



SHEARWATER AVIATION MUSEUM

Foundation Newsletter

Winter 1999





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READ ME FIRST

Bill Farrell, Editor



*When there's redactionary duty to be done, to be done,
An editor man's lot is not an 'appy one, 'appy one.
(Our apologies to G & S)*

It goes against the grain, yea it even rots my socks, to be forced to wield the Editor's mangling sword on some of the well-crafted reader's offerings to our newsletter. But wield it I must - that tyrant, Page Space, is my implacable master. Sorry to those affected, or, as we used to say in Japan, So Solly Prease!
(Ye gads! Bill is cracking up. K)

Back to Basics:

1. Our aim is to inform you of the Foundation's activities in support of the SAM. The current focus is the building fund - you'll find plenty of reference to this here.
2. The Museum's mandate covers Maritime Military Aviation (RCN and RCAF) - you'll find light blue as well as dark blue stories here.
3. It is fond memories of the camaraderie of service life that binds our readership into something akin to worship of the old warplanes we service and we flew. We honour our old kites and our old comrades in these pages.
4. Our roots, through the sires of several of our members, reach back in time to the RNAS, the RFC and the RAF of the 1914-1918 war. We remember these.
5. Without jokes and lies, life would be pretty dull. We found space for a few.

Beyond Basics:

It seems to me that, by default, in addition to our on-going duty of preserving its history, we must now take up the cause of Maritime Military Aviation's future. Any evidence of serious, credible interest on the part of our Federal Government in the keeping alive of the defence skills so hard-won over so many generations, escapes me. Downsizing, front line aircraft on which our museum has a more valid claim than do the active squadrons, demoralizing career uncertainties; all call for both protest and constructive proposals by us so that the "torch we threw" does not gutter out. Write to us, cc to politicians, media and anyone who will listen, your arguments for an urgent revitalization of our country's Maritime Military Aviation. We're not sunk til we admit we're sunk! Remember WARRIOR's motto? "Haul Together". Out pens! (Or mice!)



YOUR EARLY RESPONSE PLEASE

We are looking at ways of reducing our production and mailing costs while at the same time enhancing quality and timeliness of delivery. Transmitting and/or making the SAM Newsletter available via our internet website would cut our mailing and printing costs, thus permitting more use of colour photographs, i.e. most of the pictures in this newsletter are colour. It goes without saying that this would make for easy storage and retrieval of your current and previous issues. Such electronic means of delivery would, of course, be for only those members who so elected: Canada Post "service" would continue for all others. We're still thinking this one through and would, in the fine sense of that word, appreciate YOUR thoughts.





PRESIDENT'S MESSAGE

A.W. (Bill) Gillespie

As your President, I wish to take this opportunity on behalf of the Foundation to thank Eric Edgar for steering us through a trying year. Indeed, the past four years have been a struggle as we attempt to get our history on display. It has only been through the efforts of people like Eric, his predecessor, Frank Willis, and the various Committees, that we can now see the direction we must take.

Our goal for the immediate future sounds simple, "Raise sufficient funds to construct a building to display the aircraft that have lined the Main Road (Bonaventure Avenue) to the airfield." These aircraft are affectionately known at Shearwater as the "Gate Guardians". They include a TBM Avenger, F2H3 Banshee, CS2F Tracker, H04S and a

3. With the downsizing of Shearwater in 1995, the aircraft fell into disrepair and were removed from the site and placed in storage. Before work can be started to refurbish these aircraft, we must have a place, out of the weather, to display them. This is the impetus behind our immediate goal.

Many options have been looked at and cost estimates obtained. Your Building Committee and Executive, along with Museum Staff have decided on two viable options, each of which would cost approximately \$450,000. Either option would allow us to put all the aircraft, including the Firefly and Canso under cover. Through self help, the Committees are looking to reduce the cost and possibly dress up the interior.

To achieve our desired goal, it will take the effort of everyone, not just the few at the sharp end. If all the recipients of this Newsletter, and there are over 2700, would purchase a polished granite tile (see order form enclosed) for the Wall of Honour, or donate \$100 or more to the Building Fund, we would be well on our way. (Don't forget, it is tax deductible).

Currently with the Building Programme, we are working diligently on restoring the Firefly recovered from

Ethiopia. Bud Ayer and his crew have been plugging away for the past two years and the old bird is starting to regain some of its youth, but like all endeavours like this, it too takes money.

While the Building Fund is our primary project at this time, any funds donated towards the refurbishment of the Firefly will go directly to that project. All other donations, other than membership, go towards the Building Fund. So if you feel inclined to make a donation towards the Firefly Project, it will be greatly appreciated. We are looking forward to working with you and hearing from you, both pro and con, over the next year. It is your history and only you can preserve it to show future generations that there was a Shearwater and there were more than just helicopters flying from it. To accomplish this we need members. If you are not a member, please become one. As we all know, there is strength in numbers.

In closing, on behalf of the Board of Directors, I want to wish you and yours a Very Merry Christmas and a Healthy and Happy New Year in the year 2000.



Hello SAM Foundation:

I was pleased to see my little (short) tale in the summer issue. I will try another soon.

I can offer a couple of guesses for names of the glum looking group shown on page 22...

Back row: third from left is Bob Tuckwood
Front row: second from left is Lt. Bovill,
third from left is Lt Hollywood.

I especially remember him because he was piloting Avenger 319 on Nov 12, 1952 when our deck landing wound up in the port gun sponson and led me to enter the word PRANG in my Flying Log Book. No need for Exlax that day eh!

I really enjoy being a member and get a lot out of the Newsletter.

Archie Dixon
In sunny White Rock, BC

STILL IN THE DELTA



- Antle, W
- Atton, W
- Bell, T
- Cairns, L
- Callard, J
- Campaugh, L
- Clitheroe, R.E.
- Cook, R
- Cox, G.A. (Jake)
- Davis, Nick
- Dawson, J.K.. (Shamus)
- Donaldson, J.E. (Hammerhead)
- Fyfe, J
- James, Sandy
- Leclerk, J
- Lessard, A
- Leclerc, J
- Linquist, F
- McShane, G
- Mercer, D
- Miller, J
- Netterfield, David
- Peglar, B.A
- Plain, E.H
- Randall, R
- Taylor, R.
- Vesey, J
- Yule, M



REGIONAL DIRECTORS

How about a column from each of you for the Spring issue. Let's have "news from away", PLEASE!

AMERICANS HONOUR ONE OF OURS

Email from "Jim Cogle"
cogle@sprint.ca

Subject: Lt. Mervyn "Butch" Hare

Hello Commander Farrell,

I am sorry to bother you but have been told by my friend Alf Holmes that you may possibly have known the above reference pilot. His Sea Fury crashed in Maine on 30 June 1950 and was not found until Feb 16 1968.

The Maine Aviation Historical society is going to make his crash site a protected area and erect a plaque in his memory. I have been asked, as a member of the Canadian Aviation Historical Society, to attend the little ceremony and place a flag along with saying a few words. Any information that you could give me will be greatly appreciated. My understanding is that Lt Hare's body remains in the crater.



OUR REPLY

Jim, time is too short to dig out more information. I offer the following: Commissioned Sub Lieutenant in the Royal Canadian Navy Volunteer Reserve in 1944. Received pilot training in USNAS Grosse Ile and USNAS Pensacola.

Appointed to Royal Navy's 849 Squadron for service in HMS (His Majesty's Ship for American ears) VICTORIOUS (fleet carrier) for service in the Pacific theatre of war in 1945.

I am not aware of any official finding of the cause of the accident but the Centaurus-engined Sea Fury had teething problems and we lost a few pilots to engine failures in the early years of its service in our Canadian Navy. Perhaps?

Winter 1999

My recollection of the young "Butch" was that he was enthusiastic about his fighter-pilot calling and a popular member of his squadron. He was missed. I will make all surviving members of "the old gang" aware of the honour being paid to him by Maine Aviation Historical Society. Please extend my personal thanks (I served with "Butch" in our 19th Carrier Air Group) to the Society. The gratitude of all his other comrades can be taken as understood.

Bill Farrell
Lieutenant Commander RCN (Ret'd)

Perhaps you would be so kind as to provide our Shearwater Aviation Museum with a photo of the Ceremony.



GET A LIFE!

Dear Editor:

The Nova Scotia International Air Show was in my opinion, the best ever. For those few individuals who complained about aircraft noise, SHAME ON YOU!

Why don't you take the time to go to the air show next year and see just how great it is? Stop sitting around waiting for something to complain about.

The jets may have flown an hour or less on the weekend. Out of 8,000+ hours in a year, that's not much.

There was plenty of notice about the air show; you had lots of time to bury your heads. Get a Life! Kay Collacutt, Dartmouth
From the Halifax Chronicle-Herald.

Our Kay's got spunk!



GORD EDWARDS "NAVAIRGENS" US

I would like to be the first to report to NAVAIRGEN that one of our own, one Capt Patrick Ryan, has been awarded the Admirals' Medal for this year, as a result of all his hard and dedicated work on "Seasoned Sailors". Truly a work of love for Pat, and at no little expense to him on the way. He has an incredible array of great video equipment, and does so well with it that I am often amazed. His series continues, and he always has two or three in the works. They are always good, and are getting better.

The Medal was established in 1968 by Admirals Mainguy, Stevens and Brodeur in honour of their fathers, also Admirals, to honour those who have made an outstanding contribution to Canadian Maritime Affairs. Past recipients are: Commodore Hendy, Commander Audette, Dr Eames, Moira Dunbar, Captain T.C. Pullen, Commander Little, RAdm Crickard, Ambassador Beesley, W.O'Neill, Dr. MacInnis, RAdm Storrs, and now, Captain Pat Ryan.
*Ex-Pusser, Doug Sampson runs the Foundation from Ottawa,
(613) 992-3816*



REMINDER

SAMF MEMBERSHIP YEAR

IS 1 SEP - 31 AUG

PLEASE REGISTER
FOR THE

YEAR 2000

WHY SHOULD A MEDAL

by John Eden

When "Bonnie" came into service, the Naval Airman Trade was assigned as operators of the Carrier Control Approach (CCA) fitted on board. This decision was probably based on the outstanding performance of NA's who had considerable experience operating the GCA at Shearwater tower. As was much of the equipment used by the Air Branch, the installed AN/SPN-8 radar was a hand me down from the USN and was badly outdated when installed. Regardless and in the usual Naval Air tradition the maintainers and operator made the best of a bad situation. The CCA crews assisted in the safe recovery of literally hundreds of aircraft during the ships commissioning and under some of the very worst conditions imaginable. Not one aircraft was ever lost while under CCA control in nearly 10 years of operation. This fact has full impact when one remembers that at sea aircraft usually have no alternate deck.

In 1962 I was drafted to "Bonnie" primarily to maintain the AN/SPS-8 Height Finder radar and the soon to be installed Tacan Beacon. When it was discovered that I had considerable experience with heavy radar equipment at Shearwater tower I "inherited" maintenance of the SPN-8. It was a cranky old piece of equipment with some fairly unusual quirks that at times seem to have a mind of its own. The PPI indicators were a particular problem and I often marveled at what the operators could accomplish considering what I personally could interpret from the radar displays. Lt. Bob Hogg was the CCA Directions Officer, P1 Art Morton was the supervisor and P2 Boutan and LS Wilson were operators. They were a highly skilled team and as good as any that I had seen at the Shearwater GCA consoles.

As the Petty Officer Maintenance supervisor I had two technicians Leading Seamen Dave Springer and Patty Binnete. Although neither technician had any previous heavy radar experience they were quick learners and soon became integral members of Bob Hogg's team. They spent many long hours on maintenance

and standing by during flying stations to carry our emergency repairs which was an all too common occurrence. In November 1962 the ship was headed for Europe to participate in the annual series of NATO "Sharp Squall" Maneuvers code named "Flatrock" when an incident occurred that I shall long remember. VS880 had been doing work-ups in preparation for the maneuvers and launched three Trackers around 1930 which were scheduled for recovery at 2230. Normally one of the techs was in the CCA room during flying stations, and so it was with some trepidation that I responded to a pipe at 2130 to "Close up to the CCA Room ... on the double"

On arrival I was advised by a very concerned Bob Hogg that the weather was closing in unexpectedly and the 3 trackers had been recalled from task. They were on route to the ship but the heavy rain was causing severe clutter on the radar scopes making it impossible to pick out a single target. Conditions continued to deteriorate rapidly and the indicator screen at times displayed almost a single large incandescent blob. It was now apparent that the aircraft could not be located and talked down unless something was done to enhance the radar signal returns. After a short discussion amongst the assembled crew including Springer who had joined Binnete and myself it was decided to try and adjust the radiated pulse width and to continuously fine tune the receiver to reduce clutter cause by the heavy rains. Initial adjustments proved somewhat encouraging and it was decided to attempt to recover as the aircraft were now in the circuit. To be successful, it would take the highest degree of technical/operator knowledge and team coordination to achieve what at times seemed the impossible.

As the aircraft was handed over to CCA for final approach the tension in the small tightly packed room could be cut with a knife but there was also a calm determination in evidence. With Wilson and Boutan on the scopes, Morton hovered over their shoulder calling directions to Springer who was adjusting the transmitter and Binnete who manipulated the receiver. Slowly, patiently and with the skill of a surgeon, the team kept the aircraft on the glide path and after what seemed an eternity the first aircraft picked up the deck and landed safely. The crew quickly turned

their attention to the second aircraft and after a few tense minutes it too became distinguishable on the screen. With Morton calling the direction and the technicians coaxing the best out of the old dinosaur radar set the operators did a magnificent job of keeping the aircraft on the glide path talking quietly but confidently to the unseen aviators. Tensions eased a bit when the second aircraft found the deck and landed safely but the job was not yet completed and the weather was closing in fast. For the final time their attention turned again to finding the last Tracker in the massive clutter that filled the screen. The grimness of the situation had eased but their determination was now stronger buoyed by the two previous successes. Once the aircraft was picked up on the scope the laborious routine was again employed with equal success. The three Trackers with 12 crew on board had been recovered under the very worst of conditions in just under 30 minutes. It seemed like a lifetime!

For a moment the room was deadly quiet and then there was a collective sigh of relief and no doubt more than one silent prayer of thanks. Suddenly the silence was broken as Commander Air swooped into the room and with a knowing smile and twinkle (tear?) in his eye simply said in a voice choked with emotion "Well Done Men". Then just as suddenly as he had arrived was gone.

The degree of teamwork displayed between operators and maintainers that evening epitomized the "can do" spirit that was the trade mark of Canadian Naval Aviation. Without a doubt, that was the most satisfying day of my entire 35 year career in the navy. I have always felt that those five men should have received some formal recognition for saving 12 lives and three of Her Majesty's valuable aircraft.

Regardless, they will always be heroes in my book.

Ed. In the seats aboard the Trackers there was no doubt much of a "Six pence, two and six, sixpence, two and six..."



HOW I CAME TO BE A PILOT

(By E.B. (Spike) Morris)

I was serving in an RN cruiser as an Engineer Officer and was in London seeking a new appointment.

A voice called "Canada" (Canada Flashes). Two senior RCN Officers had finished a meeting and as the pubs were closed, wondered if I knew where they could get a drink. I, fortunately, belonged to a club.

They indicated that they were in London for meetings regarding the formation of Naval Aviation in the RCN. Did I know anything about the FAA? I mentioned that I had met some of the Engineers that were back at the Royal Naval Engineering College for Special Air Engineering Courses having completed a tour as Pilots.

I was appointed to another RN cruiser as an Engineer Officer.

Suddenly a new appointment to HMS CANADA for flying training at No. 12 Elementary Flying Training School. No volunteering, no medical, no interview.

I graduated as Lt(E)(P) RCN 14 Jul 1944.

I think this makes me the first RCN Pilot. Any challenges?



HIT AND MISS

Further to the account by Robbie Hughes on page 15 of the Spring 1999 SAMF Newsletter, the following peripheral information is offered for those interested in how the naval community of that era dealt with such situations. Permission is hereby given to publish it in full or in part at the SAMF Newsletter editor's discretion.

The Fury pilot was Lt Bob O'Neill and, like myself, he was on his

first night formation flight, not his first night trip. I don't know how many night flying hours he had logged since our return to Canada to join our respective Support Air Group squadrons (VF 870 and VS 880) just over a month ago on completion of Operational Flying Training in the UK with the RN, but I had 2 1/2 hours at night in the Avenger when I took off that night (9 April, according to my log book) with my observer, S/Lt Gregor MacIntosh in the back. We had been briefed to remain within a 30-mile radius of the airfield because of the uncertain weather. I was prevented from doing the as-briefed stream take-off by an Expeditor that had done a quick run-up to my left and then pulled out in front of me so I couldn't follow my flight leader onto the runway. Not to worry; we had been given a rendezvous position over Egg Is. down Shelbourne way. Westbound over



Fairey Firefly II

Halifax with the clouds seemingly just scant feet overhead Gregor reported a bright flash over the harbour but we didn't hear the Mayday because we had already switched to our operational frequency. Having been told how many other aircraft were milling about in the constricted area that night, I was devoting all my attention ahead of us because I didn't want to run into my leader or anyone else somewhere out there and had no idea of the visual detection range for another aircraft; I do recall thinking that at least I didn't have to worry about someone coming at us from above! My total flight time that night was only 35 minutes so we were probably near St. Margaret's Bay when I noticed that my port nav light was no longer causing a red glow on the pitot head. Given the conditions, I decided that the right thing to do was to abort and return to base. then I switched back to tower frequency I heard someone

reporting that he had his searchlight on wreckage in the harbour.

My compliments on the excellent Newsletter; I particularly enjoy your input!

Regards, Ken Meikle



LOST, ONE SUITCASE

The December 1998 issue of Across the Flight Deck reprints a 1947 Vancouver Sun report of a search for a missing Firefly, (825 Sqn, WARRIOR) with two pilots. One of the pilots, was Lt "Crash" Gavel, the other the Squadron CO Lt Cdr "Tats" Tattersall.

Your editor recalls that, just weeks before the loss of these two (never found), Commander Air had seen fit to admonish Gavel about the quality of his landings with the words "Gavel, you're losing your grip". Back then, "grip" was a synonym for hand luggage and Crash's response was to scrawl on the briefing-room blackboard "Lost, one suitcase. C. Gavel".

Irony would soon have its day - the only trace of the aircraft found floating in the straits was one suitcase. It was marked C. Gavel.



"You know you've landed with the wheels up when it takes full power to taxi to the terminal."



MUSEUM NEWS

It is hard to believe the holiday season is fast approaching! Visitation at the Museum is definitely winding down for the season - although it has been great to see many "out-of-towners" taking the time to drop in and check out the museum. One note though is that we are getting quite a few School Tours lately with Remembrance Day on everyone's minds.



Helen Trenholm and Tim Elliott engage in some spirited haggling in SAM's Gift Shop.

Some of the major developments in the recent past include the moving of the Gate Guardians into 'H' Hangar where they are under temporary cover, now sharing space with the Shearwater Flying Club. Also, after a brief tour as a Spitfire making appearances at the Nova Scotia International Tattoo, Nova Scotia International Air Show and Dartmouth Battle of Britain Parade - our 3/4 scale Seafire model is returning to the rafters in the latter half of November with a brand new paint job. Joining it will be our newest major addition to the collection - the recently completed 1/15 scale Avenger model built by Mr. Ted Peters. This model is the fourth one completed for the Museum to this scale - the first three being the Seafire, Sea Fury and Firefly. Which aircraft will be next?

NSIAS '99 itself was a wonderful success with the Museum gaining excellent exposure to people from all over Atlantic Canada and beyond. The attendance on the Sunday alone was estimated between 80,000 and 100,000 people. Even the Sales Booth and Gift Shop did extremely well generating just over 1000 in sales for the two days of the Show.

We are happy to announce that the Museum will be hosting its Second Annual Model Showcase & Contest (with this year being the first one for the contest ...). So far, all indicators as far as entries, displayers and sponsors are concerned make the event look like it will be one of the premiere modelling events in the region. Models from all genres - plastic, wood and metal will be on display for the public to see.

Our Gift Shop is available year-round and 24/7 via our web site where orders can be placed for any of the items carried by our Gift Shop, which now number around 1,500 different products. Be sure to check us out for that *perfect gift!* And if you are looking for something very particular - please inquire, we frequently do special orders for many of our different product lines.

One final note of course is that the Museum Exhibits will be switching to *Winter Hours* at the end of November. Beginning 1 December, we will be open by appointment only. This generally translates into that while we are hard at work renovating and working on new exhibits - all are still welcome to come and browse the displays, all we ask is for a quick "heads-up".

Happy Holidays to all from the staff and volunteers at the Shearwater Aviation Museum!



*What ho, What ho!
What craft is this?*

CHRISTINE DUNPHY

Meet our Museum's new Librarian/Archivist:



Christine comes to us with no less than an Honours Degree in Classics (King's College) and Masters Degree in Library and Information Science (Dalhousie). Between degrees she worked in Poland, teaching English as a second language. She hails from Digby. Welcome aboard!



Sometimes I think I understand everything - then I regain consciousness.

MISSING / DUPLICATED MAIL

We are getting a tighter hand on our address list, finally, appreciating that "J. Doe" and "John Doe" are probably the same person and that, unless he is a schizophrenic, one copy will do him. As to missing copies of our newsletters, (not delivered), hands up all those who believe Canada Post is totally reliable!



Firefly Restoration Team



FIREFLY REPORT

Bill Farrell Project Coordinator

The restoration team soldiers on with the addition of a new member - Douglas Ordinal.



Doug is a remarkably spry eighty-one year old RCAF veteran who has done yeoman work for ACAMS in its restoration of other war birds. Doug brings special skills in the fairing out of bumps and dents.

One cylinder head is "Down deep in Texas" getting some welding treatment (Canadian Tire was fresh out of Griffon 12 heads).

We have applied for a Heritage Grant to cover the cost of replacement parts and those repair services that are beyond our capabilities. We have reviewed and revised downward our Total Project Estimate, but it "still ain't peanuts". Presently we will approach some larger corporations with an invitation to become an "Official Firefly Sponsor". The propeller remains in Munich pending our acquisition of funds to allow re-blading to commence.



RCN ENSIGN?

From: Jake Birks

Really enjoyed your newsletter. The articles do bring back great memories some are sad of course - but, we'll all be up in the big hangar in the sky some time.*

Flying Training

The first four Canadians (1951) to go through flying training at Pensacola Florida and Corpus Christi Texas (after WWII) were yours truly, John H. Birks (Jake), Anthony J. Nottingham (Tony), John A. MacKay (Mid) and Gerald J McMillen (Geary). We arrived in Pensacola Oct '51 and departed separately in early '53. Despite the trepidation of many bait-trained seniors, we all survived over 130 years of flying - so there. We arrived at Mainline, Pensacola with one Canadian Message form to authenticate us being there. The USN graduates were arriving at the same time from Annapolis as Ensigns promoted from Mids. The Petty Officer behind the receiving desk asked: "Yawl can't be Midshipmen. I'm putting yawl up in Officers' quarters" - stamped our arrival as Ensigns RCN (the only ones ever, as far as I know) and off we went, not saying a bloody word supported mutually by elbow nudges.

The CIA (Canadian Intelligence Agency) finally got the picture but by that time, even though being downgraded to Cadets for a couple of months, promotion to subbies was just around the corner and that Petty Officer, whom and wherever he is, saved the Canadian Government and the MADP (Mutual Aid & Defence Plan) roughly 4 X \$3000/mo or \$12,000/mo. I think we should get our cut, say five grand each; don't yawl?

*Jake has high hopes. Ed.

To Ted Fallen - re first CS2F Mishap 1957

Ted, I was in goofers that day along with other Banshee drivers. We all felt the ship going sideways at just the wrong moment. It was less than a moment, having caught 3 wire, the

plan view of the underside of your Tracker disappeared over the side. When you bobbed to the surface, right side up and with the chopper overhead, we all cheered like mad. My catching 6 wire, on purpose, during the trials, was scary enough for me looking straight down at the oggin for about 10 minutes while the deck crew hauled me and #100 back up on the flight deck.

Cheers Buddy

Jake



BISELL AND DEMPSTER

We're still awaiting highlights of your retirement odysseys in the "wine dark sea" and the Spanish Main. It might put a little spunk into those who think golf and bridge are the only ways to spend their pension time.



"If you hoot with owls by night, do not attempt to fly with eagles the next day."

AN APOLOGY

In our previous issue, we misspelled Nelson's first name!

The usual prize saltwater cruise will be awarded to the best proposal on how to make the "Editor's" punishment fit the crime.

Kay



MEMBERSHIP

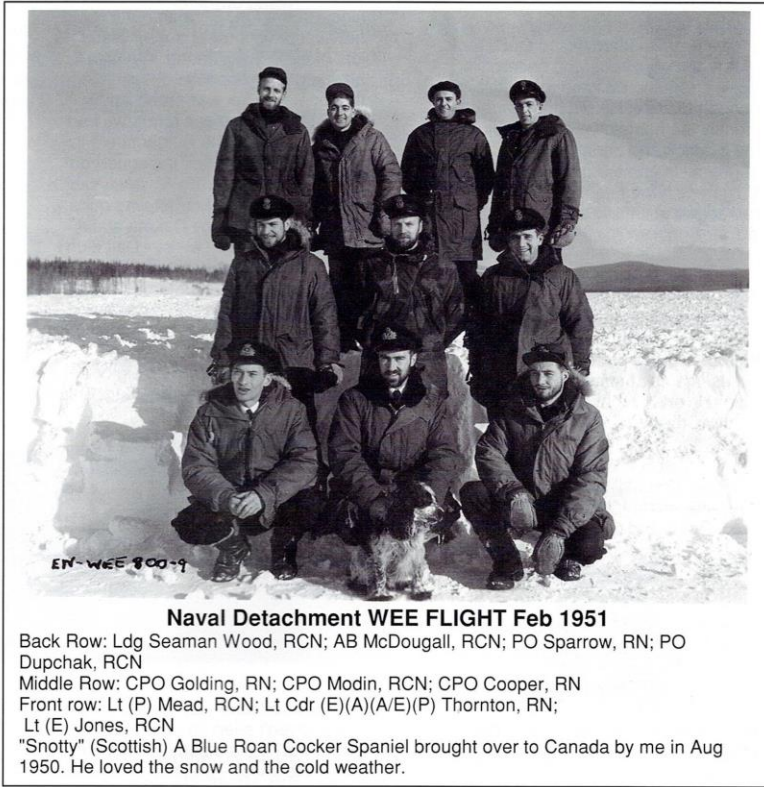
Greetings from Shearwater, fellow aviation buffs and savers of our aviation history. I have recently taken over as Chairman of the Membership Committee for SAMF; there is much work to be done in this area. However, we hope to have a very exciting year, by revitalizing our membership drive at this time. We require the assistance of everyone who receives the SAMF newsletter to achieve our goal. Please spread the word to your family, friends and co-workers about our worthwhile cause. Our goal is to increase our membership substantially by end year 2000. To preserve our historical aviation past, SAMF requires funds to operate. One of the avenues by which funds are raised is membership. Becoming a member of SAMF contributes to the success of our common goal "preserving aviation history". We are encouraging all SAMF members who are not active to renew their memberships and help SAMF achieve the 2000 standing. In future newsletters, I will be providing information on the status of membership and a way ahead. Your assistance and support would be most appreciated. Membership information is as follows:

Life \$500
 Patron \$250
 Sustaining \$100
 Regular \$ 30

For additional information on membership and payment please contact Kay at
 Toll Free: 1-888-497-7779;
 Email: samf@ns.sympatico.ca
 Fax: 902-461-1610.

I would like to take this opportunity to thank you in advance for your support and dedication to the cause.

Jack Shapka
 Membership Chairman



Naval Detachment WEE FLIGHT Feb 1951

Back Row: Ldg Seaman Wood, RCN; AB McDougall, RCN; PO Sparrow, RN; PO Dupchak, RCN
 Middle Row: CPO Golding, RN; CPO Modin, RCN; CPO Cooper, RN
 Front row: Lt (P) Mead, RCN; Lt Cdr (E)(A)(A/E)(P) Thornton, RN;
 Lt (E) Jones, RCN
 "Snotty" (Scottish) A Blue Roan Cocker Spaniel brought over to Canada by me in Aug 1950. He loved the snow and the cold weather.

WEE EXPERIMENTAL 1951

27 Croft Way
 Sevenoaks
 Kent TN13 2JU

Dear Sir:
Foundation Newsletter Summer 1999

I was delighted to read, on Page 17, about Bert Mead.

I was on loan to the RCN from 1950 - 1954, and was in charge of the Naval Section in the Winter Experimental Establishment in Edmonton Alberta and Watson Lake, Yukon.

I enclose two photographs of my team, which you might like to show in your next Newsletter. Would you please be so kind as to return

them to me when you have finished with them? My best wishes to Bert Mead. Do you have his address??

Kindest regards to you all.
 Frank J. Thornton

PS I enclose a 100 (English pound) for your Christmas celebrations.

Ed. Address forwarded.



"The propeller is a big fan to keep the pilot cool. When it stops, the pilot sweats."

REMEMBER WHEN...

Terry Goddard writes that it took the quiz about the necrophile from the Balkans to excite him enough to write. He did then correctly identify the hometown of the subject of the limerick and translated our euphemism into the original Vulgarese. One might think of this retired Naval Officer as a sort of Vulgar Boatman?

However! Terry goes on in terse staccato prose to sketch out a wartime saga that takes you to just about every theatre of war. He does not put to fine a point on it in his assessments of some celebrated admirals and of that font of strategic wisdom, the Admiralty.

Let R.I. W. T. Goddard take you back one half century: (This is a hot-battered rum, foot-to-the-hearth read: Relax and dig in!



R.T. Goddard RR2 Tottenham, ON
LOG 1WO

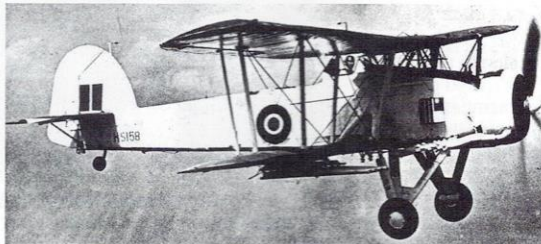
1 Mar 99

Dear William:

Re your memory lane -summer edition SCHARNHORST. Feb 12, sat in a briefing room - 10 Swordfish on the line. Ho Hum, we had neither torpedoes nor bombs -we waited and waited - non arrived! In the event, I guess we were rather fortunate. She was sunk December '43 - Northern Russian Convoy after, as usual for a German warship, a very gallant fight. As for other brief encounters - I guess my second largest target was the sand bank that sheltered six German DD's at Narvik. Our attack was as briefed by a Norwegian Cdr we had on board FURIOUS. He also stressed we should fly low on the water up the fjords which we did until some of us bought it flying into cables strung across the fjords! The sand bank did not seem to suffer. Next day we used

bombs with better results also flew in high - rather fun, German guns could not set speed slow enough. Result, lots of bangs well ahead. We also attacked from opposite direction to that briefed. Flak was much lighter. Tho' in my particular aircraft, we had more holes than the Rigger could count. I note only half the squadron returned to the UK.

My largest target was quite an event. I arrived by Dakota about 0400 hrs at Halfar - Malta - Dak didn't stop engines - should have been forewarned. That night to my utter surprise, I was on a solo search and strike torpedoes. I got the gidgets and gadgets working - I was amazed - then lo and behold - a target - a big one - not very fast but I got a heading. This



is a piece of cake - low cloud, low vis. They haven't seen us - get ready to drop what? It's a bloody island? Ho Hum, lets check - must be Lampedusa -by great fortune or oversight, we had not sent out a sighting report, incident was not reported!

I guess my most significant target was Bismark. Leading 2nd Sub Flight - lost the CO in cloud we were after two trips back to Sheffield to find out where Bismark was - heading back in cloud when some express trains went by with very large whooshes - she had opened up with her main armament. Quite an experience. Had picked up a straggler so five of us went straight down Holy mackerel, there she was -right ahead - spitting everything she had. We got the hit on the port side forward. The CO reported no hits so my report of a hit was shall we say "questioned". However, they finally accepted my word and so reported it to Cinc Tovey. In fact it now appears that there were two hits port side and one in the rudder. Bug Beale who got the rudder hit -no award? Got shot down over Ceylon ferrying

torpedoes for Hermes! What a waste! The torpedo officer who screwed up Sheffield was pleased - got a DSC? I did a number of other ship officers. No aircrew. At Mers-el-kebir on being advised that an ack ack battery to east of harbour was being a nuisance(?) to the spotting aircraft HOOD, VALIANT and RESOLUTION in sinc rotated off harbour to the offending hill - fired a broadside - what a sight. There was no more ack ack. STRASBOURG - french cruiser -got out - was well on her way before ARK ROYAL got a strike organized - in the event, she was upwind and we couldn't catch her. What fun

Another notable encounter which got me in deep doo doo until the facts were known - on a search and strike along south coast of Sicily, about 0230 we got a large Blip, Course west speed high - climbed to about 4000 -had 4 - 500 pounders - target black - not a light - increased speed and weaving - attack -hit with one or two bombs -then on came searchlights

shining on a huge Red Cross. Ho Hum. 10 Group Malta was not amused - and were not convinced our tale was factual - until on her arrival in port it was reported she was acting as a Troop Transport! Back in the good books!

8 Mar - delay - one of my dogs became sick - xrays, antibiotics -to no avail Was in Malta due to "Bravado" in "Mary's" Bar in Alex - yaking to a senior looking bloke about how dull it was in Mombasa - Ho Ho he asked for my name etc, on arrival, by Sunderland, back in Mombasa, was told to pack my bags, I was off to action in Malta - by return flight!! I had been in Alex as OIC of a six Swordfish Flight from Nairobi to Alex - quite a trip used shell road maps most of the time and fly north till you hit the Nile. Determined to arrive with all six - which may have accounted for the four night - three day stay in Luxor as guests of King Farouk - or was it the Myriad of Buttons by the bed for service. Anyway all six of us did arrive

Winter 1999

FUND-RAISING UPDATE CLARIFICATIONS

Your Foundation directors inadvertently may have caused you confusion by using differing terminology to describe the same activity. Please accept our apologies and some clarifications as follows:

The Building Fund and Save Our Heritage Aircraft Project are synonymous. The monies we collect for the Project are identified in the Fund. This situation is also applicable for the Firefly.

As the President mentioned, at this time there are only two Projects on the books for which we are fund-raising: Save Our Heritage Aircraft and the Firefly Restoration.

FUND-RAISING ACTIVITIES

We now have over 45 orders for Shearwater Wall of Honor. The first segment was up for the Nova Scotia International Air Show (NSIAS) - see the photo. It is our most active fund-raising activity at this time. It would be a wonderful sight and a historical jewel to have all of Shearwater's aviation participants on this wall. Please purchase a tile if you haven't already. (See the order form in this newsletter)

We are planning another, larger, dinner and auction for spring 2000.

Over 110 The Bonnie books have been sold and more orders are coming in every day.

We are continuing work on the heritage grants.

The NSIAS Golf Tournament earned us over \$10,000 this year.

We continue to pursue our other initiatives such as planned giving (bequests) and corporate partnership/sponsorship.

NEW BUILDING PROJECTION

As the chairman of the Fund-raising Committee, I am confident that, from the initial success of our Wall of Honour program and other fund-raising efforts, we will be able to erect our New Building shell by summer 2000.

I am basing this on viable options including the purchase of the building material (for which we need \$250,000 and we now have \$165,000) and a plan for military Construction Engineering to undertake a project to erect the building under contractor supervision. This will provide an insulated and watertight shell. This will allow us to cover and display our Heritage aircraft, in a reasonable setting, during the warmer months. The concrete floor, electricity, atrium and other necessary interior work will likely come later when further funding is available to complete the building and atrium.

DONATIONS

It has been noted by several members of the Foundation that only a few are utilizing the Foundation as a charity of choice for 'in memoriam' donations. Perhaps not all are aware that this option is open to them, it is therefore hoped that our readers will note the following and in future consider this option when choosing a charity to remember a departed friend or loved one.

The principal aim of the Foundation is to raise money to support the Museum. WE do this in a number of ways - seeking members, supporting golf tournaments, requesting money from organizations. For individuals, a graceful and sensitive way of honouring the memory of departed friends or family is by making a donation in their name. In the recent past, donations amounting to \$3,277 have been made in memory of departed friends and loved ones.

When one of our mates or a friend or loved one slips their shackle, why not remember them with a donation to the Foundation? It is very simple, you call our Secretary at 1-888-497-7779, give her your credit card number, the amount you wish to donate, she looks after the rest. And, it's a tax deduction!

In addition some of our members request that donations be made to the Foundation in lieu of birthday or Christmas gifts. These have amounted to \$500 and \$710 respectively.

SHEARWATER MARITIME AVIATION WALL OF HONOUR

The tiles in the "Wall of Honour" are high quality marble tile, 12 inches square. The tile can be scored to form four 6" X 6" squares; diagonally across to form two triangular halves or used as is. All letters will be in upper case configuration (capitals) and the tile will be mounted in a diamond orientation as opposed to a square orientation, with the line of your message running diagonally across the tile. There are four options to choose from:

- Option 'A' One quarter tile 6" X 6" Square with up to 6 rows of 1/2" letters for a maximum of 40 letters and spaces. The 2 centre rows can accommodate up to 12 letters and spaces with the remaining rows decreasing as the border/edge of the tile dictates.
- Option 'B' One half tile 12" X 12" by 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 as the border/edge of the tile dictates. It should be noted that the upper half of a tile will start with a short row and the lower half with a long row.
- Option 'C' The full tile with up to 6 rows of V' 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 'D' The full tile with up to 12 rows of 3/4" letters for a maximum of 120 letters and spaces. The two centre rows can accommodate 20 letters and spaces each. The remaining rows above and below centre will decrease as the edge of the tile dictates.

The colour of the tile will be "Belmont Rose".

Please describe your engraving details in the space below: Option A __ Option B __ Option C __ Option D __
(Not too many letters for your option. Measure out or let us help you with the design.)

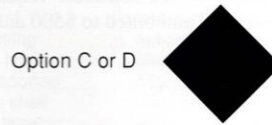
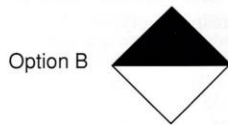
_____ ORDER FORM:
 _____ Name: _____
 _____ Address: _____

 _____ Postal Code _____ Phone: () _____

Method of Payment: ___ Cheque (made payable to SAM Foundation) ___ Money Order
 ___ VISA / MasterCard: Card # _____ Expiry Date: _____ Signature: _____

For further information, please call: SAMF Secretary: Toll Free: 1-888-497-7779 or (902) 461-0062
 Fax: (902) 461-1610 Email: samf@ns.sympatico.ca

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



Is Revenue Canada Your Favourite Charity?

All around the best place on the face of the earth to live, according to the United Nations. We in Canada are very fortunate many ways. For one thing we don't have any "death taxes" or duties; this is something, which is common in virtually all Western European countries as well as in the U.S. On the other hand we do impose some pretty hefty "departure fees" on the estate of one making that inevitable journey to the great hereafter. This article is about estate planning but please let me caution you that, in 500 words or less, I can but scratch the surface. Hopefully, I can identify some of the dangers that may afflict your family legacy and illustrate some opportunities that do exist but are not well advertised.

First let me define estate planning as that ongoing exercise in preparation for the infeasible separation of yourself from your worldly goods. There are probably hundreds of considerations to be contemplated in just how it should be accomplished. We assume that you would also like to have the transfer to take place with minimum hassle with maximum retained value.

Let's get back to those "departure fees" more commonly called "taxes". At your death you are assumed to have disposed of your assets immediately prior to the occasion. A "terminal tax return" will have to be prepared for you - within 6 months of death or by April 30th for the following year, which is later. Your estate will be liable for taxes, which can approach 50% on things which involve tax deferrals such as RRSPs and RRIFs. Capital gain taxes may have to be paid with respect to investments, your cottage or rental property. Then there are probate fees, executor fees, legal fees and funeral expenses. One thing that does not attract tax is the family home or "principal residence" as that gets passed on with no tax liability no matter who the heir is.

There are ways to pay less tax at death. You can gift your assets while alive - give it away now, you can set up a trust, you can prepare an estate freeze or you can buy life insurance to pay for the taxes ensuring your heirs retain the total value of your life's efforts. Again, a word of caution, estate planning can be like a minefield with hidden booby traps. You should not attempt to navigate the field without a professional at your side. Better still, if your estate is complicated or quite large, rely on a team of professionals which may include a lawyer, a financial advisor and a tax specialist.

Let me illustrate how things can go wrong (numbers have been changed for illustration purposes). Several years ago a young lady came to me for help. Her mother had recently passed away and in her will she indicated that she wanted her three children to be treated equally. The mother shared her house, mortgage free and worth approximately \$100,000, with her son so she willed the house to him. An insurance policy also worth \$100,000 named a daughter who lived out of province as beneficiary. The second daughter, with whom I was speaking, was named beneficiary to an RRSP also worth about \$100,000. It all looked straight forward right? Wrong! The insurance policy and the RRSP with a named beneficiary did not form part of the estate. Both passed directly to the daughters. But, the estate was liable for tax on the RRSP, which was presumed to have been de-registered at death, and then there were some terminal obligations like funeral expenses and legal fees. Legally, all of this would have fallen to the son to pay, which certainly would not have served the mother's intent to have the children treated equally. Fortunately, the family was close and the mother's overriding wish that they be treated equally was followed but consider the potential for family conflict in this rather simple estate.

Perhaps another illustration to show how estate maximization can be achieved. This client, Jim, had established an estate value of \$250,000 in total and wanted to know what his options were. We discussed his wishes with respect to a family legacy for his children, his needs for lifestyle support while alive, long-term health care, on going support for his spouse should he predecease her. As well as the ultimate disposition of the family treasure. Jim voiced strong opinions about taxes and was appalled at the amount that would be extracted from his estate. He was rather pleased when told that taxes were only one way to meet his social legacy requirements and that a legacy to a charity of his choice would reduce the tax burden. Being a strong supporter of the Terry Fox run and Naval Aviation, Jim was delighted to know that he could support the Terry Fox Foundation as well as The Shearwater Aviation Museum Foundation and some taxes to boot. He became enthused when told of a program whereby he could also transfer more wealth through to his children or grandchildren, free of capital gains, estate, and income taxes at the same time. Jim is in his early sixties, married and enjoys financial freedom with some discretionary income he currently directs to savings. Both Jim and his spouse are in good health, non-smokers, maintain a good diet and exercise regularly. Statistics indicate a strong probability that both can or at least one will live to age 85. We were able to illustrate for Jim how he could cover his current tax liability plus terminal expenses and leave the entire value of his estate to his heirs. Further with insurance and a charitable donation, he could conceivably leave more to his children and contribute to both of his favorite charities while paying less to Revenue Canada.

Sounds like magic? Well, I suppose it is, in a way. But it is really the magic of compounding along with some significant tax preferred options, which allow this to happen.

Like to know more? The authors invite you to contact them by e-mail (dadandlad@equion.com). They are quite willing to provide the facts as they pertain to your situation. Jerome and Nick Grady are Financial Advisors with Equion Securities Canada Limited. They can be contacted by telephone at (902) 469-7775 by fax at (902) 469-1007 or by e-mail.



THE BONNIE BOOK

Here is the blockbuster saga of HMCS BONAVENTURE, Canada's last aircraft carrier, the sailors who manned her and the aircrew who flew from her deck. It is also a tribute to 27 years of Canadian carrier-borne aviation which ended with her decommissioning in 1970.

Responding to many requests, there has been a second printing of this book. Unfortunately, the original publishing was not widely distributed, and many people were unable to purchase a copy.

Anyone remotely connected with BONAVENTURE, naval aviation or carrier operations, should contrive to acquire a copy. It is evocative, poignant, hilarious, and in the end, sad.

This generous helping of the "right stuff" in coffee-table size tome is worthy of the \$50 cost. Profits from this second edition will go to the SAM Foundation.

ORDER NOW! Price \$50 + \$5.75 Postage & Handling. Phone Toll Free: 1-888-497-7779
 Shearwater Aviation Museum Foundation
 PO Bx 5000 Stn Main, Shearwater, NS B0J 3A0

MEMBERSHIP APPLICATION FORM

Name: _____ Address: _____
 _____ Postal Code: _____
 Phone: _____ Fax: _____ Email: _____
 Membership: (Circle) Life: \$500 Patron: \$250/yr Sustaining: \$100/yr Regular: \$30/yr
 Donation: (Circle) In Memory In Honour Building Fund Artifact Restoration

Note: If 'In Memory' or 'In Honour', please provide name and address for recipient to receive a letter of condolence or acknowledgment from our Secretary.

Name: _____ Amount: _____
 Address: _____

Method of Payment: (Membership/Donations etc): (Circle) Money Order, Cash, Visa or MasterCard

Card Number: _____ Expiry Date: _____
 Your Signature: _____ Date: _____

Contributions may be made in person, by mail, telephone, FAX or Email (with Credit Card #) An official receipt for income tax purposes (\$10 or more) will be issued on receipt (or when credit card authorization is processed). Our Registered Charity Number is 119925 3904 R0001.

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

Telephone: (902) 461-0062
 (902) 460-1011 Ext 1053
 Toll Free: 1-888-497-7779
 Fax: (902) 461-1610
 Email: samf@ns.sympatico.ca

All members are listed in our Donor Recognition Book in the Museum. When your contributions total \$1000 or more, your name will be mounted on our Donor Recognition Board, also in the Museum. To check your total contributions, please call our Secretary.

together - quite a feat.
 Had been put ashore at
 Langa from FORMIDABLE cinc a
 "dreadnaught" worshipper -Somerville
 - he and Phillips - who asserted that
 Gibraltar was so small that a bomber
 could not even hit the place - the
 PRINCE OF WALES and REPULSE
 no air cover needed! Did not want to
 break wireless silence to report air
 attack developing -notwithstanding
 fighters were available! Ho Hum - then
 Somerville Hermes - no aircraft on
 board! Dorsetshire and Cornwall - no
 air cover indeed no rescue for more
 than 16 hours - Nibs Cogden could tell
 you about this what a couple of "twits"
 must have been role models for our
 gallant leaders in Ottawa who chose to
 buy 'BONAVENTURE' WITH CHEESE
 INSTEAD OF AN Essex Class at less
 than a third of the price as
 recommended by Naval Air! Back to
 Somerville - he who said
 FORMIDABLE'S flyers were terribly
 green and inexperienced - that it is no
 good having aircraft if the chaps can't
 fly them properly.

I was in
 Fulmars with Nelson
 Macie. In the first place
 they fitted us with
 external belly long range
 tanks - made us fly like
 dodo's. Funny how ours
 always fell off on the
 return trip. We didn't
 prang like many others,
 Secondly on one really
 dirty day - during
 briefing, Somerville
 changed the Pim at
 least 8 eight! times -makes a mess on
 the charts and of calculations then on
 take off they put up a large change in
 datum. I always ignored it as far as
 changing my chart. Just giving a
 thumbs up and perhaps noting it down
 somewhere. Six of us took off -only
 one returned. It was assumed that
 they took the datum change as a new
 Pim. Again I was in deep, deep doo,
 doo - I heard a couple of them calling
 for a homing - I told them to climb and
 get the COCKEREL. Got hell for
 breaking silence. Bloody Somerville
 would not turn into wind until I fired a
 red cartridge and then he took his time
 - we coughed and stopped on deck.

Next day, I can't remember
 why - single cap or high level RECCE?
 anyhow, Nelson and I were at about
 Angels 9 when we saw and tangled

with a Zeke - the one and only Force
 "A" Air Engagement. Anyhow, I am
 busy firing my hand held Lewis -he is
 coming in from port quarter - Nelson
 takes standard evasive action for one
 on your tail, ie roll and dive away into
 high speed turn -indeed we did - a
 high speed stall - as I watch the
 altimeter zoom down, I wonder if I shot
 the tail off. 2000 ft - undo straps get
 ready to go and turn wump, we are
 straight and level - no Jap in sight. Ho
 Hum. I am sure I hit him "good" but
 who would believe? Anyway there was
 no sighting report. One will never know
 as Japs did not report their losses.

My what a lot of blather - I am
 sure you will agree none of it deserves
 a place in SAM. Should you think so,
 perhaps I could tidy that incident up?
 You might however wish to note that it
 was Skuas of 800 and 805 Squadrons
 Fleet Air Arm who were the first to sink
 a major warship by dive bombing the
 German cruiser "KONIGSBERG" in
 Bergen Fiord. Typically the three Skua
 Squadrons were disbanded because

the drink. Lo and behold we made it to
 Bizerte -inhabited by both British and
 American Forces. Had a splendid
 evening. Airacobra Yanks marvelled
 at our modern Albacore! No message
 was sent - got repaired and returned to
 Malta next night. Of course no identity
 signal and K for King was no longer
 airborne so had a merry time with own
 flak - certainly not friendly but
 Squadron and ground crew made up
 for it in their enthusiastic if unbelieving
 enthusiasm.

Again - enough - I trust the
 twit has given you some amusement,
 and to make you happy, I close with
 the comment "*enclosed please find
 cheque*".

As ever,
 Terry

Note: Your editor served in a Firefly
 squadron commanded by Terry,
 sailed, flew, dined and drank with the
 man - but never once did he hear a
 word of the actions you have just read.

*Dammit Terry, you should
 have shared way back
 then! (Terry lives in
 Tottenham, Ontario,
 matching wits with the
 trout in his brook).*

Note: Goddard is not
 without the rancor felt by
 many of us for many
 reasons. He began with: "
 When I asked why flight
 pay was not included in
 pension calculations, I
 was informed that I was

not considered to be aircrew! How the
 Hell, was I shot down three times
 collided in mid air during a torpedo
 attack and if I remember correctly had
 command of an RN Squadron 821
 Sqdn in the desert - an RCN Sqdn and
 an Air Group. Bastards!"



Fairey Albacore I

of losses during an attack on
 SCHARNHORST. Later it was
 realized that dive bombing was
 effective and bless their souls
 recognizing this two years later they
 brought forth Huzzah Huzzah the
 Barracuda?! Oh my Tho' not as bad
 as the concept of operating Banshees
 off of BONAVENTURE.

Enough - other than to close with an
 incident in which I was posted M.I.A..
 Leading a flight of four leader with
 flares and bombs, remainder
 torpedoes - having dropped flares,
 dive bombed a munitions ship,
 unfriendly it was, we went too low in
 pull out and as she exploded, she hit
 us with a fair amount of debris - oil
 leak - and rough running - so skirt
 Capt Bon and head for Bizerte - along
 the beach - better on the beach than in

False Rumour

We would quell the rumour that,
 because of the age of the Sea
 King helicopters the Shearwater
 Aviation Museum is being
 expanded to include the entire
 base. Just more scuttlebutt.
 Ed.

UP SPIRITS?

Since our Foundation office is accommodated in a decommissioned chapel, it is possible that the ambience promotes insights of a spiritual nature. Either that, or I am losing (have lost, some say) my marbles. Another possibility is that because such thoughts arise only at the HOLY HOUR (six bells of the forenoon watch), communion rum plays its part in loosening the tongue (pen). Whatever its provenance, the insight is this. A museum particularly a military museum, is a paratemple or parachurch into which old warriors place objects and muniments they venerate. From ancient times religious institutions have built shelters to preserve and protect icons, sculptures and relics commemorating saints and martyrs; and in so doing they promote values and mores: These motivate and guide the living train. I say unto you (sorry about the Biblese but I got the spirit!) that our museum is a paratemple, the artifacts are sculptures and the portraits of our VC heroes the icons of saints. In effect we have a parareligion of warriors - a religion we hold in parallel with whatever conventional faith we may be

attached to. Our veneration of our military heritage and of examples of courage also motivate and guide the living train. It is a good thing we do! It is a good service we render to our nation!

That having been said, we must take care to achieve a balance in our efforts. Your Foundation's prime focus has been on the construction of a shelter/temple for artifacts. It would be indeed saddening to find, on opening day of the new structure, that a precious relic had been lost forever because of a laser-like focus on the temple meant to house it. The foregoing, in case you haven't tumbled to it already, is a sneaky way of saying "Remember Saint Peter Peter Four Six Two" (Firefly PP462 Restoration Project) in your Christmas giving. (tax-deductible by the way)
Editor & Project Coordinator



"If you push the stick forward, the houses get bigger. If you pull the stick back the houses get smaller."



They say in the Air Force a landing's okay,
If the pilot gets out and can still walk away,
But in the Fleet Air Arm the prospects are dim
If the landing's piss poor and the pilot can't swim.

Chorus: Cracking show, I'm alive!
But I still have to render my A-25

Winter 1999

SHEARWATER MUSEUM RANKS FOURTH

Recently the Canadian Air Force Association conducted a national survey to determine their readers' preferences on the types of articles they would like to see in the Association's official magazine, "Air force". The survey also requested information on the "Air force" readership's favourite hobbies and avocations to determine if there were further common interests that the magazine could serve.

The Summer 1999 edition of "Air Force" Vol 23 No. 2, pg 24) reported the survey results which revealed that visiting museums and air shows are popular pastimes. Aviation museums are most popular and in order of popularity are: National Aviation Museum, Ottawa, ON, RCAF Memorial Museum, Toronto, ON, Canadian Warplane Heritage Museum, Hamilton, ON and the Shearwater Aviation Museum, Shearwater, NS. Our museum's curatorial staff deserves much of the credit for this fourth ranking by attracting more of the light blue persuasion. In addition to improving the current displays, the staff expanded the museum's rank of exhibits to depict more of the history of the Canadian Air Force and the Royal Canadian Air Force and roles they played in the evolution of Shearwater from 1920 1948.

By Colonel ESC Cable, OMM, CD
(Retd) Shearwater Aviation Museum
Historian.



IN FUTURE ISSUES

- ✈ Fraser-Harris Saga
 - ✈ Roots: family ties going back to the First World War.
 - ✈ 825 Sqdn History
- It will come as a surprise to almost all that the first aircraft to grace the flightdeck of the escort carrier PUNCHER was an RCAF Shark torpedo bomber. Story by Ernie Cable in next issue.



**CNAG -
Tracker Chapters'
Remembrance Service
for Watson and Elton**

by E. Cruddas -
CNAG Tracker Chapter

 On 22 Aug 99, the Tracker Chapter of CNAG held a remembrance service for the 50th anniversary of the deaths of Lieutenant Charles "Chuck" Elton and Lieutenant-Commander Clifford "Clunk" Watson, who had died while practicing for the first Canadian International Air Show, fifty years ago.

Four of the remaining pilots from the 1949 Seafire Exhibition Flight attended: Joe MacBrien, Bill Munro, Doc Schellinck and Pat Whitby. Two other members of the flight, Ed Myers and Mike Wasteneys sent their regrets, as did Ted Davis and Alistair Gillespie. Both Ted and Alistair were overseas when the ceremony took place. Bob Campbell of Tracker Chapter, a technician with the Flight, was the driving force behind the ceremony, with much help from Bill Munro. Other naval airmen who came were pilot Bob Falls, Noel Cogdon, Don Sheppard and four members of the Watson family representing three generations attended. Many of the guests were accompanied by their wives, most of whom had known the deceased. Beatrice "Trix" Geary, who still is in touch with Clunk's widow, Joan, in England, came to remember old friends. Trix is the widow of pilot Monk Geary. A dozen members of Tracker Chapter led by President George West paid their respects.

George West and Ed Janusas wore their dress uniforms and other CNAG members and guests wore their decorations. Since the group contained veterans of WW2 and the Korean War as well as the Cold War, the decorations were many and varied. Among the

pilots were a naval ace, a former Chief of Defence Staff, a former Command of the Canadian Flotilla, and one of only two Canadians to fly fighter operations in Korea.


Tracker Chapter members Ted Cruddas and Bob Campbell spoke briefly at the Elton and Watson grave sites. George West and Bill Munro laid flowers on Chuck Elton's grave. Clunk Watson's daughter, Wendy Warrillow, who was only two years old at the time of the accident, was over from England with her son, John. She, along with Joe MacBrien, laid flowers at Clunk's grave. Bob Campbell spoke of Cliff Watson's confidence and love of life, and Patrick Watson remembered the same qualities in his brother. Grandson John Warrillow was clearly moved by the tributes to the grandfather he never knew.

Tracker Chapter's service of remembrance was brief and simple, honouring the memories of two of the pioneers of Canada's short-lived but distinguished Naval Aviation Branch. That Branch lives on in the memories of those who served in it, in their families, and in those men and women who serve in Canadian Maritime Aviation.



**EMPRESS'D IN
VICTORIA**

by Eric Edga

he 29th Annual Reunion of the Canadian Naval Air Group is now history and we were indeed "Empress'd" in Victoria.

The grand old Empress Hotel did herself proud as did the reunion committee of Banshee Chapter, CNAG. The special room rate of \$95 enticed many from all over North America and as far away as New South Wales, Australia to travel to the capital city of British Columbia to be wine and dined in Victorian style. The setting could not

have been more spectacular and the weather was superb. Many acquaintances were renewed at the Meet and Greet and at "Up Spirits" in the Crystal Ballroom with lots of tall tales spun about past adventures. The Dinner in the same venue was excellent with wine (produced by the vintners from Banshee chapter in the local wine shop) flowing like water.

The winner of the Fred Lucas Tull Safety Award, as CNAGER OF THE YEAR went to our own Dennis Shaw, a very popular choice to be sure.

Jim Tateishi was the guest speaker and gave a very informative summary of the highlights of his career in the RCN.

Following the dinner the dancing began to the big band sounds of the "Swift Sure Band" who certainly knew the right kind of music to play for our crowd. I am not sure of the final attendance numbers but estimate that nearly 400 sat down to dinner on Saturday night. I guess we are either getting wiser or have more stamina than we used to, as come Sunday morning there were sufficient numbers at brunch in the Palm Court (where high tea is served in the afternoons @ \$39/person) to fill at least three sittings. Incidentally, several of our ladies did take tea in the Empress and will, I am sure, treasure the remembrance.

The reunion wrapped up with a very moving Worship & Memorial Service conducted by Chaplain Wm. L. Howie, CD, RCN (Ret'd). The anthem, Amazing Grace, was beautifully sung by Judy Dowling, daughter of Joan and the late Danny Johnson and the Honour Roll of departed shipmates & wives was read by Red Atkins.

I would be remiss if I did not thank the Reunion Committee, Chaired by Red Atkins, assisted in no small way by his lady Eileen Smith and the MC, John "Hoss" Anderson for a good job well done. Bravo Zulu and goodbye until next year in Ottawa - God willing!





From across the pond ...



Doris Headley, a stalwart supporter of the SAM Foundation, recently received a Medal for her wartime service.



The notation read:

The Under-Secretary of State for Defence (Armed Forces) presents his compliments and by Command of the Defence Council has the honour to transmit the enclosed Awards granted for service during the War of 1939-45.

Congratulations Doris!



Kay's Column

Hello! Well this year sped by, didn't it? In Sep two of my sisters and I went to Vic for two weeks. We stayed at the Empress Hotel and attended the CNAG reunion which was held there. Among the crowd, we saw, to name a few, George Pumble (still has that great smile), Frankie McCaffrey, the Owens, the Flights, Marg Hammond, and, Hank Bannister (hasn't changed one bit - still good lookin' ...). Sorry we didn't get to speak with you H. L., you were busy talking with others and we didn't want to interrupt. And, somehow, I missed seeing Ted Gibbon what a sweet, funny, man. The rest of the time we visited friends, family and did all the things that tourists do.

As a fund-raiser, the Bonnie Books, are selling like hot-cakes.

Our other major fundraiser, the Wall of Honour tiles, also are very popular. Too bad we hadn't thought of that idea long ago. I still haven't seen your name on one - you don't have to die before your name goes on one. Some members of the 1952 Shearwater Flyers Football Team have purchased a tile to honour it's members.

Speaking of hearing from you, we could still use stories of your time here at Shearwater or on the ships etc. Come on, make my day, write to us.

Congratulations to Beecher Eaton - you are 'right some' lucky.

Well my dear friends, it's that time of year again. I think of you all, often - some more often than others. Ha. Have a wonderful holiday season.

A tale from the old days...

Dear Kay:

I was thinking of my old friend Ken Nicolson. I seem to be doing more thinking as I get older. One story that comes to mind was the trip we flew a CS2F-1 from Shearwater to Downsview with a stop in Ottawa in Apr '58.

I finished the IFR flight plan and went to the tower for a Met briefing and to get our flight plan signed. Bob Swansburg, who was the duty Met Man, I believe, asked how long the trip was going to take. Before I could give him the hours and minutes, the deep voice of Big Nick said "about five cigars". As it turned out, he only smoked four cigars. When we arrived at Downsview, the cockpit smelled like a pool hall. After airing the cockpit and doing what we had to do, we returned to Shearwater that night but not before I pleaded with my friend "no more cigars during the flight home". Nick and me had lots of laughs about that flight.

From Ted Fallen



Dear Kay:

I got the Shearwater newsletter (Spring 99) and enjoyed reading the articles.

Who remembers the anchored launch from WARRIOR in Jamaica Harbour in 1946? We were catapulted from standstill and it was an exciting experience. We drew straws to see who would fly. It was Mortimer's idea and I wish he had volunteered. "Tats" Commander Tattersall was #1, Darcy Lowe #2, I was #3, and I can't remember #4.

That was the first and only time to my knowledge that Fireflys were launched at anchor on hydraulic catapult.

From Art Liley

(No. 4 was Nod Xonk - editor was five feet behind him.)



NO SNOWBIRD THIS RETIREE!

Bob Bissell emails us from the UK and reports that Marsh Dempster is also messing about in boats. (Good on yer cobbles! Tis a far far better thing you do than poking little white balls into holes in a lawn, like most old crocks I know. Ed)

Now ashore and at home for a while in UK. Catching up with the post and after bills and bank statements, I was pleased to find the Spring 99 edition of your newsletter which I very much enjoyed. The turkey articles reminded me of my back-seat driving time when I tried to keep Willie Long on course.

In spite of a labour government here (the last one canceled the building of any more aircraft carriers) there is some clear thinking at last. The Flag Officer Naval Aviation has been given the job of heading up the Air Section of a new maritime mobile strike command based on the use of aircraft carriers. He will take under his wing all RAF Squadrons that are capable of supporting naval and marine forces, Harriers and Maritime Patrol Aircraft. There is even talk of a new fixed wing carrier, so how about that.

You may have already heard from Marsh, who now has really got his sea legs. In a loose moment over a rum, he volunteered to crew a small Swedish yacht from USVI to Falmouth via Horta in the Azores. He is back in CA now and making plans to rejoin his vessel in Trinidad towards the end of Sep.

Before returning to MEANDER II in Dec, I am planning a further holiday in South Africa where hopefully a safari will be on the menu.

However, Trinidad provides the most nostalgia. We anchor very near the T & T coastguard who try hard to operate in a naval fashion. We are woken early every morning with wakey wakey piped in a traditional manner and so it goes during the day. It keeps me going but they aren't hacked up spirits, which I have to do myself. During ceremonial divisions they

borrow the regiment band who try to start the march past with Heart of Oak before they break into a calypso beat.

Anyway, it's a good effort and of course they hoist their version of a White Ensign with a guard every morning.

Best wishes to you and the staff.
Bob Bissell



COVETED CANSO

Since 1996, Ernie Cable has been making representations to the Newfoundland government to donate Canso 11091 to the Shearwater museum. Canso 11091 served with 162 (BR) Sqn at RCAF Stn. Dartmouth in late 1944 before moving to Reykjavik Iceland where 162 became the most successful RCAF anti-submarine squadron in WWII with six U-boats destroyed. The story of Canso 11091, currently operated by the Newfoundland government as a water bomber, and its relevance to Dartmouth appeared in the Summer 1998 edition pg 8 of the Newsletter. This photo with Canso 11091 in the

background was taken at Yarmouth in 1995. The Newfoundland government, at their own expense, flew Canso 11091 to Yarmouth to take part in the 50th anniversary celebrations of the closing of RCAF Station Yarmouth and a mass reunion of squadrons who served there during WWII. 162 Sqn formed in Yarmouth before being transferred to Dartmouth. Standing left to right in front of 11091 are: Gordon Keith, Pilot 5 (BR) Sqn, Jim McRae, Pilot 162 Sqn, Ron Harris, Flight Engineer 162 Sqn, and Ernie Cable whose father served on 162 Sqn both at Dartmouth and Reykjavik. Jim McRae flew Canso 11091 in Iceland and is the author of the article "Submarine Attack: From the Right Hand Seat" which appeared on pg 5 of the Winter 1998 edition of the Newsletter



"Trust the captain at all times, but keep your seat belt fastened."





**No. 5 (Flying Boat) Squadron
Counter Rum Running
Operations
At
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. The Station primarily provided air services for government departments such as conducting photographic flights and fisheries patrols. On 1 April 1924, the Canadian Air Force became the Royal Canadian Air Force (RCAF) and started a slow but steady expansion, however, more than half its efforts and funds were expended on civil tasks such as: photographing new sections of the interior, transporting officials to inaccessible regions, blazing new air routes, carrying treaty money to the aboriginal, conducting forest fire patrols and flying sick and injured traders, trappers, farmers and aboriginal to places where medical attention was available. The civilian role with the closest military connotation was flying preventive patrols for the Department of National Revenue, which was responsible for countering illegal immigration and the smuggling of illicit spirits, particularly rum.

With the onset of the depression in 1927, flying was greatly curtailed and RCAF Station Dartmouth was reduced to very little more than care and maintenance status. However, the RCAF did continue to fly some patrols under the direction of the non-military Directorate of Civil Government Air Operations.

In 1933, as Canada eased its way out of the depression, the first service squadrons began to reappear. No. 5 (Flying Boat) Squadron formed at RCAF Station Dartmouth on 16 April 1934 and continued in the role of flying

preventive patrols. However, in 1932 the Royal Canadian Mounted Police (RCMP) had assumed responsibility for enforcing the Custom and Excise Act from the Department of National Revenue, so the RCAF now supported the RCMP, flying preventive patrols in search of ships carrying illegal immigrants and illicit rum.

Members of the RCMP, transferred to the Maritime Provinces in the 1930's, were somewhat surprised and in some cases dismayed to find that the main thrust of their duties consisted of enforcing the Customs and Excise Act and Provincial Liquour regulations. The importation of illicit spirits into the Maritime Provinces from the West Indies or via the French islands of St. Pierre and Miquelon had been an active industry for a number of years and considered a worthwhile



investment by many prominent business and professional people. With the repeal of the United States Prohibition Act in 1933, smuggling activities were greatly reduced and confined to the Maritime Provinces and the St. Lawrence River area in Quebec.

The most popular importation was 40 percent overproof Demerara rum in five-gallon kegs, known as "Black and Dirty". Belgium Alcohol in two and a half gallon cans was favoured in the Gulf of St. Lawrence area.

When the RCMP assumed full responsibility for the enforcement of the Custom and Excise Act in 1933

they absorbed the preventive service of the Department of National Revenue. To help enforce their new mandate the RCMP inherited the Marine Section, with headquarters located at HMC Dockyard, in Halifax, N.S., which consisted of approximately 200 personnel and 38 vessels of various shapes and sizes.

The enforcement of the Liquour Acts in the various provinces extended to all communities and called for the presence of "Liquour Squads" in the larger centres. The Squads were continuously busy raiding "kitchen bootleggers" and harassing persons engaged in the delivery of "milkers" of rum to residences. A "milker" was a quart milk bottle, painted white, filled with rum, and sold for \$2.00 at the time.

The RCMP's efforts to protect government revenues included building a wireless (radio) network to establish rapid communications among detachments as well as with marine craft and aircraft conducting preventative patrols. In June 1933 several RCMP constables were transferred to Halifax to take a three-month course at the Admiralty School of Wireless at H.M.C. Dockyard. Upon graduation they were transferred to RCMP Marine Section vessels

to replace civilian Canadian Marconi Company operators. The central control station for all RCMP marine and shore communications was "CFH", the Royal Canadian Navy radio station in Halifax.

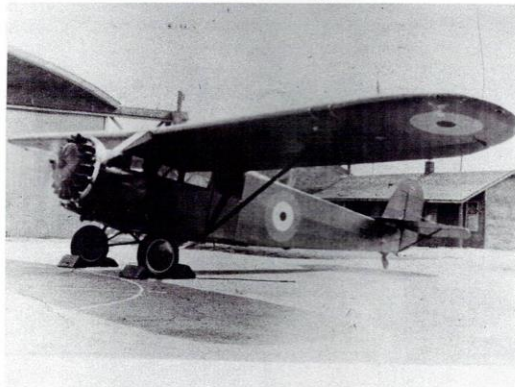
Beginning in 1934, aircraft from the RCAF's No. 5 Squadron from RCAF Station Dartmouth were seconded to the RCMP to conduct coastal preventive patrols to combat rum running activities. RCMP personnel tasked the aircraft and flew as observers aboard the RCAF aircraft. The observers were paid 50 cents per day extra raising their per diem pay to \$2.65; although, initially some admitted that they couldn't tell the difference between a Lunenburg

mooner and a war canoe. Patrols were carried out from Dartmouth and Sydney N.S. where Signal Corps wireless operators received position and contact reports. Vedette biplane flying boats, with the pilot and observer in an open cockpit were used at first, but these were later replaced with Fairchild 71B's, a high wing monoplane on floats with an enclosed cockpit. The air patrols were tasked to identify and report by wireless the position of any suspicious vessels, particularly "Mother Ships" outside the twelve-mile territorial limit. Patrols were later conducted from bases at Gaspe' Quebec and Shediac N.B., where the RCMP established their own radio station to provide better coverage of the Gulf of St. Lawrence area. To communicate from the aircraft it was necessary to reel out a 50-foot trailing wire antenna, with more than one being lost in ships' rigging while investigating vessels at low altitude. There was no direct wireless contact with the RCMP marine craft, so information was passed by dropping wooden boxes containing written messages just out of the vessels in the hopes they would be retrieved.

The introduction of wireless and radio into airborne communications enhanced flight safety by permitting aircraft to transmit regular position reports to established radio stations such as CFH Halifax and Shediac. Similarly, the introduction of RCAF aircraft on RCMP preventive patrols accelerated the requirement for tactical communications. This created the requirement for standardization resulting in RCAF Headquarters in Halifax issuing an embryonic communications policy defining the requirement and format of departure, arrival and reconnaissance report messages. Also, four digit grid map references in lieu of place names was introduced to deny information that could be intercepted by the rum runners. All pilots and Royal Canadian Signals Corps Operators who operated the RCAF's ground based radio stations at the time had to initial as having read and understood the communications instructions. Each pilot was provided with a copy of the instructions for convenient reference.

The RCAF commenced supporting RCMP Preventive Patrols in earnest in 1934, although there was some counter rum smuggling activity as early as 1933. As could be expected there were numerous teething problems and lessons learned. The end of patrol season report, dated November 5, 1934, by the Constable in charge of the RCMP Air Patrol Detachment at RCAF Station Dartmouth to the Officer Commanding, RCMP Marine Section "H" Division Halifax, included the following recommendations:

1. Aircraft should be equipped with more modern wireless equipment as the present installation is obsolete, unreliable, hazardous to the aircraft crew and inefficient for our type of



work. Modern two-way communications is needed for reliable contact with our marine craft and bases to greatly increase the efficiency of our air patrols. There seemed a lack of interest by RCAF personnel in whether or not communications worked.

2. The flying period should be extended from November 1 to November 15 or December 1 at the Shediac, Sydney and Dartmouth Detachments, with no increase in the hours allotted for the season. It was necessary to fly unproductive patrols in adverse weather conditions in order to use our allotted flying hours for the season. With two years experience it has been found that the weather conditions on this coast are much better in November than October. It has also been found that the rum

runners are far more numerous off the Nova Scotia coast during November than during the two or three preceding months because most of them are forced out of the Gulf of St. Lawrence. The onset of severe winter conditions forced them to the Nova Scotia coast to land their cargoes for the winter demand before the harbours and inlets froze over.

3. A smaller type of aircraft should be used for this type of work. The Fairchild 71B's proved to be very costly to operate as they are ageing and expensive to maintain because parts are always giving out and it is necessary to send away to Ottawa or Montreal for spares. Much time was lost while the aircraft were unserviceable and RCAF personnel admitted that a new aircraft would be required in the near future. A two place aircraft similar to a Fairchild 23 or a Fleet, carrying a pilot and observer, qualified as a wireless operator, could carry out the work just as efficiently and less expensively. RCAF regulations require that excessive and unnecessary equipment be carried in the present type of aircraft. This could be avoided in a smaller aircraft and a smaller amount of safety equipment could easily be carried. The Fairchild 71B is about the only type of aircraft the RCAF has to supply us and this is the main reason for using this expensive aircraft.

4. Aircraft should be stationed at more frequent intervals along the coast. For example, in patrolling the Nova Scotia coast, if aircraft were stationed at Guysborough, Dartmouth, Yarmouth and St. John N.B., they could be assigned individual patrol areas, eliminating long flights over land and over coasts where patrols are not required. If this system were adopted the cooperation with marine section craft and (RCMP) land forces would be greatly increased. For emergency measures one large aircraft could be stationed in Dartmouth to cover all patrols from the sub-bases. The emergency measures adopted by the RCAF are rather strict and useless for our type of work.

5. An extra aircraft should be stationed at the Dartmouth base for inspection and supervision trips by RCAF officers and for use while Detachment aircraft are unserviceable. We operated without one aircraft for nearly half of this past season, it was either unserviceable or used for trips other than patrols. This handicapped us greatly during the past season.

6. The RCMP should establish an air unit of its own. Cooperation with RCAF personnel on this Detachment has been very good, but as far as the RCAF are concerned this is just another operation and they cannot be expected to take a very conscientious interest in the results. During the past season we realized that we were handicapped to a great extent by working under RCAF regulations which in some cases conflict greatly with our class of work. The RCAF officers have very little conception of police work and in general things could be handled much more efficiently with our own aircraft under direct command of our own officers. As far as the personnel are concerned, the RCAF comes first and there is no doubt that interest in our work would be increased with aircraft operated by our own personnel.

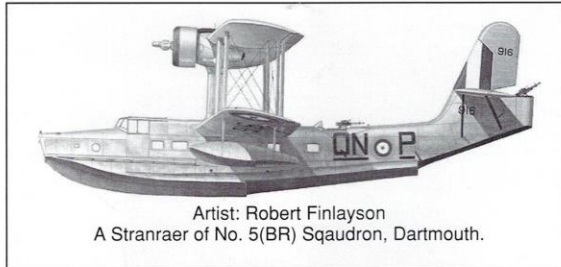
7. It is further recommended that aircraft be equipped with wireless sets that would be of use in police work instead of merely a safety device for the aircraft. Modern two-way voice communications between marine craft and bases is required for reliable and efficient patrolling.

Although not all of the recommendations of the 1934 report were implemented, many were. The report paved the way for a better RCAF understanding of the preventative patrols and an improved RCMP appreciation of the needs and strengths of air reconnaissance, leading to a great improvement in cooperation in the 1935 season. The post season report filed 14 November 1935 contained the following comments.

1. Two Fairchild 71 aircraft, numbers 630 and 647, from No.5 (Flying Boat) Squadron at RCAF Station Dartmouth were made available for preventive reconnaissance patrols from May 1 to October 31. The rum running information available governed the area covered.

2. Two RCMP Constables were attached to this base as observers and two pilots were detailed to operate the aircraft. During the season the RCAF appointed two Flying Officers to act as liaison officers. The cooperation given by these officers was excellent at all times.

3. The policy of directing patrols from this office proved satisfactory. All available data was considered before requesting flights and this helped to direct patrols over the area where the most work proved productive.



4. As was the case in 1934, both aircraft stationed at Dartmouth were equipped with W/T transmitters. While in flight the pilot sent his position to base at regular intervals, indicating at the time the direction in which he was heading and the next expected position. This contributed to the safety of aircraft and personnel in case of a forced landing. These transmitters were used also to pass information relative to any smuggling activities or suspicious vessels observed. Information received was relayed immediately by our station at Shediac N.B., to the RCMP ships concerned. When RCMP ships were sighted at sea, all data concerning suspicious activities was passed from the aircraft to surface craft by means of dropped messages.

5. The area covered by this Detachment extended along the southern coast of Nova Scotia, Madam

Island and Strait of Canso to Cape Sable, thence along the western coast to the Bay of Fundy, and along the Nova Scotia side of the Bay of Fundy to the head waters thereof. The Commanding Officer of Number 5 Flying Boat Squadron chose several emergency landing points in this area.

6. During the year, 86 Preventive Patrols were carried out. On seven of these flights, upper deck officers of the RCMP Marine Section flew as observers or passengers. This provided ships' officers a better idea of the amount and type of cooperation that the aircraft can provide. They were able to locate small wharves and likely landing spots, which they formerly were unable to locate with surface craft. In addition the aircraft observers had pointed out landing spots unknown to the ships' officers.

7. Most of the suspicious craft sighted were observed in the area around the Lurcher Light Vessel. This was not, however, the area of greatest activity; it merely indicates the area where the ships drift close enough to the coast to be sighted by aircraft. From the information obtained from RCMP ships and through W/T intercepts it is known that the area of greatest activity is off Halifax. To avoid being seen by aircraft the rum ships lie 70 to 80 miles off the coast during hours of daylight and move into position as darkness approaches. The aircraft normally operate only 20 miles off the coast.

8. On October 29, an experimental flight was carried out, using two aircraft and four RCMP cruisers. It was decided to explore the area between Pearl Island N.S., Egg Island, Emerald Bank, and LeHave Bank, an area of approximately 5,600 square miles. The aircraft at some stages of the patrol would be about 100 miles off shore. "Fleurdelis" and "Preventor" were stationed at the outer limits of this area while "Acadian" and "Bayhound" took up position near the inner limits. One aircraft was fitted with two-way W/T communication, the other aircraft was fitted with a transmitter only. Three cruisers kept continuous W/T watch on the aircraft transmitting frequency, the fourth cruiser kept a listening watch on 600

eters for our Shediac W/T station. area was searched in a very few hours, but because of low visibility the results were not very good. The aircraft sighted only one of our cruisers during the reconnaissance. The cruisers, however, by listening to the routine position reports were able to keep track of the progress of the flights from start to finish.

9. The RCAF W/T stations rendered valuable assistance during the latter part of the season by listening for rum running coded messages. The intercepts were passed immediately to this (RCMP) office for decoding and necessary action.

Having benefited from the lessons learned in 1934 and the successes of 1935, the RCAF continued to support the RCMP in their 1936 season of operations by flying preventive patrols from RCAF Station Dartmouth and sub-bases around the Maritime Provinces. However, in 1936, the government decided that civilian aviation was sufficiently mature to assume many of the RCAF's civil roles and that the RCAF should be a purely military organization. Therefore, the RCMP Aviation Section was established in 1937 to continue with the preventive patrols. In 1937 Dartmouth's No.5 Squadron, which had pioneered RCAF airborne maritime reconnaissance while supporting RCMP rum running operations, was redesignated a Coastal Reconnaissance squadron. Later that year the squadron was designated General Reconnaissance as the squadron was not limited to only ocean surveillance. In November 1938, No.5 Squadron converted from their Fairchild 71 float planes to their first militarily capable aircraft, the Stranraer flying boat, and on 31 October 1939 the squadron was redesignated a Bomber Reconnaissance (BR) squadron to reflect its WW II anti-submarine and convoy escort roles. No. 5 Squadron flew Stranraers from RCAF Station Dartmouth until September 1941 at which time it converted to PBV 5A Canso amphibian patrol bombers, which it flew until the end of WW II when the squadron disbanded.

Prepared by:
Col E.S.C. Cable OMM, CD (Ret'd)
SAM Historical Researcher

FALLEN'S ANGELS

Dear Kay:

Reference our conversation awhile ago on the Angel and Pedro controversy, I am sending a photo showing the "Fallen Angel" just above my head with the Maple Leaf emblems, showing the number of people rescued by other Angel pilots and myself with this aircraft used in a utility role. You will note

the big 4 painted on the nose. It was sent to HS-50 as a replacement helicopter so it

became my aircraft again. On my right is S/Lt Larry Ashley, later to become a Lt. General in the unified force. On my left is C2SN4 S Graham who was my Sonar man. Previous to Ashley, my co-pilot had been Lt Colin Curleigh, later to become a Brigadier. I can safely say I was probably the only pilot with two co-pilots that became Generals. They were smart officers.

Ted Fallen

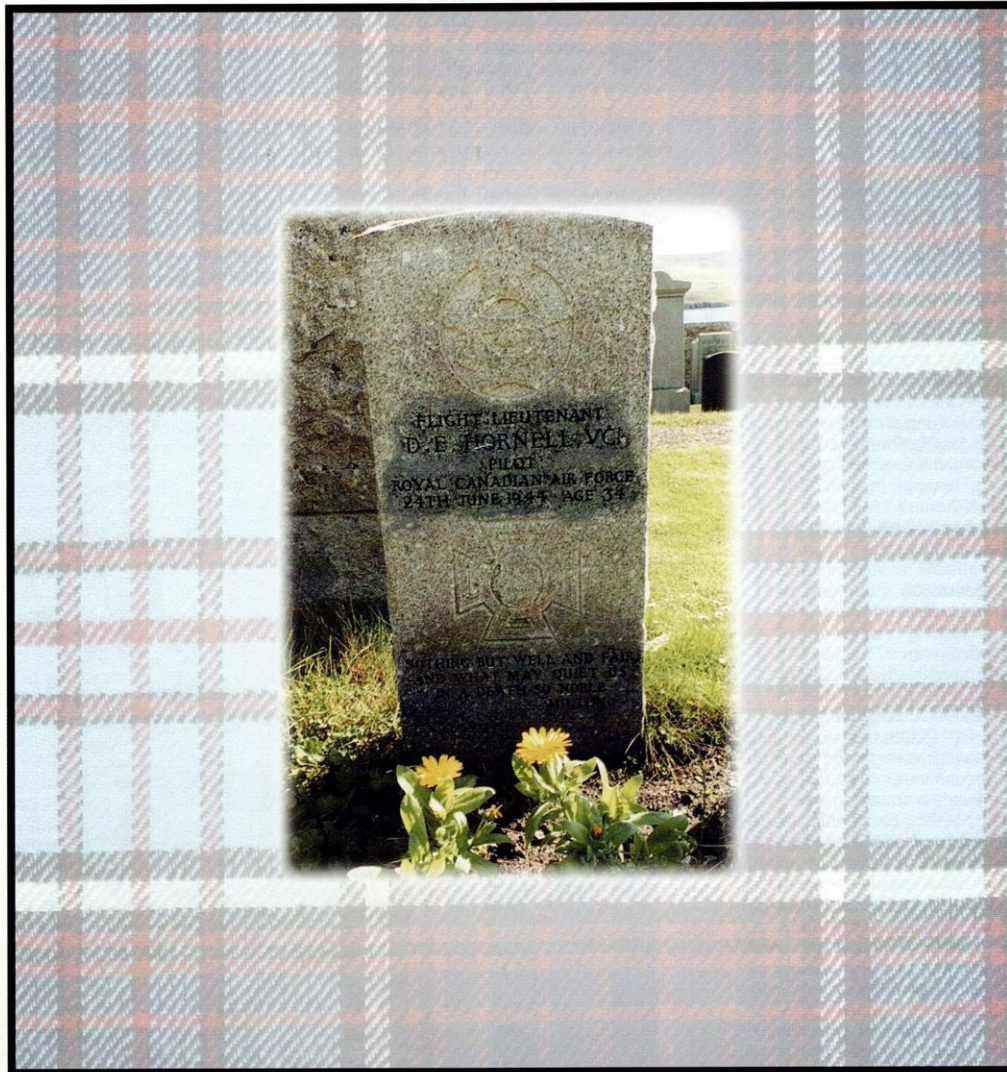


Fallen and two Angels?

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

- Joseph Howe, 31 August 1871