WARRIOR

SPRING 2025

24th Annual Shearwater Aviation Museum

Spring Hobby Show

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WARRIOR

Features

Cover Photo by: Karen Collacutt- McHarg (Peter Staley, Lucas Salvatore, Brad Thomas)

Back Cover Painting by: Peter Robichard (A DAY AT SEA)

Message from the President

Hello! Thanks for taking a moment to read about some of the current challenges we're facing as a Foundation, what we can do to overcome them and how we need to evolve.

The Challenges - One big challenge is getting donations for our projects. Even though we have a dedicated group of supporters, it's getting harder to gather the funds we need. We understand everyone has financial constraints, but we're committed to showing the value and impact of every contribution. The donations are supposed to directly support the preservation and celebration of our aviation heritage…but we are not doing that in the most effective way. I will detail it further down.

Another challenge is recruiting new members to join our Foundation. The future of SAMF relies on fresh faces and ideas. We're actively seeking individuals who share our passion for aviation history and are willing to contribute their time and skills. We need to ensure our membership remains vibrant and engaged to continue our mission.

Volunteering at the museum saw a decline, during its extended closures, affecting our ability to host events and assist in maintaining exhibits. With the SAM opening back up, we are now seeing an influx of new volunteers, as we “get back to business”. However, we need to explore various ways to encourage and entice more people to volunteer for different functions. Volunteering at SAMF provides unique opportunities to be part of something meaningful, meet like-minded individuals, and gain firsthand experience in aviation history preservation. Hopefully, we can plan to introduce special recognition programs, training sessions, and other incentives to attract more volunteers.

With the hopes of more Canadians choosing to stay here and travel within Canada, and in anticipation of a formal grand reopening of the museum (to take place within the next month or two) I am thrilled to see what this year will look like when it comes back to life. After a long closure, I’m excited for the SAM to welcome back visitors for the upcoming summer months and showcase the improvements and new exhibits added during the closure. My hope is that this year is a banner year for visits.

As an update - the Conversations and preliminary designs for the museum's expansion plans are currently underway. We aim to enhance our facilities to better serve our visitors and provide more space for the growing collection. These plans are still in the early stages, but I’m optimistic about the future.

We've also started the legwork for the corporate strategic planning for the foundation while working towards a fully developed business plan. This strategic planning will help guide our efforts and ensure we're making informed decisions to secure SAMF's long-term success.

Coming soon, our communications and marketing planning is set to undergo radical changes. We're introducing a low-cost electronic newsletter to better communicate with you the member. To ensure that we are capturing all of our members, this new newsletter will be available digitally and can be sent physically to those of us who are less tech-savvy or prefer a tactile copy.

And this is where I need your feedback – As the President of the Foundation, I would be remiss if I didn't address, a huge issue. There needs to be a serious discussion and decision about the economic viability of the "Warrior" magazine. This magazine currently has no advertising revenue, no corporate sponsors, and in 2024 the produced copies of the "Warrior" used the *entire* revenue that was generated by memberships! We are using all of our membership fees in the production of a single communication tool.

In my professional opinion, as a communication expert, this past expenditure of close to $15000 per year can be leveraged to expand our reach to a much wider audience. First off, a reduction in the production of the "Warrior" to only current members and a few others for informational/ publicity purposes – this will reduce the cost down to ~$6000 for the 2025 production. By using even, a small portion of the saved expenditure, we can engage more audiences with a concentrated and directed social media expansion. By producing paid content to be used for TV commercials, Facebook, Instagram, YouTube, TikTok, and many more, we can cost-effectively expand our audience to attract potential donors and new members.

Additionally, with the savings, we will look at funding a cost-effective email service (for the ease of getting our new newsletter out) that will help get the electronic newsletter into more inboxes, thereby generating more recognition and hopefully interest.

Last but not least, by significantly reducing the costs associated with producing the "Warrior" magazine, we can allocate more of the valuable membership resources to supporting programs and projects at the museum – which we currently cannot do because of the cost.

In conclusion, SAMF must evolve to embrace the 21st-century way of communicating. We need to leverage social media and other modern platforms to attract new members who want to be engaged with the foundation in the years ahead, while being very thankful and engaged with our current members. It's crucial to reach these new audiences, beyond the military community, so that the museum continues to thrive long into the future.

Thank you for your continued support, and I look forward to your thoughts.

Sincerely,
Jason Miller

From the Curator

By Christine Hines

After many long months, it was a great boost to our morale when we finally returned to SAM in November of 2024. Our amazing team was anxious to get to work refreshing the museum, reinstalling exhibits and moving aircraft. The aircraft move back into position started in January after repainting the floor, and we have been hitting the deck running ever since. Every week brings many improvements, and we were able to have a soft opening in mid-March to celebrate Nova Scotia's public school March Break. While we have not yet picked a date for a grand reopening, as we have much work left to do, I anticipate we will be able to have a proper celebration before our summer season starts, so watch for that information to be released soon.

As followers of our project will know, the reinstall of the aircraft exhibits meant the replacement of the Hawker Hurricane Mk I full-scale replica. As it is a huge job to place it on its support stands, we were more than delighted to have Mr. Mike Clancey and his team from Irving Equipment Ltd. conduct the lift work required to lift and secure the Hurricane in place. With great skill and professionalism, the Irving Equipment team accomplished the lift of the Hurricane safely and efficiently; this position of the Hurricane has increased our ability to conduct tours in and around the Eastern Air Command exhibit without crowding. We are extremely grateful to Irving Equipment Ltd. for this incredible support. In addition to reinstalling exhibits, the Restoration Team has been busy finessing the aircraft presentation and redesigning the restoration workshop. We are improving the footprint of aircraft exhibits, in an effort to improve the traffic flow for visitors and placement of exhibit components. The team is also working on the restoration of a small Clarke 1950's era tow tug; reportedly having worked on HMCS MAGNIFICENT, this little vehicle is an interesting project to expand our interpretation of operational support of our aircraft fleets; not a topic we have traditionally had much success with, but hope to improve on this topic in future.

The museum has also been the recipient of a video-surveillance system, sponsored by the Shearwater Aviation Museum Foundation. The installation of the system has been labor intensive and time consuming, but the small team of Jason Miller and Kevin McKay has been busy finessing the system and running cable throughout the facility. A painstaking job, this system has given us the capacity to improve the safety and security of our museum for all of our visitors and staff.

Our volunteer team has been critical to our success in replacing the museum exhibits, and to recreate our visitor experiences. The above-mentioned projects, together with many other value-added projects such as our interactive displays and programs, would be impossible without their help. SAM's "Dream Team", our Volunteer Corps, has happily recruited some lovely new members, and all contribute to our ability to resume operations after the last few years of challenges from Covid, and from the recent building works. Volunteers make the world go 'round, and we are all the better for it. I hope that you will be able to come to SAM soon to see the fruits of their labours. Happy museum days ahead…!

Photo of Tug by: Christine Hines

Photos the Hawker Hurricane Lift by: Mike Clancey

Avenger/Firefly Photos by: Karen Collacutt-McHarg

SIKORSKY HO4S-3 “HORSE”

Ernie Cable

The HO4S-3, serial Number 55885 is on display in hangar # 1 at the Shearwater Aviation Museum. This “Horse” was delivered to the Shearwater naval air station on 31 August 1955 and was initially assigned to Anti-Submarine Squadron, HS-50, where the assigned squadron number, a large day-glow orange “7” was painted on the nose and sides of the aircraft. On 26 November 1956, No. 885 was reassigned to Utility Squadron, HU-21, where, by coincidence, it also was assigned squadron number “7”. In addition to its normal training and transport duties, No.885 was involved in at least seven rescue missions saving upwards of 20 lives. These missions ranged from hovering over two burning aircraft to blow the flames away from the cockpits, thereby enabling the Shearwater rescue crews to remove the pilots, to rescuing four crewmembers whose Tracker aircraft had bolted over the side of HMCS Bonaventure into the sea, in a landing mishap. However, No. 885's most notable mission occurred in September 1962 while embarked as “Pedro” on Bonaventure. No. 885 was instrumental in saving seriously injured survivors from a Flying Tiger Super Constellation, carrying 76 American military personnel and family members, which ditched in the North Atlantic.

On 8 May 1970, No.885 was retired from active naval duties and transferred to the School of Aerospace Engineering at CFB Borden as an instructional aid until struck off Canadian Forces strength on 15 August 1985. The helicopter was subsequently donated to the Shearwater Aviation Museum which, in turn, loaned the aircraft to the New Brunswick Community College in Dieppe where various aviation trades courses restored No. 885 to working condition to gain practical learning experience. The totally refurbished helicopter was presented to the Shearwater Aviation Museum 26 August 1998.

After emigrating to Vancouver, the previous year Peter Staley decided to leave farming life and join the RCN in 1957, I was an Ordinary Seaman Naval standard after new training in HMCS Cornwallis and Trade Group 1 Airframe training at Shearwater, Peter was posted to HU-21 Sqn gaining experience on the squadron helicopters on base and on the Rescue helicopter (Pedro) Detachments to HMCS Bonaventure. Highlights of his tenure at HU-21 including TG2 training, being called to rescue two dogs from an icy lake and, of course, marriage to Susan in 1961.

In 1963 Peter was posted to VU-33 Sqn during which time he was promoted to Leading Seaman. Then in 1965 returned to VU-32 Sqn at Shearwater where he qualified TG3. Four Years in 1969 his career path shifted with a posting to Air HQ on HMCS Bonaventure. Highlights included the storm of 69, the Avfuel tank disaster, promotion to Sgt and Bonnie's paying off.

In 1970 saw a very short posting to Base Maintenance, and was followed by a posting to Ottawa, first as a publications technical editor for the CCS280 destroyer program and later a move to the Directorate of Aircraft Maintenance responsible for Cosmos, Falcons and Schweizer gliders. Then in Feb 1976 a posting to 444 Tac Hel Sqn meant packing up all their belongings and moving to Lahr, West Germany, a much different environment. During the six years which followed Peter was promoted to WO and then MWO, and nominated for CFR. In 1982 Peter was posted to AMDU, Trenton where he was commissioned as Captain.

After qualifying as an AERE513 he continued as Engineering Support Officer for such programmes as Tool Control, Battle Damage repair, Safety Systems and Armament programmes. A year later Peter moved to Base Maintenance, Trenton first as Aircraft Engineering Support Officer and later as Aircraft Maintenance Officer with 424 Sqn.

Peters last posting in 1987 was to 101CFTSD, Halifax where he served as the Quality Technical Service Officer for the Quality Control detachment at IMP, Halifax Airport until his retirement from the forces and transfer to the Public Service in 1991. He then served as Quality Control Manager for the Arcturus and Sea King HELTAS programmes at IMP until their completion in 1992 at which time Peter retired fully.

Peter joined the Shearwater Aviation Museum Foundation as a volunteer in 1993. He was invited to take over as treasurer by Eric Edgar in early 1994 where he continues today.

Peter received a citation – for devotion, above and beyond the call of duty, Able Seaman Peter Staley received a citation from Lt. Cdr. D. Muncaster, G.M., R.C.N., Executive Officer of HU 21 Squadron. The rescue helicopter was dispatched (The Pedro) and Peter rescued 2 dogs that were stranded in the middle of Lake Bannook.

SAM MUSEUM RESTORATION PROJECT

In the early 90's Brad Thomas was a museum guide in BC, came to Shearwater once to raise his family, once they were grown, he came to the museum to volunteer on weekends because of his interest in the Stranraer that came from a museum in BC which he had worked at, then moved on to working on the Avenger Bomb Bay door.

Brad is an engineer, and has worked on designing firetrucks for the military and trailers, after which he went back to school and got his aircraft sheet metal course so he could work on aircraft. He then went to work at IMP and worked on the Sea King program, He then took on the job of configuration management for the RCN where he continues to work today, as well as working as a volunteer at the Shearwater Aviation Museum.

Brad and Luca Salvatore started cleaning the horse to see what they could restore, after cleaning out some "ole birds' nests" from behind the seats. They were able to go through the records and exchanging parts from the H04S in the museum collection, mixing and matching parts, and making parts when they needed them.

The cockpit was cleaned up and the instrument panel console work began, making parts and replacing instrument gauges as needed. When they weren't cutting and making parts sometimes an old Sea King switch or gauge would fit as some of the part numbers started with the same numbers as the H04S.

Luca Salvatore, a recent graduate from Dalhousie University who did Industrial Engineering is now working in his field at IMP Aerospace, where they do maintenance on a lot of RCAF aircraft, and used to do all the work on Trackers and the Sea Kings. “I remember the day that I first came to SAM as a 11-year-old and saw the Fairey Swordfish towering over me walking into the old hanger. At first, I thought it was a First World War fighter, but when I found out it was the same type of plane that suck the advanced battleship Bismarck, I was hooked!”

Fast forward 9 years; Luca has been working on the weekend crew for a year and a half! He started out on the H04S because they were preparing for the move and had to put the Harvard under wraps, Luca wanted to clean another aircraft. So, he started going with a bucket and rag tacking panels, clearing dust and grime everywhere he could. Once the cabin and tail were all cleaned out, he and Brad Thomas started scraping off the dried contact cement from the cabin heaters. At first it flaked off easily and was fun to do, but then it became a battle to scrape, pry and prod, the cooked-on glue! After 3 months of coaxing glue off aluminium, they managed to get the two heaters clean, and they look a lot better. Getting curious and wanting to clean underneath the floorboards, we started taking off hundreds of bolts, it took a couple days of work, but they managed to get in, find the original fuel bladders, and even found some spare parts! Putting all the right screws in the right holes was a completely different battle however!

Next on their plates was to clean the windows which had the hue of a mud puddle on a hot summer's day. With a good bit of elbow grease, they were be able to get the grime off, though it did take a couple weekends because of how caked the grime was. Around this time, Brad also started working on the instrument panel, repopulating it so it wouldn't be empty and full of holes. Luca helped out making a couple pieces on the lathe, and he learned how to use a laser engraver to make the light up panels. “Something I've been working on lately is making the seats come to life again, and adding decals to make the horse look like it did the day it was retired!”

Piasecki HUP-3 "Retriever"

On 11 May 1954, three Piasecki H-25 helicopters with US Army markings were delivered to the Royal Canadian Navy (RCN) at *HMCS Shearwater*. The RCN made minor modifications to the helicopters, re-painted the aircraft in the RCN colour scheme of dark gray upper surfaces and light gray lower surfaces. Also, the HUP-3 "Retriever" designation was adopted to be compatible with the U.S. Navy nomenclature for the same type of helicopter. The HUP-3s were acquired specifically to expand the capabilities of RCN's only icebreaker, *HMCS Labrador*, during its arctic survey cruises from 1955-1957. The HUP-3's was initially taken on strength by Heavier-than-air Helicopter Squadron 21 (VH 21); but, in April 1955 the squadron's designation was changed to Helicopter Utility Squadron 21 (HU 21) to reflect its utility role. In the late 1950's the three HUP-3s were transferred to Heavier-than-air Utility Squadron 33 (VU 33) at Victoria B.C.'s civilian airport at Patricia Bay where they provided support to ships of the RCN's Pacific fleet, The last two HUP-3 aircraft were struck off RCN strength on 18 Jan1964.

HUP-3 Over HMCS Labrador Flight Deck

The HUP-3 Operational Employment

The HUP-3 helicopter is follow-on to the HUP-1 and HUP-2 helicopters. The HUP-1 first flew in 1948 and was selected by the U.S. Navy to provide vertical replenishment, plane guard and search and rescue capabilities while embarked in large ships. Later HUP versions were adapted to provide battlefield logistic support for the U.S. Army. The three HUP-3s delivered to *Shearwater* were originally intended for the U.S. Army. When production ended in 1954 a total of 339 HUPs had been built. The tandem overlapping rotor configuration was developed by the Piasecki manufacturer. The design featured two three-bladed, 11-meter (35-foot) diameter rotor blades in tandem which could be folded for storage in ships' hangars. France and Canada acquired the HUP-3 to provide medium airlift and search and rescue capabilities for their navies. To provide a hoisting capability, the co-pilot's seat folded forward to expose an electrically operated door in the floor, through which a cargo hook or rescue sling could be lowered by cable from an overhead winch. The HUP-3's tandem rotor design became the basis for future tandem rotor helicopters such as the H-21 (Flying Banana), CH-113 (Labrador/Voyager) and the CH-147 (Chinook) operated by Canada's armed forces.

During the 1955-1957 arctic cruises one of the three HUP-3s embarked aboard *HMCS Labrador* along with two smaller Bell 47 helicopters. Each aircraft flew four to five trips per day enabling the ship's scientific team to survey 75 km (45 miles) of arctic coastline in four days compared to 16 km (10 miles) in 18 days using previous methods. The HUP-3 provided a singular capability of slinging external heavy loads of up to a 408 kg (900 pounds). The HUP-3's heavy lift capability was used to air lift large radar navigation beacons from the ice breaker to sites ashore to provide accurate navigation for arctic oceanographic and hydrographic

surveys. The helicopters also escorted ships of the U.S. Military Sea Transportation Service through the ice fields and reconnoitered beaches where landing craft could off-load cargos destined for RCAF/USAF Distant Early Warning (DEW line) radar sites under construction. When ice and terrain prevented the landing of equipment on the beaches the HUP-3s airlifted the equipment ashore and into the remote DEW line sites. The HUP-3 also assisted the Defence Research Board to conduct research in marine biology and ice physics in Canada's Arctic Archipelago. In 1957, a second HUP-3 replaced *Labrador's* two Bell 47 helicopters, which crashed in severe turbulence. When not embarked on the icebreaker the HUP-3s were based at the Shearwater naval air station where they were available for search and rescue and providing logistic support to ships of the Atlantic fleet as well as other government departments. The RCN's only icebreaker *HMCS Labrador* and her embarked helicopters played an important role in opening Canada's Arctic. The air personnel on *Labrador's* arctic cruises provided the cadre of experienced pilots and technicians who later pioneered the development of flying large anti-submarine helicopters from small destroyers.

Museum HUP-3 Exhibit

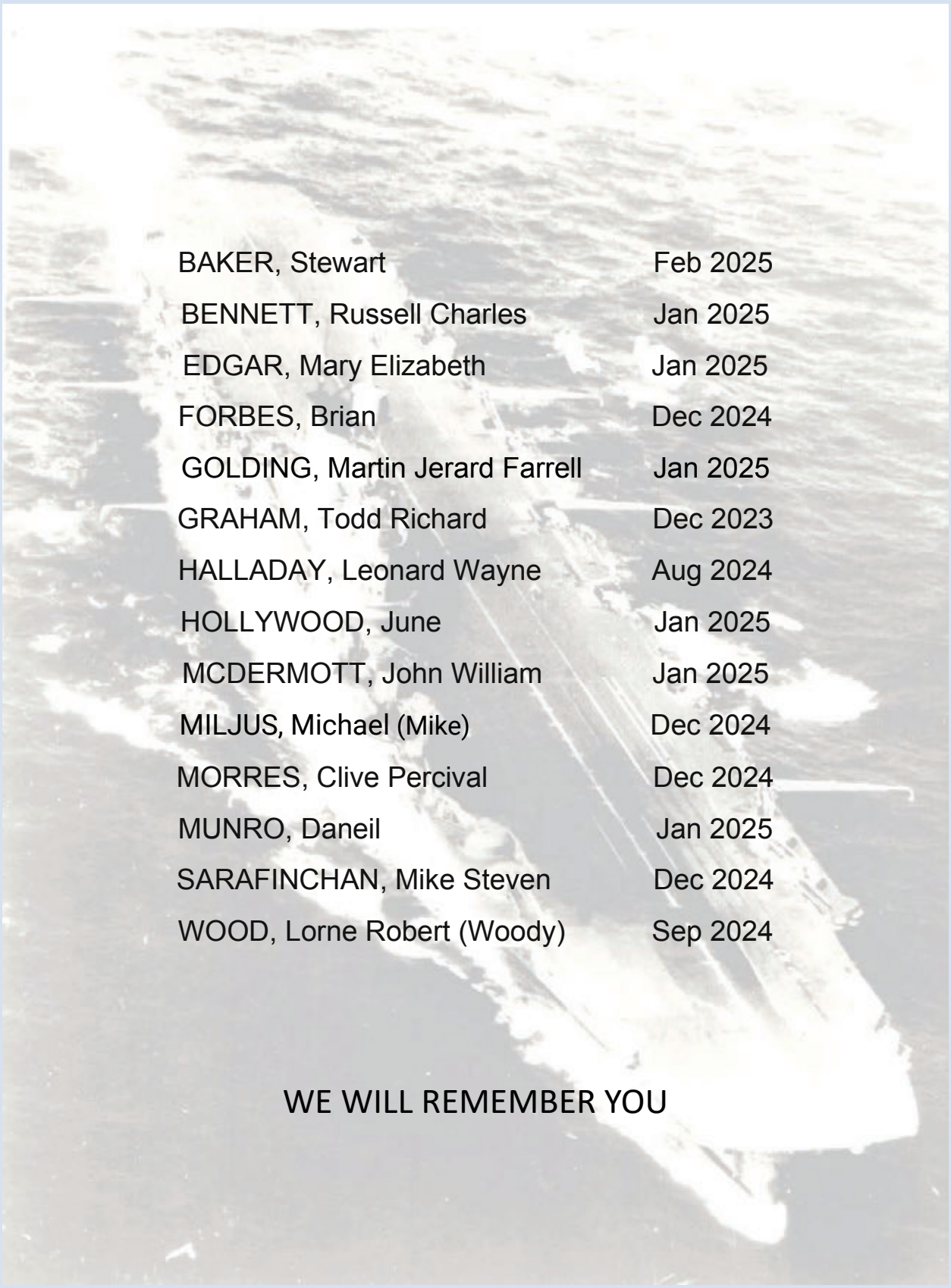
The HUP-3 helicopters delivered to Shearwater in 1954 bore serial numbers 51-16621, 51-16622 and 51-16623. According to RCN regulations aircraft were assigned an identifying number displayed on each side of the fuselage. After arrival at VH 21, 51-16621, was assigned side number "945", however, after the squadron was re-designated HU 21 the side number changed to "245" which was retained until its transfer to VU 33 where side numbers "405", and later "921" were assigned to conform to the squadron's numbering schemes. In 1958, the policy of basing the side number on the last three digits of the serial number was implemented and 51-16621 was assigned the side number "621" until struck off RCN strength on 24 Feb 1964.

After the HUP-3s were struck off strength from the RCN inventory in 1964 the helicopters were acquired by several aviation interests; 51-16621 was donated to the B.C. Institute of Technology to train aviation technicians. In 1982, the helicopter was given to Canadian Museum Flight and Transportation in Langley B.C. which retained possession until 2000 when it was traded to the Classic Rotors Rotorcraft Museum near San Diego, California. The San Diego Museum wanted Langley's helicopter because it was the only known HUP-3 capable of being restored to flying condition. In return, the Langley Museum received a former U.S. Army HUP-3 from the San Diego Museum that was in weathered condition but readily restorable as a static HUP-3 exhibit.

The second HUP-3, 51-16622, was donated to the International Helicopter Museum in England, and 51-16623 was purchased by the Canadian Aviation and Space Museum in Ottawa. The two museums retained the HUP-3s in their RCN paint scheme.

Shearwater, the original Canadian home of the HUP-3, did not have a HUP-3 helicopter exhibit until 2002 when the Langley Museum agreed to trade their former U.S. Army HUP-3 for a future consideration from Shearwater. On 26 February 2003, the former U.S. Army helicopter arrived on a flatbed truck from Langley. The HUP-3 languished in storage until 2006 when volunteers began restoration of the helicopter to replicate the original 51-16621 in RCN service. The restoration of the HUP-3 in RCN paint scheme and markings was completed in 2010.

Ernie Cable



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WE WILL REMEMBER YOU

Wing Commander Colonel David Holmes and Wing Chief Warrant Officer Kevin Wezenbeek pictured in front of 12 Wing crest. *Photo supplied courtesy of 12 Wing Shearwater*

People of the Passage

Remembrance Day sentiments with 12 Wing Shearwater Commander Colonel David Holmes

By Gail Haarsma

The Beacon sat down with 12 Wing's Commander, Colonel. David Holmes, 15 months after he stepped into the role on July 11, 2023, to talk about the significance of Remembrance Day to him personally and to the military in general.

Col. Holmes spoke about his grandfather's influence, a World War II (WWII) veteran who saw the horrors of war first hand as a field surgeon during D-Day plus 3 in the Normandy Campaign. Through his grandfather's stories, often heard second or third hand, Col. Holmes got his first real picture of what Remembrance Day was all about.

"Now that I put the uniform on, I'm part of that," he said, "Remembrance Day puts into perspective my role…and the gravity of commanding 12 Wing…the tremendous responsibility I have to the folks under my command who are deployed in areas of conflict to defend Canadian values around the world."

Col. Holmes noted, while Remembrance Day began as a commemoration to veterans from World War I, WWII, and the Korean War, it has evolved to include more recent conflicts (e.g. the Baltics and Afghanistan). He reminded us the world is unstable and war is still a reality, citing the current wars in Ukraine and Isreal.

On Nov. 11, Col. Holmes wanted Beacon readers to remember "Canadians just like you and me, are called upon to go and serve Canada, with some giving the ultimate sacrifice. The freedoms we have in Canada over the past 70 to 100 years are due to those who served. Remember the sacrifice and dedication of those who have served and are serving to promote and preserve Canadian values."

He noted attending a Remembrance Day ceremony, wearing a poppy over your heart, and writing a letter to veterans or serving members of the military are substantial ways to show gratitude.

The Beacon also asked about key moments in Canada's military history Canadians should remember. Col. Holmes mentioned D-Day, June 6, 1944 (Juno Beach, Normandy) where 5000 Canadians died in a battle that changed the tide of Western Europe's occupation. He also said he would be remiss if he did not mention the Royal Canadian Air Force's 100-year anniversary, whose mission is "to protect our skies, our people, and our way of life."

Col. Holmes spoke about the importance of wearing poppies as the visible Remembrance Day symbol. This practice emerged based on the poem "In Flanders Fields" written by Lieutenant Colonel John McCrae, a Canadian brigade surgeon who helped the wounded after the Second Battle of Ypres. He spotted a cluster of poppies and channeled the voice of the fallen soldiers buried under that bright red carpet as the inspiration for his poem.

"Remembrance Day has always just been engrained in Canadian society…The poppy itself is well recognized in Canada and internationally as a symbol of peace and remembrance," said Col. Holmes. "Wreath laying is also a tremendous act of remembrance. There will always be a place for wreath laying."

While the 11th hour of the11th day of the 11th month is still the cornerstone of activities, Col. Holmes pointed out the Department of National Defence and Veterans Affairs Canada have become more deliberate with educating Canadians on Remembrance Day's meaning. The National Veterans' Week Speakers Program is a great way to educate fellow Canadians when active military members visit schools and local organizations, bringing a message of how Canadian Armed Forces (CAF) members contribute to local communities and on the international stage.

Col. Holmes noted that the HRM has been a navy town from its inception, with visible military presence in the form of ships, people in uniform and many families who have connections to the CAF.

Remembrance Day ceremonies supported by 12 Wing include:

- Sullivan's Pond: 12 Air Maintenance Squadron & 406 Maritime Operational Training Squadron
- Cole Harbour: 423 Maritime Helicopter Squadron
- Eastern Passage: 12 Operations Support Squadron & 12 Wing Headquarters
- Shearwater Community Council: Afghan Memorial by MFRC

In honour of Remembrance Day, a CH148 Cyclone helicopter will be conducting fly pasts over Grand Parade in Halifax at 11:02am, Sullivan's Pond at 11:08am, Cole Harbour Place at 11:09am, and the Caen Legion Branch in Eastern Passage at 11:10am. (All timings approximate.)

While Remembrance Day can engender a sense of pride in being part of the legacy of what makes western society free in those who wear the uniform, it can also bring to mind colleagues lost along the way and difficult situations. The CAF provide support to veterans and their families with counselling and compensation for mental health needs, such as PTSD or depression.

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Note: If "In Memory or Honour" Please provide name and address of recipient for the family to receive a letter of acknowledgement from the office administrator.

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PLANNED GIVING

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.

Signed and dated this _____ Day of _____ 20_____

In the City of _____ Province of _____ Postal Code_____

Witness: _____ Witness: _____ _____

Address: _____ Address: _____ Signature of the Testator

_____ _____

_____ _____

Thank you for supporting
the
Shearwater Aviation Museum Foundation

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.**

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(Wall Tiles (continued)

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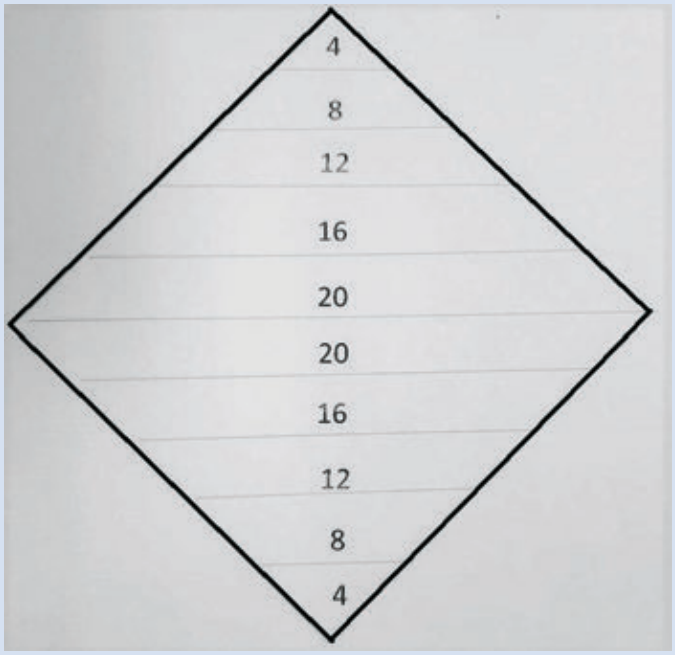

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HMCS Labrador Opens Canada's Arctic

By
Ernest Cable
Shearwater Aviation Museum Historian

Canada's Arctic Archipelago is the largest group of islands in the world. Yet, its geography is unfamiliar to most Canadians and despite its strategic importance it remains an enigma to the rest of the world. The area stretches across 70 degrees of longitude from Cape Chidley, Labrador's most northern point, to the Yukon-Alaska border; a great circle distance of just over 2,000 miles. The southern coastal island group of: Baffin, Somerset, Prince of Wales, King William, Victoria, Banks and some smaller islands, is divided from the northern Queen Elizabeth Islands by Lancaster Sound, Barrow Strait, Viscount Melville Sound and McClure Strait. These waterways form the main axis of the long sought-after Northwest Passage, which is the principal east-west route through the Arctic Archipelago.

Beginning in the sixteenth century explorers took nearly four centuries to find the Northwest Passage in their search of a shorter trade route from Europe to China and India. However, after the existence of the Northwest Passage was confirmed early in the twentieth century Canada showed little interest in the northern waterway traversing its Arctic frontier. It wasn't until well after the Second World War that the Royal Canadian Navy (RCN) showed any interest in the Arctic when it finally sent its first icebreaker, *HMCS Labrador*, on four epic voyages into the Northwest Passage.

Canadian Arctic Archipelago

The lusty British privateer, Martin Frobisher, was the earliest explorer to search for a north-west route to Cathy, as it was then known. Between 1560 and1578 Frobisher convinced English merchants and British royalty to finance three voyages but he never got farther than the bay that bears his name on the southern tip of Baffin Island. In 1819, Sir William Parry's expedition marked the first European ships to enter the Arctic Archipelago through Lancaster Sound and reach 113 degrees West longitude near Melville Island. Parry's incredible voyage was recognized by naming the Lancaster Sound, Barrow Strait and Melville Sound section of the Northwest Passage the "Parry Channel"; it also qualified him for the £5,000 prize offered by the Board of Longitude as the first vessel to cross the 110th meridian at northern latitudes. Perry's ships, *Hecla* and *Griper* became trapped in the winter ice and were the first Royal Navy ships to winter in the Canadian Arctic. Perhaps the most notable arctic expedition was that of Sir John Franklin whose ships *Erebus* and *Terror* became frozen in the ice in 1848 near King William Island where all 129 members of the expedition died. British mariners searched for Franklin for the next 15 years without success, but in doing so a much larger area of the Arctic was explored and mapped. By the right of discovery, the Arctic islands became British possessions. In 1850, Captain Robert McClure approached the Arctic Archipelago from the west after passing through the Bering Strait and the Beaufort Sea. He immediately discovered Prince of Wales Strait between Banks Island and Victoria Island, but his ship became trapped in the winter ice. Undaunted, he continued to explore eastward by sledge and linked up with the position reached by Parry on his west bound voyage. This was the last piece of the puzzle that confirmed the existence of the long sought-after Northwest Passage. McClure and his crew were awarded the £10,000 prize for finding the Passage.

In 1880, the British saw no commercial value in the Arctic and turned over all her North American possessions including the Arctic islands, but not Newfoundland, to the young Dominion of Canada (Confederation 1867). However, it wasn't until 1905 that Roald Amundsen and his Norwegian crew of seven became the first to navigate the entire length of the Northwest Passage. Amundsen set off in 1903 in the 47-ton herring fisher, *Gjoa,* to locate the North Magnetic Pole and to navigate the southern coastal route of the Northwest Passage. He entered Lancaster Sound then turned south through Peel Sound and spent two winters in Gjoa Haven on King William Island (near the Magnetic North Pole); he spent a third winter in the western Arctic before exiting the coastal route along the Canadian mainland to the east of present-day Inuvik.

By 1900 American whalers were becoming more and more active in the Arctic and there was concern in Canada that the U.S. might try to take the over the islands. As in previous events in Canadian history fear of American action triggered an interest in sovereignty over the Arctic islands. The Minister of Marine and Fisheries, L.P. Brodeur who played a key role in establishing the Canadian navy, was the driving force in upholding northern sovereignty; ensuring a Canadian presence was maintained with regular expeditions and patrols. Between 1904 and 1911 the Canadian Coast Guard Ship (CGS) *Arctic*, commanded by Captain Bernier, made several voyages and brought back a wealth of information including valuable surveying in the arctic islands. In 1908, *CGS Arctic* lay in McClure Sound beyond

Parry's farthest point in 1819 and ice-free water stretched as far ahead as Bernier could see. Had he followed the open water; Bernier might have been the first to navigate the Northwest Passage in a single season. But he had no instructions to proceed through the Northwest Passage and he turned back to Winter Harbour to lay up for the season. Bernier was a prodigious surveyor and built up a wealth of Arctic navigation. On Dominion Day (1 July) 1909, he planted a plaque on Melville Island asserting Canadian sovereignty over "the whole of the Arctic Archipelago lying north of America from longitude 60 West to longitude 141 West" (Yukon-Alaska border).

Captain Bernier made one more voyage after the First World War and other mariners continued the yearly patrols until 1940. The RCMP patrolled the islands and channels each year with small vessels and sled-dogs. During the Second World War Canada agreed to the American building of the Northwest Staging Route, a series of 13 airfields, between Edmonton, Alberta and Snag, Yukon to ferry lend-lease aircraft from the U.S. to Russia through Alaska. As a counter to the increased American presence in the north the RCMP vessel *St. Roch* embarked on a historic sovereignty voyage through the Northwest Passage that took two years. It left Vancouver in June 1940, and after spending two winters frozen in the ice, finally docked at Halifax on 11 October 1942. It was the second ship to navigate the Passage, and the first to go from west to east. In 1944, *St. Roch* returned to Vancouver by way of the more northerly Parry Channel route of the Northwest Passage cutting the transit time down to just 86 days. Today, the *St. Roch* is a Canadian national heritage site at the Vancouver Maritime Museum.

After the Second World War Canada, as a consequence of geography, became a buffer between the two Cold War antagonists; Canada and the United States faced the Soviet Union across the Arctic Ocean. Suddenly, the Arctic gained unprecedented strategic importance in the world. However, the RCN was slow to recognize the new significance of the Arctic; Vice Admiral Jones, Chief of Naval Staff, declined to participate in starting the Canada/U.S. Joint Experimental Station for cold weather work at Churchill Manitoba. And in 1946, the RCN refused to join the large U.S. Navy Arctic exercise "Nanook". The next year Admiral Reid advised against getting into Arctic operations; stating that naval ships weren't designed to sail in ice-infested waters. Not appreciating the strategic importance of the Arctic as recognized by the U.S. Navy, he declined to send the RCN north to explore the capabilities of Canadian warships in the northern waters. Reid didn't even send representation to join the U.S. Navy in building more Arctic weather stations in 1947.

If the Admirals weren't looking north the Prime Minister was. Mackenzie King perked the navy's interest in the Arctic by refusing to keep *HMCS Warrior*, the first of two aircraft carriers intended for the RCN, because it wasn't winterized for the North Atlantic let alone Arctic operations. But he did agree to one carrier *if* it could be used in the Arctic. According to the Royal Navy *HMCS Magnificent* was "arcticized" with an acceptable heating system and upper-deck machinery engineered for cold weather. In 1948, *Magnificent* sailed into Hudson Strait as far as Wakeham Bay (Kangiqsujuaq QC), but like any other aircraft carrier of the day she was highly unsuited for the Arctic.

A naval presence in the Arctic required an ice capable ship. Therefore, in early 1949, the RCN gained approval for the construction of *HMCS Labrador* for northern operations.
Ironically, the U.S. Navy provided the technical details which were based on their "Wind" class icebreaker. *Labrador's* Captain-designate, Captain Owen Robertson spent two years with the U.S. Navy and Coast Guard before his ship was commissioned, learning the intricacies of navigating in the Arctic. Feedback from Robertson's Arctic experience resulted in *Labrador* receiving a hangar and an enlarged flight deck for three helicopters as well as big improvements over the U.S. Navy's communications and radar and superior living and recreation quarters. She was modified to include then state-of-the-art scientific equipment changing her from a purely military patrol vessel to a self-sufficient explorer with an elaborately equipped laboratory and hospital. Labrador was also a transport, rescue ship and school.

Because icebreakers have a round bottom to work in ice, they have an extraordinary roll in open seas, therefore, *Labrador* was fitted with retractable stabilizing fins. She had a deep 30foot (10-meter) draft with large screws tucked well below to avoid the chunks of ice that would cascade down her hull. *HMCS Labrador* was designed as a conventional icebreaker with the ability to drive forward so that her bow mounted the ice then using her weight to break it downwards. Another technique was to roll the ship from side to side by pumping water into her heeling tanks at an impressive 40,000 gallons per minute; similar tanks were fitted for trimming fore and aft. Her six diesel electric engines were capable of delivering 10,000 shaft horsepower to drive her 6,900-ton displacement at a maximum speed of 16 knots (30 km/h).

HMCS Labrador was commissioned in Sorel Quebec, on 8 July 1954. She had just two weeks to sail to Halifax, test and calibrate all her complex equipment, store and provision for three months. She embarked 80 tons of coal for the RCMP detachment at Alexandria Fiord on Ellesmere Island and flew on two Bell HTL helicopters, before setting sail for the summer season in the Arctic. In 1954, Canada's navy was finally in the Arctic and, notwithstanding the sparse RCMP patrols; Canada's Arctic waters were no longer the sole domain of the U.S. Navy.

At the end of July, Captain Robertson sailed *Labrador* up Lancaster Sound and anchored off Resolute Bay, Cornwallis Island. The ship's company conducted surveys and set up beacons to open the harbour at Resolute so that the airfield, weather and scientific stations could be resupplied by heavy ships. Supply tasks took *Labrador* back to Baffin Bay and northward through Kane Basin to deliver RCMP Special Constable Ariak and family with 17 dogs and the 80 tons of coal to Alexandria Fiord. *Labrador* returned to the Parry Channel and continued west where she rendezvoused with her American sister ships, *Northwind* and *Burton Island* off Melville Island. This marked the first time naval vessels from east and west met in the Arctic. The three ships surveyed, collected hydrographic, oceanographic and scientific data through
Prince of Wales Strait and into the Beaufort Sea. During the last week of September, *Labrador* passed through Bering Strait into the Pacific Ocean and became the first warship or large ship of any description to sail the entire length of the Northwest Passage. She sailed on to Esquimalt and home to Halifax via the Panama Canal, making *Labrador* second only the RCMP's *St. Roch* to circumnavigate

North America. More importantly, *Labrador* had proved to be the finest Arctic vessel in the Western world with a ship's company that was ready for any challenge the North could offer.

HMCS Labrador's 1954 Route

The value of *Labrador's* two Bell HTL helicopters was quickly recognized when 45 miles (72 km) of surveying was completed in four days compared to 10 miles (16 km) being surveyed in 18 days using the previous laborious method of a land-based tracked vehicle. The helicopters were also used to locate suitable sites for positioning beacons, mail delivery and medical missions. The most important were the ice reconnaissance missions where the helicopters would scout ahead of the ship providing navigational guidance around the ice floes in the waters ahead. Lieutenants John Laurie and "Duke" Muncaster, pilots of the two HTL's, enjoyed the unique flying opportunity to demonstrate the helicopters' versatility in the Arctic environment. They each flew four to five trips per day and between 23 July and 20 September each accumulated nearly 70 hours flying time.

Many naval authorities had doubts about the ability to operate helicopters from small ships in open ocean conditions. However*, Labrador* proved that a stabilized vessel, a helicopter with good deck handling equipment and a capable crew made flying operations from a small ship entirely feasible. The small team of highly qualified aircraft maintenance personnel supervised by Chief Petty Officers Shorten and Turner set the standard for technical support for small-ship helicopter operations. During *Labrador's* subsequent summer excursions to the Arctic in 1955, 1956 and 1957, the concept of helicopter operations was expanded and refined and included the addition of a Piasecki HUP-3, one of three acquired specifically for *HMCS Labrador*. The HUP 3 provided a heavy lift (900 pound / 408 kg) capability and was used to lift heavy radar navigation beacons ashore for oceanographic and hydrographic surveys and to support marine biology and ice physics research and a host of other Defence Research Board activities. These cruises provided a cadre of experienced pilots and technicians who were instrumental in pioneering the development of the "Beartrap" and the operation of large ASW helicopters from small destroyers.

HUP-3 Slings Cargo On Labrador's Flight Deck

With the advent of Soviet intercontinental bombers capable of delivering atomic bombs via the polar region the Arctic gained even more strategic importance. In 1955, Canada and the United States started to build the Distant Early Warning (DEW) line; initially a chain of 22 radar stations that eventually grew to 63 sites, stretching from Alaska along the Canadian Arctic mainland coast and islands to Baffin Island. The gigantic task of sea lifting materials and equipment fell to the U.S. Navy's Military Sea Transport Service. With her previous year of hard Arctic experience, *Labrador* was Canada's sole vessel capable of contributing to the northern sealift. As the only ship flying the Canadian flag, her lone representation of Canada in Canadian Arctic waters was no mere token. *Labrador* was placed under U.S. Navy operational control, but Captain Robertson was given command of the U.S. Navy's Eastern Arctic Task Group of 23 ships. Robertson's job was to chart and clear the approaches to beaches in the Foxe Basin area of the eastern Arctic so that enormous loads of equipment and materials for the new DEW line sites could be taken ashore by landing craft.

In 1956, *Labrador*, under the command of Captain T.C. Pullen, returned to the eastern DEW line. Similar to the previous year *Labrador* helped to prepare the way for 95 ships to land 250,000 tons of dry cargo and three million barrels of fuel at the various radar sites. Pullen noted that the Americans had operated thin-skinned ships in all areas of the Arctic, thus gaining valuable knowledge. They had done more pioneering, surveying, charting, oceanography and exploring in Canada's northern waters than in all the previous years of history combined. Canada and her navy had much to learn. Besides her sealift duties, *Labrador's* crew made major revisions to ten charts and produced 12 completely new ones which opened numerous Arctic channels and harbours to deep draft ships. During the 1956 and 1957 seasons in the Arctic, *Labrador* navigated and charted Bellot Strait for the first time, discovered a deep channel into Frobisher Bay, and surveyed and erected beacons around Foxe Basin that opened a huge area of the eastern Arctic for safe navigation.

In 1958, as a cost reduction measure the RCN had to choose between an icebreaker and more ASW destroyers for NATO. Consequently, *HMCS Labrador* was paid off and turned over to the Department of Transport where she served for 29 years before being sold for scrap in 1987. *Labrador*, in her four short years with the navy, contributed more to science, hydrography and oceanography in the Canadian Arctic than any single ship in the twentieth century.
Additionally, *Labrador* paved the way for submarines to make submerged transits of the Arctic under the polar ice. In 1958, *USS Nautilus* made the first underwater transit of the Arctic Ocean by submerging in the Barrow Sea, north of Alaska, sailing northward to the North Pole and surfacing east of Greenland. Then in 1960, the USS *Seadragon* made the first submerged transit of Canada's Northwest Passage by sailing under the ice through Parry Channel and McClure Strait; ironically, *Labrador's* first Captain, Commodore Owen Robertson, was aboard. Once clear of the Strait, *Seadragon* turned north and surfaced in a polynya a mile from the North Pole.

The loss of *HMCS Labrador* forced the RCN to withdraw from the Canadian Arctic and lose the ability to expand on its recently gained wealth of northern knowledge and operating experience. The RCN also lost the opportunity to exchange information with the U.S. Navy. With no information to trade the RCN had to rely on the good graces of its southern neighbour for advances in Arctic science and submarine operations under the polar ice. But most importantly, Canada's navy surrendered its sole capability to uphold Canadian sovereignty in its northern maritime frontier.

Up until 2011 Canadian Admirals were consumed with replacement programs for the Halifax class frigates and new replenishment ships as part of the National Shipbuilding Procurement Strategy (NSPS) and provided only a token naval presence in the Arctic. National interest in the Arctic was rejuvenated when climate change threatened increased access to Canada's Exclusive Economic Zone in the Arctic, especially the Northwest Passage, to commercial shipping and foreign military activities. To provide increased naval surveillance in the Arctic to protect Canadian sovereignty prime Minister Harper awarded a contract to the Irving Ship Building Inc. in 2015 for six Arctic Offshore Patrol Ships (AOPS) as part of the
NSPS. The initial contract was valued at $3.1 billion but increased to $4.3 billion. The first AOPS, *HMCS Harry DeWolf*, delivered on 31 July 2020 was named in honour of the Canadian wartime naval hero, and that the class would be named the *Harry DeWolf* class. The following AOPS, HMC Ships: *Margaret Brooke, Max Bernays, William Hall, Frederick Rolette*, and *Hampton Gray* the last to be launched in December 2024, are named after prominent persons in Canadian naval history.

The new *Harry DeWolf* class AOPS will re-establish Canada's naval presence in the Arctic following the 60-year gap created by the departure of *HMCS Labrador* in 1958.

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Soldier, Sailor, Airman, Shearwater!

I consider myself a classic case of Lord Baden-Powell's efforts to turn young boys into men and NCO's. Wolf Cub, Boy Scout, Sea Cadet, Reserve Navy, Reserve Army, Regular Army, Medic and Paratrooper, Royal Canadian Navy, then Air Force reserves.

Shearwater played the largest part in my 22-year military experience. Coming out of Boy Scouts one evening, in the early fifties, we all looked up to hear aircraft just over Bedford Basin, then before our eyes, two planes hit each other. One went into the woods off Bedford Highway, and then we boys saw the flames when the Avenger crashed a few feet away from the edge of a 60-foot cliff on the sides of the Fairview quarry – a cliff us boys often enjoyed climbing. We turned out to be very proud Boy Scouts when, in the dark, we were able to guide and advise Navy guys from Shearwater. They had soon showed up at the scene of the ground crash. We were later to find out the Sea Fury went into Bedford Basin. I believe it was recovered from the Basin many years later, and is in the Museum? After the pilot's burned body was removed from the cliff crash, we often picked up aircraft parts that hadn't been completely bulldozed into the ground after the inquiry.

Around the same time, my sister married a sailor from Shearwater, PO Don Peeling, a Navy photographer, and they moved into Clarence Park. This was four streets of wartime housing south of Shearwater, where the Autoport is today. When you look up at those hundreds of cars waiting for shipment, imagine four streets, a couple hundred homes, a large apartment building called Webb Apts. as well as their own Post Office and school named Tallahasse School. And if you walked from Clarence Park to the Shearwater gate, you passed a large Recreation building for all married quarters. The Park was completely separate from the Married Quarters existing today in Shearwater. You also walked by Fairey Aviation hangars as this same road was used to tow aircraft from the base above, for major maintenance. I seem to remember an Argus being towed down one time? At the bottom of Clarence Park was a Hardware store, later to be the Sea Breeze Tavern and now Tim Horton's. Behind the Post Office at the top of the park, you could pick blueberries all day, as aircraft flew very low at the end of runway 22. These aircraft also flew very low over houses at the end of the runway. Officers and men lived in the park. I recall one pilot was married to a Countess from Malta, and a man named "Sharky" Ward who was an Observer's Mate. Little did I know I would end up in the same Navy trade as "Sharky" nearly 15 years later. I also later found out that Glen and Kay Collacutt were two doors down from my sister – The Warrior Editor's parents.

As a kid I had no idea Shearwater was an Anti-Submarine Air Force base during WW2, that during WW1 it was an American Seaplane base, and that Canadian Navy flying only began after WW2 in 1946. Canadian Navy aviation was only 5 years old when I began visiting Clarence Park/Shearwater on a regular basis, staying at my sister's. I was a Sea Cadet by that time and delighted in taking my girlfriend for a tour of the Maggie in Bedford Basin, in uniform. We were both 14. We went out on a duty boat for the day. A sailor gave me a pair of strong binoculars to look up at my home in Fairview. When I was three and one-half years old, every window in our house was broken and the chimney toppled when the Bedford Ammunition Depot blew up. It is known as the Second Halifax Explosion. I was on the throne at the time and think of it as my first memory. My brother-in-law, who was a photographer on

the Maggie and Bonnie, filmed every landing in case of an accident.

In the early 50's it was not unusual to see Bell helicopters, painted yellow with their glass bubble cockpit, and US Navy Blimps. I think one landed on the Maggie as an exercise.

I spent a little time in the Reserve Navy, enough to have a few trips in a "Bird" boat. I was truly Christened to the Navy, when using the heads in the bow, the water flush came up and washed my butt.

Then there was an interval of a few years, I joined the Army Medical corps and served for 5 years as a Medic/Paratrooper with the Royal 22nd Regiment in Valcartier, Quebec. I got out of the Army, and 5 months later joined the Navy. While doing basic training all over again in Cornwallis, we visited Shearwater for one day on a family tour of Halifax's Navy. They showed us "Wings over the Fleet", at the end of the movie. I asked PO Jim McCaffrey for an application for Navy Aircrew. On finishing with Cornwallis, I was drafted to Naden Hospital in Victoria, due to my medical training in the army. I wasn't there long before I was called for an interview with another Observer's Mate Petty Officer, at Pat Bay, to determine my fitness for Aircrew, I think he liked my answers when I told him I was a Medic, a Paratrooper, a sports parachutist, hometown Halifax, etc, etc. I was soon off to Aircrew School in Shearwater, NA 213, Spring 1966. Shearwater had changed a lot from my teen-ager days in the early 50's until arriving there as a married man with two children in the mid 60's. On completion of the course, I was posted to 880 Sqn, Trackers, for the next 4 years, a few trips on the Bonnie, then posted to HS 50, Sea Kings on HMCS Annapolis, then to VT 406, helicopter training, the sharp end, in the old HU21 hangar.

In 1972, I decided to leave the military once again, to attend Dalhousie University. Not long after I left, they started up 420 Air Reserve Sqn, in Shearwater, and I was invited to rejoin the Squadron. I was paired with 880 Sqn (my first Sqn back in 1966), where we flew Coastal and Fisheries patrols with mixed crews - no more looking for submarines. Here I was, back with some of my old CO's, Colonel Hughes and later Colonel Laidler. When 420 AR was moved to Summerside, I had completed 22 years. I think Lord Baden-Powell would have been proud of me.
Paul Crawford, CD

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I would like to relate my memories of the photographers from the RCN Photo Branch in Shearwater and Halifax, one of whom happened to be my brother-in law, Petty Officer Don Peeling CD. From my first years visiting my sister in the former Shearwater married quarters (Clarence Park). These married quarters no longer exist and today the Autoport now covers the four streets of wartime housing as well as the large Webb apartments where men and officers resided. My brother-in-law and sister lived on McNab Avenue in Clarence Park near Clarence Park Post Office. Yes, the Park was large enough to have its own Post Office. Also, at the bottom of McNab Avenue was Tallahassee School, which my niece attended. I was about 10 to 12 years old in the early 50's, when visiting the Park, and often overnighting. My niece and I learned to sleep through the noise at night of Avengers and Sea Furys flying less than 100 feet over the roof, at the southwest end of Runway 22.

Between Clarence Park and the Main Gate to Shearwater base was a large Recreation building for the sailors on the base and PMQ residents. Across the highway towards Eastern Passage was Fairey Aviation, where aircraft were towed down to the hangars for repairs. I believe aircraft from Greenwood and Summerside were flown to Shearwater for repairs at Fairey Aviation. At the bottom of Clarence Park was a hardware store, which later became a tavern, which later became a Tim Horton's.

Back to the Photo Branch, photographers in Shearwater were also the photographers on Canada's Aircraft Carriers. They also had access to the Halifax Dockyard photo building because they had more sophisticated equipment then the smaller Shearwater shop. Don would take me to Dockyard sometimes on Saturdays, while he worked. He would drop me off at Stadacona swimming pool, as Shearwater had no pool in the early 50's. He would take me in the Dockyard dark room while processing photos.

Just to give you an idea what kind of individual Don was, I will relate a few tales, when wooing my sister. He would give me a dime and tell me to get lost. He once made a fishing pole for me, out of a broom handle, with a reel jerry-rigged to the pole, and used screw eyes for the line. We fished in a trout brook in Cow Bay.

There were very few individuals in the photo branch of the RCN. I probably knew half of them through Don. He was photographer on HMCS Magnificent, HMCS Bonaventure, Halifax Dockyard, and HMCS Shearwater. Between his time on the Maggie and Bonnie, he and his family were stationed at Pensacola, Florida for six months to learn two new aspects of photography - 8 mm camera, and colour photography - both were new discoveries.

I remember him colouring his own wedding pictures, by hand and brush at my mother's dining room table in the early 50's. Don's wedding celebration was in my mother's home. He wore a white ribbon around his silk, while my sister wore a navy-blue skirt and jacket with white accessories. A fellow Navy photographer of Don's, whose name escapes me, took the wedding photos (pictured below). Just as an aside to the story, he photographed myself and my bride in the same room 10 years later. The next morning, he drove us to Peggy's Cove for a photo looking out to sea - the last page in a beautiful photo album which was our gift from my sister and Don.

Don loved relating the happenings on the deck of the Maggie. I recall one where he was taking

photos of a plane landing, he realized the plane had not caught an arrest wire and was heading straight for him. He turned and ran towards safety, knocking down a Lt.Cdr. When they both got to safety, the Officer asked Don's name and rank and told him he was charging him. Turns out the Officer had no business on the deck during flying operations. Case dismissed! After more than 20 years service in the RCN, Don had a second career as writer/photog with Federal Fisheries. Photography was Don's work, but I never knew it to be a hobby, other than coloring his own wedding photos, taking a few pictures of his daughter as she grew, or doing the odd wedding for myself and close friends. I never saw him with a camera on our years in Florida or elsewhere. He travelled on the train with Princess Margaret when she visited Canada. He travelled across Canada in a Banshee Jet. He went through the Panama Canal.

During his career and retirement, he photographed many aircraft accidents, took photos of damaged furniture of servicemen, followed the Shearwater football/hockey teams. In his second career, he made many friends in the Maritime fishing industry, photographing research projects. He also did a lot of work for Legions in the area.

Originally from Oshawa, he very much became a Maritimer.

By: Paul Crawford

Al Law, Paul Crawford and Jim Hayden

A Woman's Perspective of Joining the Military

By Elizabeth Warwick

Two remarkable women of the Canadian Armed Forces graciously took the time to share with the Beacon their experiences in the military and the significance of Remembrance Day.

Captain Jaime Arnott is a Deputy Wing Administration Officer at 12 Wing Shearwater, where she supports the Commanding Officer. Arnott also proudly volunteers as an aid to the Lieutenant Governor of Nova Scotia. She takes pride in wearing the uniform and representing the Crown. Arnott is very grateful for the opportunity to be out in the community. She has had multiple jobs in the Canadian Armed Forces since first joining while in university, including working as a lab tech in Mongolia.

Lieutenant Colonel Nicole Deschamps is the Director of Air Personnel Strategy 5 for the Royal Canadian Air Force. Deschamps was immersed in military life from a young age, as her father was in the military. She spent most of her time on the air force base in her youth, watching the Snowbirds and seeing service members' work firsthand, before she eventually joined the service herself.

The military has positively affected both women's' lives in many ways. Deschamps is grateful for the opportunity to hone her skills in leadership, active listening and adaptability. Supporting her subordinates and celebrating their small wins every week is Deschamps favourite part of being a leader. Arnott muses that "Being able to travel and see parts of the world I may not have had the chance to see otherwise" is one of the ways her role in the service has made a positive impact on her life. She sees "meeting and quickly becoming close with people from all over the world" as a great benefit of the military.

What advice would Arnott and Deschamps give to young people considering joining the Canadian Armed Forces? "Don't hesitate. Don't question whether you can do it, just go for it." says Descamps. "Remain open and flexible. As the opportunities arise, take them. Embrace them. Being uncomfortable isn't a bad thing, it makes you grow," advises Arnott.

Remembrance Day brings up many emotions for Arnott and Deschamps. "It's a time to remember all those who have sacrificed for us." Deschamps reflects. "Now that I have kids it's important to teach them the importance and significance of the day as well". Arnott is proud to wear the uniform and represent Canada while reflecting on the sacrifices of those before her.

Deschamps shares "You don't need to personally know someone who lost their life. Look around, recognize what we have in Canada and remember those who made the ultimate sacrifice for the privileges and freedoms we have in this country."

Desk of the Editor: Karen Collacutt-McHarg

As we swing into spring there are still a few memberships that are outstanding for this year. Please call me if you're not sure if you're up to date. I will be reaching out to members to update their email addresses and phone numbers. There are many ways now to renew and pay your membership.

For those who have access to internet, you can visit our store on our website: samfoundation.ca
Call our toll-free number 1-888-497-7779
or 902-461-0062

Mail: SAMF 12 Wing PO Box 99000/ Station Forces
Halifax NS B3K 5X5

We are running three 50/50 draws online Swordfish Restoration Rafflebox draws Apr30th, Aug 27th and Dec 10th

Ticket Packages

D - 100 for $50.00
C - 20 for $20.00
B - 3 for $10.00
A - 1 for $5.00

If you cannot access the online ticket you can call me to purchase at 902-461-0062
or 1-888-497-7779 toll-free

CLOUD NINE
Draws every Wednesday
June 4th-August 27th
10AM

Cloud Nine (50/50 Draws replacing the 500 Club) tickets available call our toll-free number 1-888-497-7779 or 902-461-0062 or visit the office here in the museum. The draws take place here in the museum. Everyone is welcome to come watch or take part. The draws will be online as well. Your tickets will stay in for every draw even when you win.

Cloud Nine **Ticket Packages**

1 for $25, 2 for $50 and 5 for $100

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WE WILL REMEMBER

SAM VOLUNTEER APPRECIATION

Welcome Volunteer Katherine Annion, Shearwater Air Reservist AOS Tech.

While Awaiting Training for BMQ (Basic Military Qualifications), Katherine started volunteering at the Shearwater Aviation Museum Gift Shop. She is graduating this June from J.L. Ilsley High School Halifax. In her spare time, she is a youth leader who teaches healthy relationships to youth, is president of GSA (Gender Sexuality Alliance) and most senior member of Equity Club at the youth health centre at school. Katherine also teaches swimming to women new to Canada (Life Saving Society).

Maritime Air Veterans Association (MAVA) president Paul Baiden presents Ernie Cable with the King Charles lll Coronation Medal. Ernie is a stalwart member of SAMF, CNAG and the Naval Association of Canada. He continues is be a regular contributor to the Warrior magazine as well as the SAM Historian.

Thank you for the for the great work you do.

The team at SAM and SAMF would like to congratulate our teammate Avr Connor Gibbs, who recently completed her basic training course in Aldershot, Nova Scotia.

Avr Gibbs worked at SAM for over a year, and is a valued member of the SAM team. Avr Gibbs is now well on her way to become an AOS Technician in the Air Reserve Flight at 12 Wing, and we wish her ever success. Thanks for your great efforts, Connor!

Canadian Forces Snowbirds Facebook Page

A DAY AT SEA

Painting by: Peter Robichard