps of Commissionaires Medal to Remembrance Day and other ceremonies. She was also a recipient of the Memorial Cross.



Q104, family and friends of Bunny ask the public to send in Christmas cards to Bunny as she was unable to get out during covid to see her friends, Bunny received over three thousand of cards, letters and gifts during the holiday season.

We will remember you Bunny.

"Helping Hand" By Corporal Phil Dye

