

WARRIOR

Summer 2015

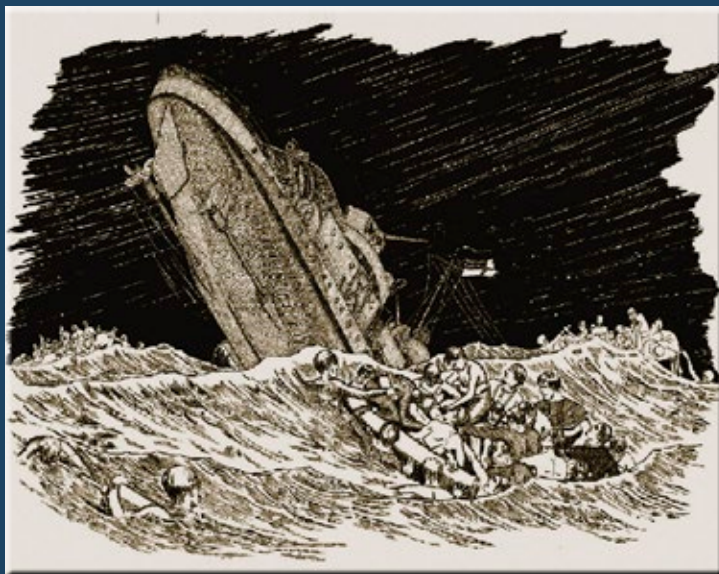


Wartime Convoy ships forming up in Bedford Basin

SHIPS AT SEA DURING WAR



HMCS SAGUENAY - wrecked stern - November 1942



HMCS OTTAWA - sinks September 1942



HMCS SKEENA



Convoy at Sea



HMCS SACKVILLE



HMCS SPIKENARD

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

Joseph Howe , 31 August 1871

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Submissions: Text submissions can be either paper, email or electronically produced - Word Perfect (preferred) or Word. ***We will format the text for you. No need to centre headings, indent paras etc.***

Graphics are best submitted electronically, they should be 300dpi and a .tif file. A jpg file at 300dpi is acceptable if no compression is used. We will attempt to use any pictures, whatever the format.

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

Shearwater Aviation Museum Foundation or

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Deadlines for receiving submissions are:

Spring	1 March
Summer	1 July
Winter	15 October

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RENEW YOUR MEMBERSHIP!

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The Battle of the Atlantic (1940–1943)

(Library and Archives Canada - in part)

Although the waters of the Atlantic witnessed many a naval battle throughout the Second World War, the longest and most important, the Battle of the Atlantic, reached its height between 1940 and 1943, pitting the Allies against the German navy and its formidable fleet of submarines, known as U-boats.

The Battle of the Atlantic's crucial struggle was to protect the convoys of merchant ships against enemy German naval forces, which tried to block their way. Most of these convoys set out from North American ports and were bound for Great-Britain.

The Battle of the Atlantic saw U-boats penetrate deep into Canadian waters: the Royal Canadian Navy was actively involved in the battle, fighting fiercely to protect its merchant navy.

However, despite all efforts, enemy forces sunk over 70 merchant vessels, claiming the lives of over 1,600 Canadian crew members. Nevertheless, the Allies are considered to have prevailed in the Battle of the Atlantic since the Germans failed to stem the flow of merchant shipping convoys bound for Great Britain, which helped provide the supplies essential to the allied victory. Be sure to visit the Canadian War Museum for more information about this Second World War battle.

The Royal Canadian Navy's contribution to this effort is well documented in the collection of Library and Archives Canada.

Since most convoys setting out from Canada departed from Halifax harbour, a large volume of records were produced by the Naval Control Service in Halifax. Documents available for consultation include the following:

Naval Control Service Officer, Halifax—Correspondence and returns re rescue ships, convoys, etc. 1941–1945

Naval Control Service Officer, Halifax—Reports of trips in convoys, etc.

Information about multiple convoys on microfilm: Convoy Reports of Proceedings (c. 1939–1945)

File produced by the Royal Canadian Navy between 1943 and 1944 — Comments on The Operation and Performance of HMC Ships, Establishment and Personnel in the Battle of the Atlantic (1943–1944)



U-Boat threat, Depth charging



12 Wing Shearwater Welcomes Col. Peter Allan

From 12 Wing Public Affairs

Major-General David Wheeler, Commander of 1 Canadian Air Division, presided over the Change of Command Parade..

“Colonel Allan is no stranger to the maritime helicopter community and is an ideal successor; Colonel Allan will continue to evolve 12 Wing and introduce the Cyclone. He has my full confidence.”

Colonel Allan is the 24th commander of 12 Wing. He comes to 12 Wing from Ottawa, Ontario, where he was appointed Executive Assistant to the Vice Chief of the Defence Staff and then, on promotion to his present rank in 2014, Air Staff Chief of Staff.

“It is a significant honour to take Command of 12 Wing,” Colonel Allan said. “This Wing is the heart and soul of maritime helicopter aviation. It is an innovator and stands on the leading edge of transition as we forge a path to a new capability.”

“I could not assemble a better team to transition to the Cyclone than is here today,” he added, “and I look forward to working together and continuing their tremendous work as we take the next step forward.”

12 Wing Shearwater is the centre of *Naval Aviation* in Canada. Home of the CH-124 Sea King helicopter, 12 Wing supports the Royal Canadian Navy with up to nine helicopter air detachments for international and domestic operations. The Wing employs more than 1,100 personnel and is slated to be the home of Canada’s new CH-148 Cyclone helicopter due to be officially accepted later this year.



FROM THE CURATOR’S DESK

By Christine Hines

Our high visit season is finally upon us and we have hit the deck running!

As you know from last issue, we reported on the pending arrival of the C45 Expediter; we have not yet received the aircraft, due to some logistical concerns, but we will advise you as soon as possible, using our website and social media networks. (We have to make room first!)

We have a temporary art installation provided by Peter J. Robichaud, a local artist with a flair for aviation, landscape and portraiture. This show is only on view until the end of August, so I truly hope you can drop in to see his remarkable work.

We are putting a huge effort into marketing and public relations work this year, and look forward to these projects being helpful in fund raising efforts being undertaken by the Shearwater Aviation Museum Foundation to assist us with a capital campaign for further expansion of the museum facility. Besides a dedicated facility for aircraft restoration work, we have to make room for a Sea King, simulators and part task trainers. Not an easy task, but certainly this year has seen a lot of great projects being undertaken by the fund raising committee. It is very exciting to see the enthusiasm of the members!

Behind the scenes, we have been working on several programs including exhibit redesign, a promotional video, and of course, lots of cataloguing of some great artefacts and memorabilia. Dave Rowe and Leeann Legace have been giving it their all on the Hurricane replica, and it has been moved out for painting and for the work on the wings to be completed. It really is an incredible project and I’m delighted with the result. We anticipate a proper unveiling in time for Battle of Britain observations. We’ll ensure you get an update on any events to celebrate the completion of this huge project.

It’s a short report this time, but check in with us on face book and our website for updates of upcoming events this summer. All the best from all of us at SAM!



John Knudsen

President's Report

Summer is off to a good start, our revitalized Fundraising Committee (FRC) is ramping up with Patti Gemmell as chair and includes other enthusiastic helpers.

The first fund raising event of the year, the SAMF Dinner/Auction was held 6 June in 12 Wing WO & Sgt's Mess. It was a success both from the number of participants, the quality of the meals, service and the money raised. Last but not least, all those who attended the gala event - without you, enjoying the dinner and bidding on the many auction items, nothing would have come of this great effort.

We have been helping SAM with funds for advertising, both at local and at various events and locations in Nova Scotia and PEI. Visitors from near and far comment on what a wonderful experience their visit has been and that they did not know the Museum even existed. We hope that will bring more interest and open doors for the FRC.

I am adding a part of the FRC report so you will get some idea of the activities:

"We are successfully underway with our Fundraising efforts. Our annual Dinner Auction made a little over \$8000. We are having a SAMF BBQ at the Museum on Saturday July 18th from noon - 4pm - this event is open to the public. Also, we are preparing to launch our newest fund raiser the 500 Club. For more details, contact Patti at the museum and she can fill you in on all of the details.(902-720-1083) The Golf Tournament is well underway. We will be at Hartlen Point again this year. The 50/50 tickets are doing well as Kay has sent out notices on them and so far the sale of the tickets is doing great!!!! The Goal for the fundraising committee is to raise approximately \$25,000.00 this year. I believe that we are well on our way. *Patti Collacutt - Gemmell*"

Although the FRC is gearing up for more fund raising activities there is still a great need for all of us to help out in any way possible, by donating and participating in various events and activities. The need for space is growing and will continue to do so. The SAM is expecting one and hoping for two Sea Kings and their relevant trainers/simulators in the future, and space is already at a premium so every little bit will help.

Note: The President's Report and photos taken at the Dinner/Auction are shown on the SAMF Website under 'NEWS'.

www.samfoundation.ca



WALL OF HONOUR

There is no doubt there are many readers of this publication who have purchased tiles which are displayed on the Wall of Honour in the Shearwater Aviation Museum.

There are also many who are unaware of the substantial financial assistance the purchase of these tiles has been and continues to be to the Shearwater Aviation Museum Foundation and consequently to our Museum.

Since the inception of this endeavour in April 1999, close to one quarter million dollars has come into our coffers which has helped make possible the Atrium in which the Wall now stands, the 'new hangar' and many other projects too numerous to mention.

We are forever grateful to the late C2AT Allan E. Moore who conceived this 'Wall of Honour'. Allan not only came up with the idea but also designed the tiles and manufactured the clips which attach each tile to the Wall. Al almost single-handedly developed it into what it has now become.

From Owen Walton

**PLEASE SUPPORT OUR
SHEARWATER AVIATION MUSEUM
FOUNDATION.**

**IF YOU ARE NOT A MEMBER,
BECOME ONE.
902-461-0062**

Catapult Aircraft Merchant Ships and Condors

Ernest Cable – Shearwater Aviation Museum Historian

The Battle of the Atlantic was the longest campaign of the Second World War in which German surface raiders (battleships and cruisers) and U-boats came perilously close to severing Britain's oceanic lifeline. After the fall of France in June 1940 and the capture of the Bay of Biscay ports at Lorient, St. Nazaire and La Rochelle the U-boats' route to the Atlantic was much shorter enabling longer sea patrols to attack Allied convoys carrying food, troops and war materials to England. The capitulation of France also allowed the Luftwaffe to occupy French airfields and it was from one of these airfields at Bordeaux-Merignac that the Germans unleashed a new threat to Britain's lifeline with the Focke-Wulf 200 Condor described by Prime Minister Winston Churchill as the "Scourge of the Atlantic". In response to the convoys' urgent need for protection against the Condors the British hurriedly developed the Catapult Aircraft Merchant (CAM) ship as a stopgap defence.

The Condor

The Condor had its genesis as a four-engine peacetime airliner, which was hurriedly converted to a bomber with dimensions roughly equivalent to the later British Lancaster bomber. The Condors were capable of reaching more than a thousand miles into the Atlantic, far beyond the range where Britain's shore-based fighters could protect the merchant convoys. The Condors began attacking Allied convoys in August 1940 and in two and a half months sank nearly 90,000 tons of Allied shipping and by the end of 1940 enemy bombers had sunk over half a million tons of shipping.



Luftwaffe Focke Wulf 200 Condor Used To Attack Convoys

As early as the summer of 1939 the German Luftwaffe realized that it lacked a long-range aircraft and turned to the Condor to fill the gap. The Luftwaffe also found that its aircrews lacked experience flying over water. A Condor air wing, I Gruppe / Kampfgeschwader 40 (I. /KG 40), was formed as a long-range unit for attacking targets in the Atlantic. Pilots with expertise in instrument flying and navigators with specialized knowledge in celestial navigation were selected for the squadron, which soon developed the discipline and charisma of an élite corps. The I. /KG 40 Condors were fitted with defensive armament and bomb racks, and auxiliary fuel tanks built into the fuselage increased the maximum range to over 2,000 miles (3,200 km). Later improvements included a lengthened ventral (belly) gondola, allowing a 20-millimeter canon to be fitted to the front section firing forward and down to silence the guns of target vessels. Also, a 7.9-millimeter machine gun

was mounted in the rear of the gondola for rearward defence. Dorsal armament consisted of a 7.9-millimeter machine gun in a forward turret with an all-round field of fire and a similar weapon in the rear. The four BMW engines developed 850 hp capable of lifting six 250 kg (551 lb.) bombs and a crew of five: pilot, co-pilot, navigator (who also served as radio-operator, bomb aimer and gunner), engineer-gunner, and rear dorsal gunner.

The Condor cruised at 180 knots and the radius of action with full bomb-load was 1,100 miles. Cooperating with the Kriegsmarine's (German navy) *Marine Gruppe West* headquarters at Lorient, the Condors took off from Bordeaux and flew out across the Bay of Biscay as far as 24 degrees West longitude (approximately 1,000 nautical miles) before turning north in a semi-circular route that took them north of Scotland en route to landing in Norway, then returning by the reverse route two days later. Later, Condors found it more profitable to head out into the Atlantic to about 25 degrees West longitude and carry out a two-hour search and return to Bordeaux rather than continue on to Norway. Their tactics paid off so well that the Condors were able to attack 43 ships in the first two months of 1941, of which 26 were sunk. In March 1941, the Luftwaffe established a new anti-shipping command under *Fliegerfuhrer Atlantik* with headquarters near the U-boat base at Lorient. Its task was to direct air operations against Allied shipping in close cooperation with C-in-C Submarine Fleet. Prior to this Condors rarely had any association with U-boats, but new Condor tactics of shadowing convoys and passing updated positions to U-boats on patrol all but guaranteed the convoys would be attacked by the ubiquitous U-boats.

Expendable Fighters

The survival of the convoys was crucial to Britain's supply line. Defensively Equipped Merchant Ships (DEMS) were introduced into the convoys with anti-aircraft guns manned by Royal Navy, Royal Marine and Army Royal Artillery gunners; this proved to be a palliative defence. The Royal Air Force (RAF) and the Admiralty agreed there was an obvious need for high performance fighters capable of intercepting Condors out to the limit of their range. The only way of achieving this was by providing fighter aircraft as an integral part of convoy escorts, which meant aircraft carriers. However, there were only a few large aircraft carriers in the Fleet and these were urgently required for naval fleet operations, not for convoy defence.

RAF air marshals and the Admiralty considered other defensive arrangements to reduce the shipping losses such as re-routing convoys to the northwest approaches to the UK where Condors from France and Norway were at the limit of their range; and routing convoys from Gibraltar farther to the west beyond the range of the Condors, but this had the disadvantage of widening the gap in shore-based fighter coverage; and greater use of signal intercepts to warn the convoys, but this ran the risk of compromising the existence of the ultra secret intelligence. The concept with the most promise was the expendable high performance

fighter mounted on a merchant ship equipped with a catapult and radar, which could accompany each convoy.

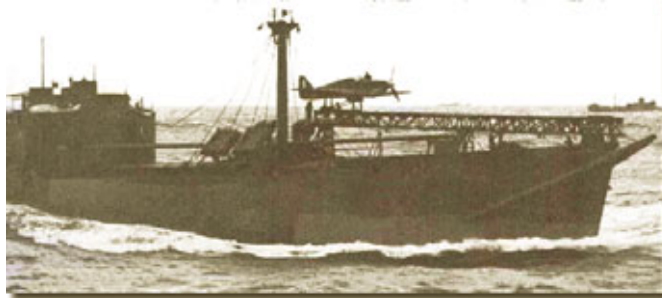
At first thought, tankers with their lengthy foredeck could easily be fitted with a catapult rail, but tankers would have difficulty turning quickly into wind and lacked the 10-12 knot speed for catapult launching. The Fleet Air Arm's Fairey Fulmar single engine, twin seat fighter (Firefly predecessor) was the most likely to be available. But the Fulmar, having only a ten-knot speed advantage over the Condor, was too slow and could only be considered as a stopgap. Further investigation revealed that modifying the Hawker Hurricane, which was being superseded by the Spitfire in RAF fighter squadrons, would likely be the ideal choice.

The catapult normally used to launch aircraft from ships was hydraulically operated, but it was too cumbersome, too sophisticated and too expensive for general use in merchant ships, while the lighter naval type could not launch the weight of a Hurricane at the velocity required. The alternative was the simple rocket catapult, propelled by banks of three-inch rockets that were readily available.

Although, the RAF wanted to pursue the expendable fighter concept the Admiralty was not enthusiastic and preferred to strengthen RAF Coastal Command fighter strength. Churchill sided with the air marshals resulting in the Admiralty ordering *HMS Pegasus*, a former seaplane carrier that was being used as a catapult training ship, to sail with the next outbound convoy on 9 December 1940, carrying two Fulmars. The Fulmars had little chance of success because of their speed limitations but it was the best that could be done at short notice.

CAM Ships

At Churchill's insistence to expedite implementation of catapulting expendable fighters from ships, the Admiralty decided on 30 December 1940 to fit out an unspecified number of merchant vessels for catapulting one or more unspecified types of aircraft. They were to be known as Catapult Aircraft Merchant ships or CAM ships. The CAM ships were to sail as an integral part of convoys; they would fly the Merchant Marine Red Ensign, and carry their usual cargo. Since they would be in the Condor danger zone, the gap between the limited range of shore-based fighters and the maximum range of the Condors, for no more than a few days at a time (once during the outbound journey and once on the return), the watch-keeping duties were unlikely to be onerous so that only one pilot would be required. But where were the vessels to come from? To withdraw merchant ships from convoys for installing catapults and radars and for training would impose an unacceptable reduction in tonnage to Britain's critically important lifeline. So, only merchant ships under construction, large enough to accommodate a 75-foot (25 meter) catapult rail mounted on the port side over the forecastle, were to be fitted. This meant a delay of several months before the CAM ships could start joining the convoys.



Hurricane mounted on CAM Ship Catapult

To provide an interim capability the Admiralty selected four peacetime banana boats, being converted to naval auxiliary vessels, to be adapted as catapult ships. The new naval auxiliaries: *Ariguami*, *Maplin*, *Patia* and *Springbank* were to become Fighter Catapult Ships. Each ship carried two expendable Fulmar fighters, one mounted in readiness on the catapult and the second stored in reserve, with the necessary gantries to hoist it into position on the catapult. As naval auxiliaries, the Fighter Catapult Ships flew the naval White Ensign and formed part of the convoy escort; they did not carry cargo. Commencing in May 1941, the Fighter Catapult Ships were employed in the Condor danger zone only, accompanying westbound convoys to the limit of the Condors' range then returning with eastbound convoys to the UK. With approximately 17 days of concentrated watch keeping and two aircraft, the Fighter Catapult Ships required three pilots. After Hurricanes were later approved for catapult launch *HMS Maplin* traded her Fulmars for two Hurricanes. While escorting a Halifax bound convoy in July 1941 one of *Maplin's* Hurricanes scored the first victory over a Condor by a catapult launched aircraft.

When the CAM ships became available it was intended to employ them between Halifax, with its superb port facilities and nearby Dartmouth air station, and the west coast ports of Britain; thus ensuring the quickest turn around while maximizing their time in the Condor danger zone. The CAM ships were assigned to the outer columns of the convoy to give them greater freedom to turn into wind before launching their aircraft. Since the CAM ships had to have a minimum distance of 85 feet (28 meters) between bow and foremast the ships selected consisted almost entirely of cargo ships of up to 9,000 tons. The cargo-carrying capacity would remain of equal importance, and the fitting of catapults was arranged to minimize interference with cargo handling. Although, CAM ships would spend only 30 days a year in the Condor danger zone, the combination of Hurricane fighter protection and retention of cargo importing capacity justified the allocation of pilots and crews. After trials of launching Hurricanes with a rocket-propelled catapult were successfully completed on land, 60 RAF Hurricane Mark Is were converted to Sea Hurricanes and assigned to the new CAM ship role. Meanwhile, orders were given to fit ships with rocket catapults and to modify the Hurricanes for catapult launch. The modified Hurricanes

soon became colloquially known as Hurricats.



Hurricane Being Mounted on Catapult – Note Wheels Still Down

Merchant Ship Fighter Unit

The Hurricanes remained under control of RAF Fighter Command, which formed No. 9 Fighter Group near Liverpool close to the Royal Navy's C-in-C Western Approaches where all convoys to and from the UK were organized. The role of 9 Group was to study the requirements for the Hurricanes, advise on tactics, and train and administer personnel. Since Liverpool would be the main embarkation port for the Hurricanes, the RAF established a new Merchant Ship Fighter Unit (MSFU) at the Liverpool civil airport at Speke on the Mersey River. The Unit's role was to provide merchant shipborne fighter aircraft for the protection of shipping against air attack. The MSFU consisted of a practice flying flight, two mobile loading parties and personnel for 35 CAM ship detachments.

Although, the Fleet Air Arm had manned the air component on the Fighter Catapult Ships it did not have the resources to provide pilots and maintenance crews for the CAM ships so this responsibility fell to the RAF. In May 1941, Fighter Command advertised for CAM ship pilot volunteers who had to be fully operational. The job description explained, "Once released, the fighter cannot return to the ship and the pilot must land (ditch) in the sea unless he is within range of land". Pilots would have to be rotated out of CAM ship detachments after two round-trip voyages to avoid the deterioration of flying skills from the lack of flying time during the detachments. There was no shortage of volunteers; at least six of the volunteers were RCAF pilots serving in the RAF. The ground detachments known as the sea crews, consisted of a fitter, a rigger (aero engine and airframe mechanics respectively), a radio operator and an armourer. The Navy did agree to provide the Fighter Direction Officers (FDOs) to direct the pilots to their targets and home them back to the convoy after engaging enemy aircraft, as well as the radar operators and the seamen-terpedo men to service the catapults.

Pilots and FDOs were cautioned not to crew up too casually, but to get to know each other in a relaxed atmosphere over a few drinks at the mess. Being thrown together in close proximity for weeks or months at a time, and depending on each other for much more than a few minutes of highly charged excitement, they needed to find a basis of compatibility.



Hurricane Mounted On Forward End Of Catapult

The training syllabus at Speke covered the armament and capabilities of the Condor so that pilots could anticipate evasive tactics likely to be used by Condor crews. In a surprise attack the Hurricane's speed gave it a decided advantage, but if the Hurricane was detected the Condor could be expected to seek cover in the clouds or on a clear day to dive down to sea level. At low level the primary tactic was to kill the pilot on the assumption that the Condor would crash into the sea before the co-pilot could take over. This meant a head-on attack, but if this was not possible a beam attack was recommended. A stern attack was to be avoided at all costs.

With the high probability of ditching or baling out into the sea, pilots received intensive instruction in sea survival. Previous experience with fighters ditching at sea had shown that the aircraft go straight to the bottom. The Hurricane with its large air scoop under the fuselage had the worst reputation; as soon as the air scoop churned into the sea the aircraft flipped over on its back. The recommended drill was to bail out of the aircraft at about 2,000 feet (1,250 meters) by inverting it and falling out, after trimming the aircraft slightly tail heavy and pointing away from the convoy and judging the bail out so as to land in the sea as close as possible ahead of one of the escort vessels. While the vessel was steaming toward him the pilot would climb into his one-man dinghy, which was attached to his parachute. If for some reason the pilot was forced to ditch, it was recommended to land on the sea, with seat straps tight and cockpit canopy open, as slowly as possible but with the

engine running to make the tail touch first.

The FDOs were trained in radar plotting and fighter control at Fighter Command Controllers' School at Stanmore and the Naval Air Station at Yeovilton. The curriculum included Fighter Command radio procedures including everything from "Bandit" to "Tally-ho". An experienced broadcaster was even brought in to teach microphone technique. Since the Hurricanes were going to be exposed to gale force winds and soaked in sea water the riggers and fitters were trained to maintain aircraft at sea with special attention to preventative and remedial measures against corrosion. (No aircraft were provided to CAM ships during January and February 1942 after it proved impossible to maintain the catapult-mounted aircraft in flying condition during the North Atlantic winter.) Naval ratings trained on catapult maintenance. On completion of training, ships' teams were dispatched to ports of embarkation, generally Liverpool or Glasgow where they assisted in reassembling their Hurricanes at dockside and lifting them by crane onto the catapult trolley.

The Catapult Launch

Whereas the hydraulic catapult launched pilots at a modest force of 2.5 G, the rocket catapult produced a much more physical 3.5 G. Upon firing, the rockets produced a deafening whoosh and a brilliant blinding flash of light requiring the area behind the rockets to be protected against fire and blast. For most pilots their first launching was a novel and slightly alarming experience. The acceleration was such that he had to force his head back against a heavily padded headrest to absorb the jerk that might otherwise injure the neck, and there was a slight impairment of vision and other faculties. To correct the Hurricane's directional swing to the left and its longitudinal instability at slow speeds, the pilot applied one-third starboard rudder and one-third flap, kept elevator and trim tabs central, and jammed his right elbow into his hip so that the hand on the stick didn't pull back as the aircraft shot forward. The Hurricane had a tendency to sink on leaving the catapult rail, but fortunately there was a 40-foot clearance to the sea beyond the ship's bow. However, because of the narrow margin between the Hurricane's air speed after departing the catapult and its stall speed, the pilot had to resist the temptation to haul back on the stick, which would have resulted in the loss of flying speed and stalling into the sea. Immediately after the initial drop the Hurricane gained sufficient speed to easily climb away.

The breakdown of responsibilities on board ship was complex. The MSFU crews signed ship's articles either as supernumerary officers or deck hands, according to rank, thereby coming under the jurisdiction of the ship's master. The chief engineer was responsible for the serviceability of the catapult, and the first mate, as Catapult Duty Officer, did the actual firing from a blast shelter or firing hut forward. When it came to the launch four men had to signify their agreement: 1. The decision to launch was made by the master. 2. The decision whether conditions were suitable for

flying was the responsibility of the pilot. 3. The approximate timing of the launch was the responsibility of the FDO. 4. The launching of the aircraft on an upward pitch of the bow was the responsibility of the Catapult Duty Officer. The CAM ship Hurricane was a one shot effort; the



Hurricane launched From Catapult

decision to launch had to be taken very carefully to ensure the threat of attack was imminent and the Hurricane was not being seduced into the air by enemy aircraft not posing an immediate threat to the convoy. Once the aircraft was catapulted it could not be recovered and masters often delayed launching until the very last minute considering the possibility the Hurricane might be more urgently required later. The senior officer of the convoy escort or the convoy commodore, with their superior overall picture of the convoy's dangers, often felt they ought to have some say in the matter; but the chain of command did not always work smoothly.

The first CAM ship, *Empire Rainbow*, sailed for Halifax on 8 June 1941, with the second CAM ship, *Empire Moon*, sailing soon afterward to the same destination. By the end of the month there were six CAM ships at sea. While in the Condor danger zone the Hurricanes were warmed up at dawn each day and pilot, in full flying clothing, stood by from dawn to dusk with the FDO on the bridge. The senior officer, pilot or FDO, was granted powers of an officer commanding a detachment and was directly responsible to master for the discipline of the detachment. Initially, misunderstandings on the status and duties created tension between the masters and the MSFU crews. But when the senior MSFU officer led a sincere effort to observe the ship's customs and orders, relationships became very cordial and affable.

RCAF Dartmouth

By 9 September 1941, three months after the sailing of the first CAM ship, 39 pilots and 164 men had been trained at Speke for ships' detachments. There had been 37 CAM ship sailings and 15 CAM ships had completed one round trip. Three of the pilots were sent to Canada to set up a pool at RCAF Station Dartmouth, NS to provide replacement pilots for the CAM ships and to flight test and ferry the Hurricanes manufactured by Canadian Car and Foundry at Fort William, ON (now Thunder Bay) that were destined for

Dartmouth as MSFU aircraft replacements. The Dartmouth pool consisted of three Hurricanes and three fully trained pilots with RCAF ground crew support.

Initially, the Hurricanes were craned off the CAM ships in Halifax harbour, loaded onto a barge, which was towed to the seaplane jetty at RCAF Station Dartmouth. Then the aircraft were lifted off and towed up the road to the RCAF hangars where they were checked, de-salted and air tested. This procedure proved tedious and cumbersome and was soon replaced by the more practical delivery of launching the Hurricanes off the CAM ships prior to entering harbour then landing at Dartmouth for servicing. Since operational launchings were infrequent these launchings also gave valuable practice to the pilots and sea crews.

Similar to the earlier tensions between MSFU crews and ships' masters, there were similar initial strains between MSFU pilots and the RCAF maintenance organization at Dartmouth. There was a shortage of Hurricane parts and equipment at Dartmouth that were in good supply in England and could have been put on the next CAM ship, but the RCAF maintainers insisted on waiting for the parts from Canadian Car and Foundry; however, all these parts were being consumed by new Hurricane production. With there being no RCAF Hurricane squadrons based at Dartmouth until the formation of 126 Squadron in July 1942 there were no locally available Hurricane spares and equipment. Eventually, RCAF headquarters in Ottawa intervened to divert some spares to Dartmouth.

Also, the high cost of living at Dartmouth was an irritant because pay in the RCAF was twice as much as the RAF. The MSFU pool personnel were being charged RCAF rates for rations and quarters and running up unaffordable mess bills. An enterprising Sergeant in Accounts finally resolved the problem by paying allowances as though MSFU personnel were transients, which made all the difference. A grievance on the Canadian side was the manner in which the exuberant MSFU pilots indulged in low flying down the streets of Halifax while air testing their Hurricanes. The deluge of complaints resulted in many restrictions, which the MSFU pilots opined precluded any sort of satisfactory air-test.

First Operation

The first MSFU operational launch from a CAM ship occurred on 1 November 1941. *Empire Foam* was one of six vessels led by the destroyer *HMS Broke*, escorting convoy HX 156 from Halifax to the UK. When the convoy was just 550 miles west of the Irish coast, well into the Condor danger zone, an unidentified aircraft was detected by radar in the afternoon. The pilot, Flying Officer Varley rushed down the companionway from the bridge to his Hurricane and the sea crew was alerted to start the engine and ready the aircraft for launch. During these preparations the radar contact, now positively identified as a Condor, continued to approach the convoy at low level; the decision was made to launch. The Catapult Duty Officer signaled all

clear to launch. Varley opened the throttle and motioned the "ready to launch" hand signal, which was followed by the shock from the catapult as the Hurricane shot forward. Varley spotted the Condor on the port beam of the convoy and turned towards it. The Condor's bomb bay doors were open as it headed for a straggler astern. Varley had scarcely positioned himself for the attack when the Condor pilot spotted him, abandoned the attack and dived for the water. Varley momentarily lost sight of the Condor as its dark camouflage merged with the sea background. After regaining contact Varley could not get close enough to open fire as the Condor turned away from the convoy and climbed for cover in the clouds. Following radar vectors from the FDO, Varley sighted the Condor briefly, stalked it for a few minutes then saw nothing more. Realizing that he was wasting time and fuel, Varley considered that he might be chasing a decoy allowing a second Condor to creep in to bomb the convoy. Varley returned to orbit the convoy, maintaining a standing patrol overhead for the next 90 minutes. While orbiting, Varley was passed two separate radar contacts five miles astern the convoy. He investigated both contacts but found nothing. The FDO on *Empire Foam* confirmed the contacts; so it would appear that Varley kept the two aircraft at a distance from which they could not attack or observe the convoy.

After nearly two hours in the air the Hurricane was reaching its limit of endurance. Varley flew around *Broke* in an anti-clockwise direction, rocked his wings to signal that he was about to bale out. After receiving an acknowledgement, he climbed to 3,000 feet (1,000 meters), slid back the cockpit canopy and with difficulty jettisoned the corroded emergency side panel. After two failed attempts to extricate himself from the cockpit and forgetting the technique of inverting the Hurricane, Varley resorted to climbing out of the cockpit and running along the wing until blown off by the slipstream. His parachute opened successfully and he inflated his lifejacket before hitting the frigid sea. The shock of the icy water anaesthetized his muscles and Varley had to struggle to disentangle himself from the parachute canopy and shroud lines, inflate his dinghy and pull himself into his dinghy. *HMS Broke* appeared in a few minutes and hoisted him in with a boat hook. They had already drawn a hot bath and threw him in clothes and all. As he sat there they fed him hot coffee laced with rum. Varley's two-hour vigil thwarted one Condor attack and likely drove off two shadowers, depriving U-boats of aerial reconnaissance at a critical time.

CAM Ships Disbanded

A total of 35 CAM ships provided a stopgap air defence for merchant convoys until escort aircraft carriers could fill the role; in a period of two years CAM ships had completed 175 voyages, averaging 3,000 miles (4,800 km) per voyage. Eight CAM ships were requisitioned from private shipping companies, two of which were sunk; and the Ministry of War Transport owned 27 CAM ships of which 10 were sunk. Once the CAM ships joined the convoys merchant ship losses from enemy aircraft were greatly reduced. There

were eight Hurricane combat launches resulting in eight German aircraft destroyed and three chased away; at a cost of one Hurricane shot down and the loss of one pilot. Each launch of a Hurricane resulted in an enemy bomber being destroyed, or driven off. The success of the CAM ships was measured by the inestimable number of merchant ships NOT sunk. Also, the mere presence of CAM ships diverted innumerable enemy aircraft away from the convoys, allowing merchant ships and CAM ships alike to deliver their invaluable cargos to UK ports.

By mid 1942, as escort aircraft carriers became available, CAM ship sailings with North Atlantic convoys were discontinued. Consequently, the MSFU pool at RCAF Dartmouth was closed in July 1942. Similarly, CAM ship convoy sailings to Murmansk, Russia ceased in September 1942 and the RAF maintenance pool in Archangel was disbanded. Catapults were removed from ten of the 26 surviving CAM ships while the remaining 16 continued to sail with the Mediterranean and Freetown convoys. By the spring of 1943 there were sufficient escort carriers in operation to give air cover to all convoys and on the 8 June 1943 the MSFU was disbanded.

We have an anniversary this summer!

From Christine Hines SAM Curator

It will be 20 years this summer since the renovations were completed and the museum opened up in the former CANEX, bldg. 13. Attached are a couple of excerpts from two CNAG newsletters (Across the Flight Deck) from 1995 that mention the lead up and opening.

“Across the Flight Deck”

Published for the Canadian Naval Air Group
Monday, Feb. 20, 1995, pg. 1

“Opening Draws Near for “Shearwater Aviation Museum”
“Official Opening of Shearwater Aviation Museum
scheduled for Aug. 4, 1995”.

“Across the Flight Deck”

Published for the Canadian Naval Air Group
November 1995, pg.6

“Window Presentation at SAM Opening”

The SAM memorial window, donated by CNAG, was dedicated at a special ceremony just prior to the official opening of the SAM on 4 August 1995. On each side are the crests of the RCN’s 4 original squadrons, donated by the CO’s who commanded them since 1945.

(Note: The memorial window is currently out for conservation work, and is planned to be reinstalled in a refreshed Victoria Cross exhibit as part of a redesign of the upper level mezzanine.)



MIKE JOHNSTON, THE COACH OF THE PITTSBURGH PENGUINS AND MADDOX RHIND NEW OWNER OF A SYDNEY CROSBY JERSEY

On 6 June 2015, the SAM Foundation held our Annual Dinner/Auction. This event was a great success and we were able to raise funds for our new building.

One of the many items we had at our Auction was a signed Sydney Crosby Jersey with a letter of authentication. The winners of this prize were Karen and Bill McHarg. As a special surprise to this event, the Coach of the Pittsburgh Penguins, Mike Johnston was available to present the jersey to the McHarg’s grandson, Maddox Rhind, at the Museum. *(Maddox is my great grandson. Kay)*

On behalf of the Shearwater Aviation Museum Foundation, we would like to thank Mike Johnston, Sydney Crosby and the Pittsburgh Penguins Organization for their generous donation.

Patti Gemmell - FR Chair

To Know It Is To Love It?

Leo Pettipas, Winnipeg

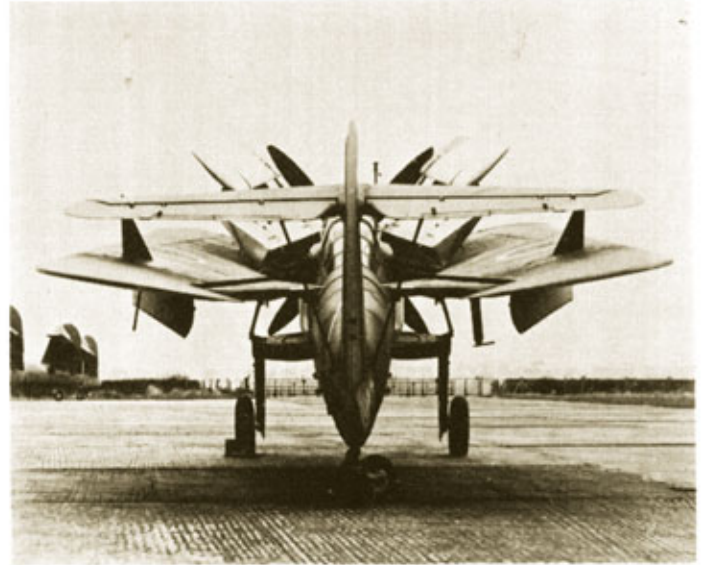
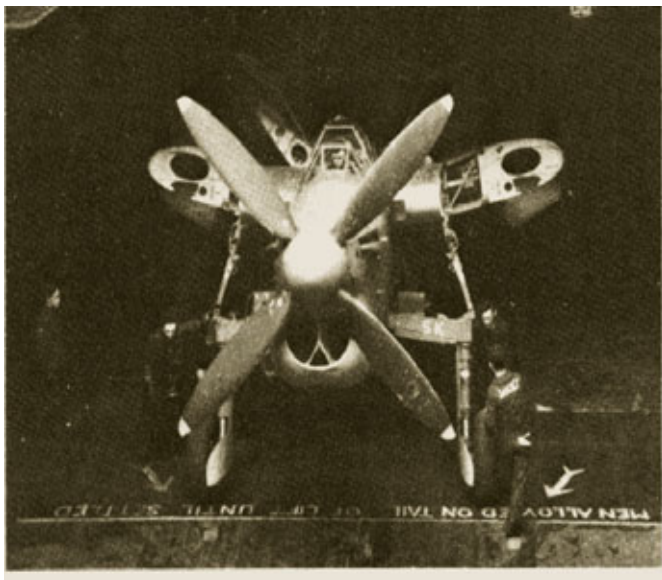
The only ex-Naval Air fellow I ever personally came across who admitted he liked the Fairey Barracuda was Windy Geale. Nor was Windy alone; in an essay he sent to me back in 2003, he quoted from a letter he had received from a Royal Navy pilot. In the letter, Windy's correspondent complained bitterly about the Grumman Avenger and testified how he wished he was back in Barracudas that you could always count on. They were a great aircraft and a most accurate dive bomber, he said.

Windy and his correspondent aside, the following ditty, sung to the tune of "*Paper Doll*," pretty well encapsulates the consensus of opinion of the Barracuda:

*I want to fly a Barracuda that's all my own
A plane the RAF will never steal
Then all those whiskered PO Prunes
With their Mossies and Typhoons
Will have to fly in aircraft that are real.*

*As through the evening sky we slowly stagger
A-waiting for the next poor chap to die
I'd rather have a Barracuda I can call my own
Than have an aircraft that can really fly.*

Anecdote: An American officer stood looking at a Barracuda parked on the tarmac with its wings folded. To his British companion standing next to him he said: "That, sir, is a magnificent flying machine. But it will never replace the airplane."



The Fairey Barracuda – a thing of beauty? Credit: Imperial War Museum.

AM/E Marlin Field (on top of engine), AM/A George Lord (top of the ladder), and AM/A William Beattie at work on a Barracuda II, RNAS Rattray, Scotland,



home of of the first Canadian-manned Fleet Air Arm torpedo-bomber reconnaissance squadron, August 1945. DND photo.

Dartmouth's No.1 Squadron in the Battle of Britain

Ernie Cable, SAM Historian

The year, 2015, marks the 75th anniversary of the epic Battle of Britain, which lasted from 10 July to 31 October 1940. The Battle of Britain is commemorated annually on the Sunday closest to 15 September, the date on which the "few" pilots of the Royal Air Force (RAF) are considered to have gained the upper hand over the vastly larger German Luftwaffe (air force) resulting in Hitler, the German Fuhrer, indefinitely postponing the invasion of Britain. The "few" as dubbed by Prime Minister Churchill comprised 2,353 pilots and aircrew from Great Britain and 574 from overseas, including, Poles, New Zealanders, Canadians, Czechs, Australians, Belgians, South Africans, French, Irish, Americans as well as a Jamaican, a Southern Rhodesian and a flyer from the Palestinian Protectorate.

Five hundred and forty-four lost their lives.

More than 100 Canadians are deemed to have participated in the Battle of Britain, and 23 lost their lives. The Royal Canadian Air Force's (RCAF) No.1 Squadron was the only Canadian squadron to fight in the Battle; No.1 Squadron's pilots were from both a regular force unit and an auxiliary unit and became operational in England on 17 August 1940. It was known as "Canadian" No.1 Squadron to distinguish it from the RAF's No. 1 Squadron.

Canadians also fought in the RAF's No. 242 "All-Canadian" Squadron, which was heavily, although not exclusively, Canadian. RAF Squadron Leader (S/L) Douglas Bader led the squadron during the Battle of Britain. (S/L Bader has gone down in Air Force history for losing both legs in a flying accident in 1931; he successfully re-enrolled in the RAF at the outbreak of hostilities and served until 1946 – including being shot down, taken as a prisoner of war and even escaping from captivity once.)

The Shearwater Aviation Museum recently unveiled an exhibit portraying the history of one of the base's more notable Second World War squadrons. Shearwater, or RCAF Station Dartmouth as it was then called, was Canada's largest air station in Eastern Canada and the home of numerous anti-submarine/convoy escort squadrons. Less well known is that Dartmouth was also the home of the RCAF's No.1 (Fighter) Squadron that was hurriedly dispatched to England and thrust into the Battle of Britain. Although more than 80 Canadians flew with RAF squadrons, the RCAF's No. 1 Squadron was the only Canadian squadron to fight in the epic air battle that saved Britain from invasion, and changed the direction of the Second World War.

The museum's No.1 Squadron exhibit consists of a centre display panel, extending the full height of the hangar wall,

flanked by two smaller panels, which highlight some of the events in No.1 Squadron's history and its involvement in the Battle of Britain. Dartmouth's No.111 Micmac Wing of the Royal Canadian Air Force Association assumed half the museum's costs of mounting the No.1 Squadron/Battle of Britain exhibit.

The origin of No. 1 Squadron dates back to 1 April 1930 when Canada's first Fighter Flight was formed at Camp Borden with obsolescent Siskin biplane fighters. Fighter Flight was officially re-formed as No.1 (Fighter) squadron at Trenton, ON. on 21 September 1937. The squadron moved to Calgary, AB in August 1938 and was re-equipped with the RCAF's first front-line aircraft, the Hawker Hurricane in February 1939. The Hurricanes had been shipped from England to Vancouver where they were uncrated, reassembled, test flown, and then ferried to the squadron's base at Calgary.

On 10 September 1939, the day Canada declared war against Germany, No.1 Squadron was mobilized at St. Hubert, QC and on 5 November it moved to its war station at Dartmouth, NS with the first seven Hurricanes (Serial nos. 311, 315, 316, 324, 327, 328 and 329). These aircraft arrived at RCAF Dartmouth on 6 November 1939 and were the very first aircraft to land on the station's newly constructed runways. (Prior to 6 Nov., RCAF Dartmouth was a seaplane station only.) The squadron's prime duty was to protect Halifax's strategic harbour from air attack. The squadron's first mission was flown on 20 November 1939 with Flying Officer (F/O) Reyno (promoted to Air Marshal in 1966) in Hurricane 324 flying a naval cooperation sortie (diving practice on naval vessels) in Bedford Basin. The last mission flown in Canada was on 24 April 1940 when two Hurricanes conducted a reconnaissance mission within a 50-mile radius from Dartmouth in search of enemy shipping outside of Halifax harbour.

Battle of Britain

Starting on 3 September 1939, the official beginning of the Second World War, Nazi Germany's Wehrmacht (army) and Luftwaffe quickly conquered Poland, Denmark, Norway, Holland, Belgium and France. With the RAF being overwhelmed in the skies over Europe and the British Expeditionary Force's miraculous escape from French beaches at Dunkirk in late May 1940, the Nazi sweep of continental Europe was complete. To achieve the last remaining objective the Nazi's planned to launch Operation Sea-Lion, a mammoth cross channel invasion of Britain, scheduled for mid-September. But, for Sea-Lion to succeed the Luftwaffe had to win air superiority over the English Channel and Britain by defeating the RAF; a feat the Luftwaffe was convinced could be achieved in a few days. Against a fleet of 3,358 German fighters and bombers the RAF could muster only 666 fighters to defend Britain. Starting 10 July 1940, waves of hundreds of Luftwaffe bombers, protected by fighters, made repeated attacks daily on Britain. The mass

formations of bombers continued to attack until 15 September, considered to be the height of the air battle where the RAF claimed 185 German aircraft shot down at a cost 56 fighters. September 15 was the last day the Germans sent massive waves of bombers to attack Britain; the Luftwaffe had already lost close to 1,700 aircraft and could no longer sustain such heavy losses. It was also the last RAF classic intercept of a Luftwaffe raid against England. On 17 September 1940, German Admiral Raeder conceded, "The enemy air force is by no means defeated. On the contrary it shows increasing activity." Without air superiority Operation Sea-Lion had to be postponed indefinitely and Britain survived as the last bastion of freedom in Europe.

RCAF No. 1 Squadron

With continental Europe having been overrun by Nazi Germany's "Blitzkrieg", Britain's survival was severely threatened. To re-enforce the RAF, which had suffered heavy losses in the battle for France, No. 1 Squadron was brought up to its established strength by absorbing No.115 (Auxiliary) Squadron from Montreal before sailing to Britain on the *Duchess of Atholl* in June 1940. While No. 1 Squadron's Hurricanes were en route across the Atlantic, the RAF learned that the squadron's aircraft lacked armour plating and the latest propellers. These early versions of the RCAF's Hurricanes would be quickly overpowered by the Luftwaffe's superior Messerschmitt Bf 109 fighters. Therefore, the squadron was re-equipped with the latest British Mark 1 Hurricane with a more powerful Merlin III engine and a three-bladed propeller. The pilots trained at an RAF Operational Training Unit to learn the flying capabilities of their new Hurricanes and the lessons learned from the air fighting over France.

On 18 August 1940, No. 1 Squadron was thrown into one of history's most decisive air battles, the Battle of Britain. However, it was not until 26 August that No. 1 Squadron had its first encounter with Luftwaffe aircraft. Ten Hurricanes from RAF Station Northolt, flying from the forward operating station at North Weald for the day, were scrambled to intercept a Luftwaffe bomber force of 25-30 Dornier bombers. Flight lieutenant (F/L) G.R. McGregor and Flying Officer (F/O) T.B. Little each shot down one aircraft. The squadron was credited with two Dorniers destroyed and two damaged. One Hurricane was destroyed and two were damaged; one pilot was killed in action (F/O R.L. Edwards) and two were wounded (not seriously). No. 1 Squadron was the first RCAF squadron to engage the enemy, to score victories, to suffer casualties, and to win gallantry awards.

Similar to the RAF squadrons in the Battle of Britain, No. 1 Squadron had its "finest hour" on 15 September 1940. Eleven of the squadron's Hurricanes swooped down on a Luftwaffe formation of 20 Heinkel bombers and cut them to ribbons. F/O P. Lockman was shot down but belly landed his Hurricane beside one of the crashed Heinkels and personally escorted the crew from the aircraft; one of

the few fighter pilots ever to take a prisoner. After victory in the Battle of Britain, Prime Minister Winston Churchill declared, "Never in the field of human conflict was so much owed by so many to so few." Some of the "FEW" were from Canada's No. 1 (Fighter) Squadron.

No. 1 Squadron's existence came to an end on 31 March 1941 when it was renumbered No. 401 Squadron as part of the RCAF's overseas reorganization. During the nine months No. 1 Squadron served in England, including the Battle of Britain, it flew 1,694 sorties accumulating 1,569 operational hours and 1,201 non-operational hours. The squadron was credited with 30 enemy aircraft destroyed (28 ½ in the Battle of Britain), 8 probably destroyed and 34 damaged. Operationally, the squadron lost 15 Hurricanes, 13 pilots of whom three were killed and ten wounded or injured; two personnel were killed in non-operational (training) accidents. Three members of the RCAF's No. 1 Squadron received the Distinguished Flying Cross for their efforts during the Battle of Britain: the commanding officer, S/L Ernie McNab; his second-in-command, F/L Gordon Roy McGregor; and F/O "Dal" Russel.



Pilots scramble to Hurricane in Dartmouth Revetment



First RCAF Hurricane Casualty During Battle of Britain



No. 1 Sqn Pilots Scramble to their Hurricanes During Battle of Britain

The Royal Canadian Navy and the Battle of the Atlantic, 1939-1945

Dispatches: Backgrounders in Canadian Military History
Dr. Roger Sarty

The Battle of the Atlantic was the longest campaign of the Second World War and the most important. Canada was a major participant: this country's enormous effort in the struggle was crucial to Allied victory. While the ships and personnel of the Royal Canadian Navy (RCN) operated across the globe during the war, they are best remembered for their deeds during the Battle of the Atlantic.

At stake was the survival of Great Britain and the liberation of western Europe from German occupation. Britain could be saved from starvation, and strengthened into the launching pad for the liberation of Europe, only by the delivery of supplies, troops, and equipment from Canada and the United States. Everything had to be carried in vulnerable merchant ships that faced a gauntlet of enemy naval forces. The friendly territory closest to Great Britain, Canada's east coast and Newfoundland (which had not yet joined confederation) were in the front line of the Battle of the Atlantic. Canada's navy and merchant marine, augmented by seamen from Newfoundland, played leading parts in the battle throughout the war.

When Britain declared war on Germany on 3 September 1939, the German navy, which had pre-positioned U-boats (submarines) and powerful surface warships in the Atlantic, began to attack British merchant ships. Halifax, the Atlantic base of Canada's tiny navy, immediately became an indispensable Allied port from which to fight the Battle of the Atlantic. During the First World War, 1914 to 1918, the British had sent a strong force to Halifax for protection of Atlantic shipping, and in 1939 the same thing happened. Britain-bound merchant ships of many nationalities also came to Halifax, where Bedford Basin provided a magnificent secure anchorage in which ships could be organized into convoys which then set out under the protection of Allied warships. The convoy system had proven its worth during the First World War. HX-1, the first of the hundreds of convoys that would cross the Atlantic during the Second World War, sailed from Halifax on 16 September 1939.

Canada's navy in September 1939 included only 3500 personnel, both regular force and reserve, and six ocean-going warships, the 'River' class destroyers His Majesty's Canadian Ships (HMCS) Fraser, Ottawa, Restigouche, Saguenay, St Laurent, and Skeena. A seventh 'River,' HMCS Assiniboine joined the fleet in October. All these ships were British built, Saguenay and Skeena according to special Canadian specifications. Destroyers were among the smallest full-fledged, ocean-going warships, but the 'River' class were thoroughly modern — fast and powerfully armed. In the early months

of the war, the Canadian destroyers escorted the convoys, and also large Allied warships, within Canadian coastal waters.

Both British and Canadian authorities believed in 1939 that Canada's navy could expand on only a modest scale, and mainly for operations along the North American seaboard. In early 1940, the government placed orders for the construction of 92 small warships: 64 'corvettes', depth-charge-armed anti-submarine escorts, and 28 'Bangor' class minesweepers. These rather slow and simple vessels were all Canada's limited shipbuilding industry could produce, but they were adequate to patrol the entrance to ports and along coastal routes, where enemy submarines could most readily find ships to attack.

The German offensives in the spring of 1940 that conquered most of western Europe, and Italy's entry into the war at Germany's side in June of that year, transformed the war, not least at sea. From bases in France and Norway, right on Britain's doorstep, the German submarine fleet, augmented by submarines from Italy, Germany's Axis partner, launched devastating attacks against the overseas shipping on which Britain now wholly depended for survival. Canada rushed four of the 'River' class destroyers to British waters, and these protected convoys off the western shores of the British Isles against intense attacks by enemy submarines and aircraft.

Meanwhile, in the fall of 1940 the Canadian government embarked on full-scale naval expansion, laying down additional corvettes and Bangors as soon as the first ones were launched. Canada also began to produce merchant ships. The Royal Canadian Navy further assisted the short-handed Royal Navy by taking over seven of the fifty First World War-era destroyers the still-neutral United States made available to Britain. Canada, although its coasts were now almost unprotected, dispatched the four best of these old destroyers to British waters, together with the first ten corvettes to come from Canadian shipyards. It soon became clear that the old American ships and the new, only partly equipped, corvettes, crewed by former merchant seamen who had had only basic naval training and raw recruits, would need considerable work and time to become fully effective.

There was no time! By 1941, the Germans, encountering stronger defences in British waters, developed highly successful techniques for intercepting convoys at mid-ocean, where they were weakly escorted, if at all, and far from help. Air cover did not extend across the Atlantic, and the mid-ocean area beyond range of patrolling Allied aircraft became a killing ground for the U-boats. The submarines patrolled in long lines and, when one sighted a convoy, shadowed it, summoning the other submarines. They then attacked in a group — a 'wolfpack' — at night and on the surface, when their low profiles were nearly invisible to the escorting warships. The U-boats were much faster on the surface than underwater, and they were therefore

able to move rapidly through a convoy, making multiple attacks, sometimes sinking with torpedoes three and four ships apiece.

In response to Britain's call for help, Canada, starting in May 1941, took the lead in building a new naval base at St John's, Newfoundland, and in supplying most of the warships that escorted convoys across the 3000 kilometres of ocean between Newfoundland and the British Isles. All of the Canadian warships that had been operating in British waters came to Newfoundland and, as additional corvettes were completed at Canadian shipyards, these, with incomplete equipment and virtually untrained crews, launched into the harrowing transatlantic escort mission. Small ships designed for calm coastal waters, with some crews unqualified even for that duty, had to face massed enemy attacks in some of the most stormy open ocean waters in the world.

The great demands on Canadian east coast ports increased rapidly. Growing numbers of ships flowed into the convoy system, and many of these were old vessels in need of constant repair and special services. These vessels had to be attended to even though Halifax, Sydney (since 1940 a major convoy port as busy as Halifax), Saint John, Pictou, and other smaller centres were already swamped with repair work for merchant vessels and warships that had been damaged by the enemy or by the heavy seas. All the while the Halifax base had the additional responsibility of equipping and crewing the scores of new Bangers and corvettes that arrived from builders along the St. Lawrence and on the Great Lakes. The old, cramped Royal Navy dockyard mushroomed with temporary buildings, and the navy took over adjacent army and municipal properties, which almost instantly became overcrowded as well.

At the end of 1941, senior officers warned that men and ships were being tested beyond their limits, with too little and inadequate equipment, insufficient training, and too little time to recover from the horrors they frequently witnessed as ships were blown apart and survivors froze to death within minutes in the frigid north Atlantic. Yet, the exhausted naval seamen and their little warships got no respite – only increased pressure. After the United States entered the war against the Axis powers following the Japanese attack on Pearl Harbor on 7 December 1941, the German navy initiated a major submarine offensive against the North American coast. As part of this offensive, early in January 1942, eight U-boats came in close to the shores of southern Newfoundland and Nova Scotia, torpedoing ships within a few kilometres of land. The quick, effective response of the RCN in organizing most coastal shipping into local convoys soon persuaded the Germans to concentrate against the less well defended US coast. Nevertheless, there were U-boats on station in Canadian and Newfoundland waters through much of 1942; these stayed hidden, dodged the Canadian defences, and sought targets of opportunity. They destroyed over 70 vessels,

including 21 in the Gulf of St Lawrence, where deep, turbulent waters helped the submarines to escape detection.

The burden on the Canadian fleet became nearly unbearable. Because the United States, the source of much of the supplies for Britain, was now in the war, in the summer of 1942 the HX convoys shifted to New York. The United States Navy, however, was not yet in a position to defend these convoys, so Halifax-based Canadian warships shepherded them between New York and Newfoundland, and then brought westbound convoys from Newfoundland to New York. These tasks were in addition to the comprehensive network of coastal convoys between Canadian and northern US ports. At the same time, Canadian escort vessels still formed a major part of the mid-ocean force that took convoys between Newfoundland and British waters and, during the summer and autumn of 1942, these corvettes and destroyers faced a new German 'wolfpack' offensive that was stronger still than the assault in 1941.

Early in 1943, Britain withdrew Canada's battered mid-ocean escort groups to British waters to free up crack British submarine-hunting 'support' groups to smash the wolfpacks. The RCN needed to upgrade its escort fleet with new detection and weapons technology, something the British had already done with most of their escorts. In fact, the Canadian groups had little chance for rest in British waters since they became heavily engaged on the United Kingdom-Gibraltar convoy run, before returning to the north Atlantic battle. This all-out British effort, with Canadian support, succeeded, and Admiral Karl Dönitz the German commander-in-chief of the U-boat fleet, pulled his forces out of the central north Atlantic in May 1943. Although this was a decisive turn in the war, the Germans still had over 200 U-boats available, and soon they were using new equipment and tactics to challenge Allied defences. The Allies, meanwhile, recognized Canada's large and expanding contribution to the war at sea by making Canadian and Newfoundland waters a distinct theatre of operations under Canadian command. In place of the previous command exercised by an American admiral based in Newfoundland, Rear-Admiral L.W. Murray established the Canadian Northwest Atlantic headquarters at Halifax on 30 April 1943.

All of the warships and merchant ships Canada could produce were urgently needed to transport supplies to Britain for the final buildup of Allied forces for the invasion of Normandy, the beginning of the liberation of France and northwest Europe. As a testament to its much-improved effectiveness based on new equipment and ships (anti-submarine frigates, true ocean-keeping vessels based on the corvettes but considerably larger, joined the fleet in increasing numbers), during the first half of 1944 the RCN took over full responsibility for escorting north Atlantic convoys to Britain. The navy also sent large numbers of its best escorts, including the venerable 'River'

class destroyers, into the English Channel to support the invasion, which took place on 6 June 1944. Over 100 RCN ships ranging from large destroyers to troop transports participated in the Normandy landings.

Although the U-boats had little success against the invasion fleet, they were able with new 'snorkel' breathing tubes, enabling the submarines to 'breathe' and cruise under water for weeks at a time, to press their offensive in the coastal waters of Britain and Canada right to the end of the war. Thus, the Canadian fleet was continuously and heavily engaged in Canadian and Newfoundland home waters, as well as in protecting the by-then enormous transatlantic convoys that fed supplies to the Allied armies in Europe. This was an essential military contribution to the Allied cause. Moreover, the navy maintained its commitments in British and European coastal waters and also escorted convoys to the Soviet Union along the treacherous and unforgiving Arctic route.

Despite the turn of the tide, the German submarine fleet continued to strike effectively. Indeed, during 1944 and 1945, the Canadian fleet took its heaviest losses in action against submarines using sophisticated evasion tactics and armed with powerful new types of torpedoes. Among the ships destroyed by snorkel-equipped U-boats were the corvette HMCS Shawinigan, which was lost with no survivors among its crew of 91, close off Port Aux Basques, Newfoundland on the night of 24 November 1944, the Bangor minesweeper HMCS Clayquot, in the near approaches to Halifax on Christmas Eve 1944, and HMCS Esquimalt another Bangor lost off Halifax, on 16 April 1945, only three weeks before Germany surrendered. Both Bangors sank with heavy loss of life, many of the sailors falling victim to the lethally cold waters off Nova Scotia.

By the last months of the war the RCN had grown to a strength of over 95,000 personnel, 6,000 of them members of the Women's Royal Canadian Naval Service, and the fleet committed to the Battle of the Atlantic included some 270 ocean escort warships. Canada possessed the third-largest navy in the world after the fleets of the United States and Britain. The most important measure of its success was the safe passage during the war of over 25,000 merchant ships under Canadian escort. These cargo vessels delivered nearly 165 million tons of supplies to Britain and to the Allied forces that liberated Europe. In the course of these operations the RCN sank, or shared in the destruction, of 31 enemy submarines. For its part, the RCN lost 14 warships to U-boat attacks and another eight ships to collisions and other accidents in the north Atlantic. Most of the 2000 members of the Royal Canadian Navy who lost their lives died in combat in the Atlantic. Proportionally, Canadian merchant seamen suffered much more heavily, losing one in ten killed among the 12,000 who served in Canadian and Allied merchant vessels.

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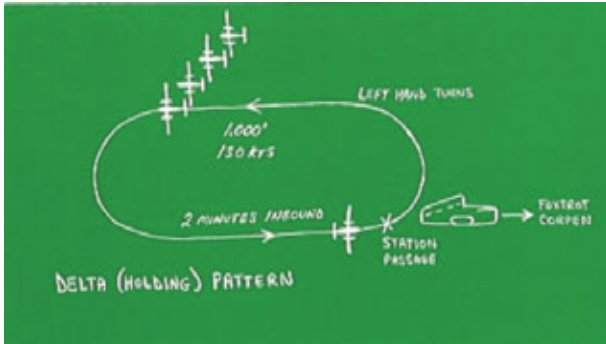
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***In the SAM Library, there is
an extremely good book
telling the story of
Convoy's etc during WWII -***

“THE CRUEL SEA”

***by
Nicholas Monsarrat***



IN THE DELTA

ADAMSKI, Stan

CAVAN, Len

DIXON, Ronald Frederick

GALAUGHER, Dennis

HAWTHORNE, Allan

HEARNS, Norma Diane

JOHNSTON, Sheila Margaret 'Mickey' (Eldon)

KIESER, Marie (Ted)

LAWTON, Robert

MACLEAN, Owen 'Bud'

MALONEY, Gerald James 'Jerry'

MAYHEW, Milton Matthew 'Butch'

McDERMOTT, William 'Bill'

PERCY, Arthur

RIOUX, Andy

SHELLNUTT, Ernest George 'Ernie'

TUCK, Larry

TURNER, Thomas 'Pinky'

Canadian Member of Parliament, Peter Stoffer Knighted by the Netherlands



Peter Stoffer, MP
(Sackville-Eastern Shore)

recently received the Dutch honour Knight in the Order of Orange-Nassau. The prestigious decoration is bestowed by the King of the Netherlands on persons who have rendered outstanding service to society.

Peter Stoffer was born in Heerlen, Limburg on January 6, 1956 and emigrated to Canada with his family as a young child that same year. Following a successful career in the airline industry, Peter ran and was elected to the House of Commons in 1997 and has been re-elected in the subsequent five national elections.

Having grown up in the shadow of WWII and the knowledge of the role that Canadian service men and women played in the liberation of the Netherlands in 1945, Peter has become a leading advocate on behalf of Canada's veterans, their well-being, recognition and respect.

Over the years, as a great promoter of the Dutch and Canadian cultures, Peter initiated a Canada-Netherlands Parliamentary Friendship Group; introduced an Act respecting the friendship between Canada and the Netherlands (Maple Leaf & Tulip Private Members Bill) and helped to establish a permanent memorial to Canadian veterans of the Dutch liberation at the Canadian Museum of Immigration at Pier 21 - located on the Halifax waterfront.

The award was announced as Canada and its Second World War allies celebrated the 70th anniversary of the Victory in Europe, adding further significance to the honour.

As an advocate of everything Dutch, Peter has been involved in the liberation festivities and initiatives such as King's Day and Sinterklaas. Working with trade missions, activities with the Embassy, or informing other members of the House of Commons, Peter works to strengthen the connection between Canada and the Netherlands.

"This is an incredible honour given to a noble and humble man," said NDP Leader Tom Mulcair. "Peter is really proud of his Dutch roots. He is a respected parliamentarian who has committed his life to defending veterans and their families. He has mentored an entire generation of New Democrats to get involved into politics by showing that when you care, you can move mountains."

The Order of Orange-Nassau bears the hyphenated name used by the Royal Family of the Netherlands since the sixteenth century. Decorations can be bestowed on Dutch citizens and foreign nationals living anywhere in the world.

(Taken from "The Beacon" in Eastern Passage)

THE GREAT ESCAPE - A Canadian Story by Ted Barris.

From Mr Barris' book jacket: "On the night of 14 March 1944, eighty Commonwealth airmen crawled through a 400 foot long tunnel, code named "Harry" and most slipped into the darkness of a pine forest beyond the wire of Stalag Luft III, a German prisoner-of-war compound near Sagan Poland. The event became known as the Great Escape. The breakout, more than a year in the making, involved about 1,000 POWs and a battle of wits inconceivable for its time. Within days of the escape, however, all but three escapees were recaptured; subsequently, Adolf Hitler ordered fifty of them murdered, cremated and buried in a remote corner of the same prison compound."



LT.-COMM. R. E. BARTLETT

One of our own pilots Richard Edward 'Dickie' Bartlett was shot down 12/13 June 1940 flying from the Ark Royal during a dive bombing attack on Scharnhorst and Gneisenau at Trondheim Norway. He was a key player at Stalag Luft III.

Continued from Mr. Barris' book: "Since the earliest escape committee days at Barth in 1940, pilot Dick Bartlett had carried his exercise medicine ball with him everywhere. Seemingly the kriegies' physical fitness director, the Canadian Fleet Air Arm Sub Lieutenant was still guarding the hidden wireless radio in that ball."

"Many kriegies knew X Organization had the wireless set, nicknamed "the canary," and that it could receive the evening BBC broadcasts offering the latest world news. Once the canary had been successfully smuggled into the North Compound via that medicine ball, Bartlett and two other officers assumed the responsibilities of its round-the-clock protection. RAF Officer Nellie Ellan operated the radio itself. A second officer recorded the BBC broadcast content in shorthand; the contents were later read aloud in each compound barracks. What most kriegies did not know, however, was that relaying the BBC news was a secondary function of the radio. Once the three custodians of the canary had transcribed the BBC news, Bartlett changed the radio coils to receive signals from the British Air Ministry. These encrypted messages contained intelligence for X Organization. When the canary went silent after each broadcast and intelligence message, it was up to Bartlett to hide it in a most unlikely location - under a latrine toilet in Hut 101. Bartlett and his two companions practiced the emergency response - if the Germans suddenly descended on the wireless hiding place. If the canary's capture was imminent, Bartlett could destroy its coils, eat any written messages, conceal the wireless under the toilet and be innocently sitting on the toilet in half a minute or less."

From the Editor: There you have it. To read this very exciting book, I do know they have a copy in the library at the Shearwater Aviation Museum. Perhaps they may have one in a library or book store near you.

Tidbit from the Editor:

Just to give you a smile...

Here we are into the summer. Our Winter months of Feb - April were unbelievable. Snow storm after snow storm. Whew. Everyone had their problems but none quite as bad as Autoport. In case you've never heard of Autoport, it is where huge ships come in and drop off new cars. This place is situated where Clarence Park and Fairey Aviation used to be.

During these stormy months hundreds of cars were frozen to the ground yet the ships kept coming. Where were they going to put all these cars? Guess where? You got it! Autoport was/is using the long runway (16/34) to park their cars there. I can see the runway from my apartment deck - quite interesting.

And on 21 June 2015? There were lots of cars parked on 16/34 and lots of people running around. It's **Play On! ... part of the Official Canadian Street Hockey Tournament.**

Anyone else wanting to use 16/34 shouldn't have too hard a time getting it, I'm certain. What about security you ask? Tsk tsk - don't worry about that, a new security fence has been built nearer to the hangars. Now 16/34 is secure between two fences. (Tongue in cheek.)

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Guidelines for designing your “Wall of Honour” Tile.

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The options are:

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

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

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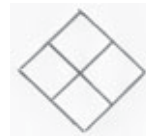
\$300

Option B & C



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Option D



\$600

Wall Tiles may be purchased through monthly installments.

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(Wall Tiles (continued))

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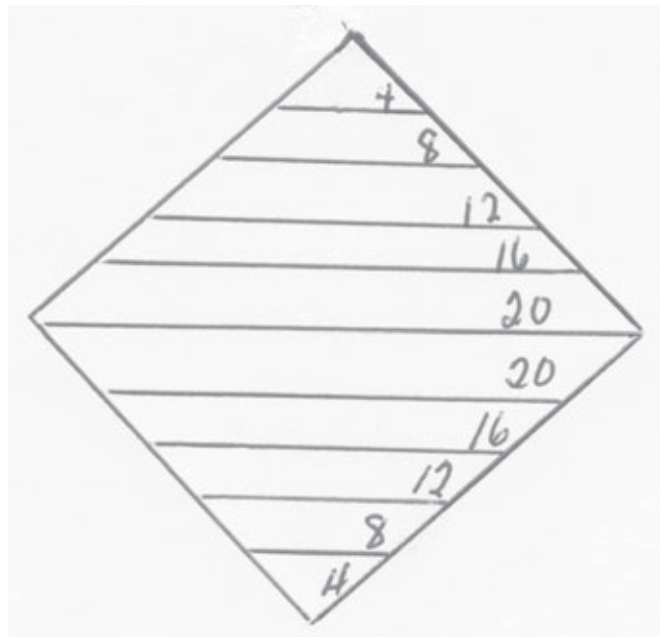
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A Beer-soaked Billiard Room

Bill Cody

My former 879 Squadron disembarked from HMS Attacker at Belfast in November of 1945 and was based in RNAS Nutts Corner awaiting further orders. My first encounter in the Wardroom was with a bunch of Canadians "swimming" in a beer soaked billiard room and a slightly inebriated officer smiling at me. I thought to myself, "Is this guy Kinky?" as I didn't know or recognize him. Mystery solved when he introduced himself as Bill Munro. How did that resolve the matter, you ask? Well, he had been an Instructor at RCAF Aylmer, Ontario where I had trained, and when I saw him at Nutts Corner, he was in Naval uniform which created a recognition problem.

The other development concerning the Canadian group and ourselves was that 879 Seafire III Squadron was expecting to re-equip with the Seafire XVs but the Canadians got them instead. We ourselves converted to Seafire XVIs in mid-November, but the squadron was disbanded less than two months later in early January 1946.

I heard that one Tom Boyle was taxiing from dispersal, crossing the main road that cut through the aerodrome. He noticed a convertible sports car with a couple of cute dollies on board stopped at the crossing. Tom undid his oxygen mask and bowed graciously toward the girls, and plunked plane into a ditch by the crossing. The distracting power of the fair sex.



Official crest of Royal Naval Air Squadron 879, comprising a falcon perched atop a castle portcullis.

When Christmas time was getting close, it was announced that the Ferry Service would not be able to handle all those wishing to go to England, Scotland or Wales. Consequently, there would be nil Christmas leave for most of us. How did the "Authorities" decide who could go? At 879 the decision was taken to draw for two pilots to fly a Seafire to anywhere on the "Mainland." I was one of the fortunate two. My destination was London, so I decided to fly to Henstridge where I had done my Seafire OTU. Upon arrival, I saw one of my former Instructors who greeted me with, "Christ Cody are you still alive?" Nice guy that Johnny Oxon.

Incidentally, the CO of the OTU was David Wilkinson who also became the first CO of the Canadian-manned 803 Squadron

June 1945. He was the son of a former mayor of London, and the pilot who inadvertently air-lifted a ground crewman ("erk") clinging to his tail and did a circuit when he realized he had a problem. Why was an erk clinging to his tail, you ask? Well, when an engine was running up, it was routine for a ground crewman to grab hold of the tail. His weight would keep the aft end of the aircraft down. The erk in this case had assumed that the run-up was still in progress, but the pilot was already starting to take off!! The poor airman survived OK.



A Seafire III. Credit: Via Tony Stachiw



A Seafire XV. Credit: Via Tony Stachiw

One of the Henstridge OTU Instructors was Jim Kirk whom I met again in Montreal ca. 1948/49 when I arrived as an immigrant and worked in the Bank of Montreal. Met him again much later in 1967 when I was in DOT in Number Three Temporary Building and he was in the adjoining Temp Bldg with Supply & Services (Aircraft Procurement). I got a brainwave and went over to his office; told him that I had bought an old Seafire and asked him if he knew where I could get spare parts. His eyes lit up and he said, "I used to fly Seafires." Then I introduced myself and we renewed our friendship.

Sent to us by Leo Pettipas.

825 Naval Air Squadron

Ernie Cable – SAM Historian

No. 880 Squadron has the longest history of all the units that served in Canada's Naval Air Arm. The history of No. 880 Squadron in the Royal Canadian Navy (RCN) and the Canadian Forces is illustrated in an extensive exhibit at the Shearwater Aviation Museum. No. 880 Squadron came into being in the RCN in May 1951 when 825 Squadron was renumbered to 880 Squadron. The following is a brief account of the rich heritage 880 Squadron inherited from 825 Squadron, its proud ancestral predecessor.

The Royal Navy (RN) formed No. 825 Squadron on 8 October 1934 by combining two Royal Air Force (RAF) flights with personnel from Fleet Air Arm No. 824 Squadron, which was embarked in *HMS Eagle*. No. 825 Squadron, equipped with 12 Fairey III F single-engine, three-seat, reconnaissance biplanes, continued to serve on *Eagle* in the China Station in the spotter reconnaissance role. *Eagle* transferred to the Mediterranean Fleet in January 1935 and shortly thereafter the carrier disembarked its aircraft to Royal Naval Air Station (RNAS) Hal Far, Malta and sailed home to the UK for refit. In September 1935, 825 Squadron joined *HMS Glorious* for further Mediterranean service. In July 1936, 825 became a torpedo spotter reconnaissance squadron re-equipped with 12 Fairey Swordfish I, three-seat, torpedo-reconnaissance biplanes.

At the outbreak of the Second World War in September 1939, 825 Squadron based at RNAS Dekheila, Egypt embarked in *HMS Glorious* to search for enemy shipping in the Indian Ocean and the Red Sea. *Glorious* returned to the Mediterranean in January 1940, and the squadron operated from Hal Far, Malta until March 1940 when *Glorious* was recalled to the United Kingdom. Upon arrival in the UK, No. 825 Squadron disembarked at RNAS Preswick and deployed to RNAS Worthy Down, and subsequently re-deployed to RAF Stations at Detling and Thorney Island to carry out anti-submarine operations in the English Channel and search for enemy coastal transports in the Calais area. During the Dunkirk evacuation in May-June 1940 the squadron protected the evacuation flotillas against German E-boats. Eight of the squadron's 12 aircraft were lost at Dunkirk, including the CO, LCdr Buckley RN; five of the aircraft were lost in a single bombing raid over France on 29 May 1940. To make matters worse, the German battleships *Gneisenau* and *Scharnhorst* sank the squadron's carrier, *HMS Glorious*, on 8 June 1940.

In July 1940, the remnants of the squadron were brought up to a strength of nine aircraft and embarked on *HMS Furious* for September operations off Norway including the notable night attacks at Trondheim and Tromsø. In February 1941, the squadron re-embarked in *Furious* for convoy escort

duties for ships ferrying aircraft from the UK to the Gold Coast on the west coast of Africa.

In May 1941, 825 Squadron joined *HMS Victorious* and took part in the historic attack on the German battleship *Bismarck*. The squadron's Swordfish sighted *Bismarck* on 24 May and attacked the following day; a single torpedo strike forced the battleship to reduce her speed. A follow-on strike by Swordfish from 810, 818 and 820 Squadrons on 26 May severely crippled *Bismarck's* steering, enabling the battleship to be sunk by Royal Navy gunfire on 27 May 1941.

From June 1941 the squadron embarked in *HMS Ark Royal* to provide anti-submarine protection for convoys fighting to reach beleaguered Malta; the squadron also conducted strikes against targets in Pantellaria, Sardinia and Sicily in September. On 13 November 1941, U-81 torpedoed *Ark Royal* 50 miles from Gibraltar and the squadron's carrier sank the next day. The few 825 Squadron aircraft that were airborne at the time flew to Gibraltar, but the squadron essentially ceased to exist.

In January 1942, 825 Squadron reformed in England at RNAS Lee-on-Solent and again equipped with nine Swordfish I biplanes for torpedo bomber reconnaissance duties. In early February six aircraft were detached to RAF Manston to augment strike forces against the possible breakout of the German battle cruisers *Scharnhorst* and *Gneisenau* and the cruiser *Prinz Eugen* from the French port at Brest. When these three capital ships dashed up the English Channel the squadron's six aircraft launched a torpedo attack as part of a poorly coordinated strike by RN ships and RAF aircraft; no hits were obtained and all of the squadron's aircraft were shot down. The CO, LCdr Esmonde, was posthumously awarded the Victoria Cross; of the eighteen 825 Squadron crewmembers only five survived to be decorated.

The squadron regrouped at Lee-on-Solent in March 1942 receiving Swordfish II's as replacements for their lost aircraft. Three aircraft embarked in *HMS Avenger* for Arctic convoy duties to Russia; although 16 U-boats were sighted only six could be attacked. The squadron shared in the destruction of U-589 with *HMS Onslow* on 14 September. Upon return to England the squadron carried out strike operations in the English Channel from the RAF stations at Thorney Island and Exeter while seconded to 16 Group, RAF Coastal Command.

From March 1943, 825 Squadron embarked in *HMS Furious* to provide anti-submarine protection for convoys sailing from Scapa Flow (Orkney Islands, Scotland) and Iceland as well as anti-submarine sweeps off the Norwegian coast. In December 1943, the squadron joined *HMS Vindex* to begin a long association during which many sorties were flown

against the enemy in Atlantic and Arctic waters. While embarked in *Vindex* 825 Squadron was augmented by a fighter flight of six Hawker Sea Hurricane II fighters, the naval version of the famed RAF Hurricane, to defend the convoys against air attack from Norwegian airfields. Terrible weather failed to prevent intensive flying allowing the squadron to share with surface forces in the sinking of U-653 on 15 March and U-765 on 6 May 1944. During April 1944, three modern Fairey Fulmar two-seat fighters from No. 784 Squadron briefly augmented 825 Squadron's obsolescent Swordfish.

In August 1944, the squadron now equipped with 12 Swordfish III's again embarked in *HMS Vindex* to provide anti-submarine protection for Arctic convoys. The highlight of this period was the escorting of convoys JW 59 and RA 59A to and from Northern Russia. On 22 August, Swordfish "C" sank U-354 and claimed a possible sinking the next day. A Sea Hurricane damaged another U-boat on 22 August, and two days later the squadron shared the sinking of U-344 with surface forces. The final success of this escort voyage occurred when Swordfish "A" sank U-394 on 2 September 1944.

In March 1945, after the Sea Hurricanes had been replaced with eight Grumman Wildcat (Grumman Martlet in Fleet Air Arm terminology) single-engine, single-seat carrier borne fighters, 825 Squadron embarked in *HMS Campania* for further Arctic convoy duties. On return from this voyage the squadron's Swordfish were transferred to 815 Squadron while the Wildcats remained in 825 Squadron until also struck off strength in May 1945 when the squadron was disbanded after Victory in Europe.

The Royal Navy reformed No. 825 Squadron at RNAS Rattray in Scotland on 1 July 1945. The squadron was a Canadian manned unit equipped initially with 12 Fairey Barracuda II torpedo-dive-bombers with Air Search Homing radar. These aircraft were replaced in November with 12 Fairey Firefly FR I single-engine, two-seat strike-reconnaissance fighters that were given to Canada as part of Britain's war claim settlement. By the end of the year all of the pilots and 60 percent of the maintenance ratings were Canadians; observers were in short supply and none would be available to relieve their British counterparts in 825 until the first Canadians graduated from course later in the summer. On 24 January 1946, when *HMCS Warrior* was commissioned the squadron was transferred to the RCN. In March, 825 Squadron embarked in *Warrior* for her maiden voyage to Halifax. On 31 March 1946, the squadron launched from *Warrior* and landed for the first time on Canadian soil at RCAF Station Dartmouth. The RCAF provided hangars and accommodation that formed the nucleus for the RCN's Naval Air Section, the Dartmouth home for the RCN's fledgling Naval Air Arm. For the next year 825 Squadron trained either ashore at the Naval Air

Section or afloat in *Warrior*. In the winter of 1946 *Warrior*, with 825 Squadron embarked, sailed for Victoria, B.C. to escape the North Atlantic winter for which the carrier had not been winterized.

In April 1947, No. 803 fighter squadron and No. 825 anti-submarine squadron formed the 19th Carrier Air Group (CAG) and trained in fleet exercises off Bermuda. On completion, the 19th CAG turned its Seafire fighter and Firefly aircraft over to the 18th CAG and sailed in *Warrior* to the United Kingdom. While in the United Kingdom 825 Squadron re-equipped with 13 Firefly FR 4 strike-fighters and returned to Canada in June 1948 aboard the newly commissioned *HMCS Magnificent* on her maiden voyage to Canada. The FR 4's were on loan from the Royal Navy to train RCN pilots for the planned acquisition of the AS 5 anti-submarine version of the Firefly. In preparing for the creation of NATO in 1949 Canada agreed that the RCN would specialize in anti-submarine warfare; consequently, the Firefly AS 5 was required to replace the FR I strike-reconnaissance fighter. The Firefly FR 4's were required as an interim trainer because they better replicated the flying characteristics of the AS 5 than did the squadron's former Firefly FR I's.

In November 1948, the two Firefly squadrons, 825 and 826, were re-grouped to form the 18th CAG; having the same type of aircraft in the CAG facilitated maintenance. In early 1949, 825 Squadron returned nine of the loaned Firefly FR 4's to the Royal Navy (The squadron ditched two FR 4's and lost another in a mid-air collision; the RCN retained the last FR 4 until 1954) and took delivery of 18 new anti-submarine Firefly AS 5's. For the next two years 825 Squadron was stationed at Royal Canadian Naval Air Station Dartmouth (HMCS Shearwater) or was embarked in *Magnificent* for cruises. There was another re-organization in January 1951 when 803 and 825 Squadrons formed the 19th Support Air Group (SAG) to support the 18th CAG (826 and 883 Squadrons). All RCN air units were renumbered on 1 May 1951 to better identify Canadian naval air squadrons in the Commonwealth numbering scheme. Consequently, 825 Squadron was renumbered to 880 Squadron and the 825 identity reverted to the Royal Navy.

No. 825 Squadron garnered a proud heritage during its wartime operations that are reflected in its Battle Honours: **Dunkirk 1940, English Channel 1940-42, Norway 1940, "Bismarck" 1941, Malta Convoys 1941, Arctic 1942-45 and Atlantic 1944**. Although the Battle Honours were repatriated with 825 Squadron when it returned to the Royal Navy, the proud heritage and traditions of the squadron remained with the RCN and established the standard to be upheld by its successor 880 Squadron. The spirit of 825 Squadron's motto, "Nihil Obstat" (Nothing Stops Us), is exemplified in the fact that 880 Squadron was the longest serving air squadron in the RCN.

The Shearwater Aviation Museum has restored 825 Squadron Firefly PP462 to pristine exhibit condition. This Firefly FR 1 was among the first 825 Squadron aircraft to fly ashore from *Warrior* to Dartmouth in 1946. To preserve part of 825 Squadron's history and to commemorate the founding role the squadron played in our nation's naval aviation heritage, PP462 is painted in the traditional RCN dark sea gray/light sea gray livery with 825 Squadron identification letters AB*J, the paint and marking scheme in vogue when the Firefly was retired from the RCN.

Postscript:

Upon return to the Royal Navy 825 Squadron continued to build on its proud heritage. Flying Firefly FR 5's, the squadron served in the Far East and Korea for which it was awarded the coveted Boyd Trophy. In 1953, it converted to the Firefly AS 5 and was engaged in anti-submarine duties and later participated in air strikes against Malayan terrorists in central Johore.

In 1955, equipped with Fairey Gannets, 825 Squadron saw anti-submarine duty in the Mediterranean and then the Far East followed by shore based duty from Malta. In 1960, the squadron converted to Westland Whirlwind helicopters and saw duty in the Mediterranean, Persian Gulf (Kuwait Crisis) and East Africa (flood relief).

In May 1982, 825 Squadron equipped with Westland Sea King helicopters, prepared for service in the Falkland Islands in the troop carrying and heavy airlift roles. The squadron embarked helicopters on two commercial vessels commandeered from civilian shipping companies; eight aircraft on the *SS Atlantic Causeway* and two on the *SS Queen Elisabeth II*. At the end of the Falkland conflict 825 Squadron put a detachment ashore in Port San Carlos in June before returning to RNAS Culdrose, England where it was disbanded on 17 September 1982.

No. 825 Naval Air Squadron was re-commissioned as the Royal Navy's first frontline [Wildcat HMA2](#)** squadron on 10



Fairey Swordfish flown by 825 Sqn during WW II

October 2014, with the merger of [700\(W\) Naval Air Squadron](#) and [702 Naval Air Squadron](#). It will operate the first four Wildcat

Flights to convert and deploy to sea on either a [Type 45 destroyer](#) or [Type 23 frigate](#). It will deliver training to Lynx qualified and new aircrew on the Wildcat along with Air Engineers and will be responsible for continuing Lynx Wildcat Tactical Development, identifying and understanding the significant potential of the aircraft.

**The Wildcat HMA2 is the latest naval version of the "Super Lynx" helicopter. The Wildcat is derived from the Augusta Westland AW-159. The Wildcat HMA2 is a ship borne helicopter optimized for anti-surface warfare and search and rescue. The Wildcat AH1 is the British army version of the AW-159 optimized for battlefield surveillance.



The first photo is a Fairey III F, 825 Squadron's first aircraft while embarked in HMS Eagle.



Grumman Wildcat flown by 825 Sqn during Arctic Convoy Patrols



825 Sqn Fairey Firefly PP462 Restored by the SAM



Canadian Petty Officers serving with Barracuda-equipped 825 Squadron, RNAS Rattray, Scotland, August 1945. Left to right: AM/E Thomas Stephens, AA4 Murray Jack Mason, AA4 Maurice McCubbin. DND photo.



Personnel of 825 Squadron, RNAS Rattray, Scotland, August 1945: AM/O Orel Murdock affixes a 12-pound smoke bomb to a light-series bomb carrier on a Barracuda II, AM/O Elmer Rutledge stands by with the fourth bomb, and PO Allan McKenzie looks on. DND photo.

Former Soldiers, Sailors, and Airmen

A Soldier, a Sailor, and an Airman got into an argument about which branch of the service was "The Best." The arguing became so heated the three service men failed to see an oncoming truck as they crossed the street. They were hit by the truck and killed instantly. Soon, the three found themselves at the Pearly gates of Heaven. There, they met Saint Peter and decided that only he could be the ultimate source of truth and honesty.

So, the three servicemen asked him, "Saint Peter, which branch of the Canadian Forces is the best?"

Saint Peter replied, "I can't answer that. However, I will ask God what He thinks the next time I see Him. Meanwhile, thank you for your service on Earth and welcome to Heaven."

Some time later the three servicemen see Saint Peter and remind him of the question they had asked when first entering Heaven. They asked Saint Peter if he was able to find the answer. Suddenly, a sparkling white dove lands on Saint Peter's shoulder. In the dove's beak is a note glistening with gold dust. Saint Peter opens the note, trumpets blare, gold dust drifts into the air, harps play crescendos and Saint Peter begins to read the note aloud to the three servicemen:

MEMORANDUM FROM THE DESK OF THE ALMIGHTY ONE

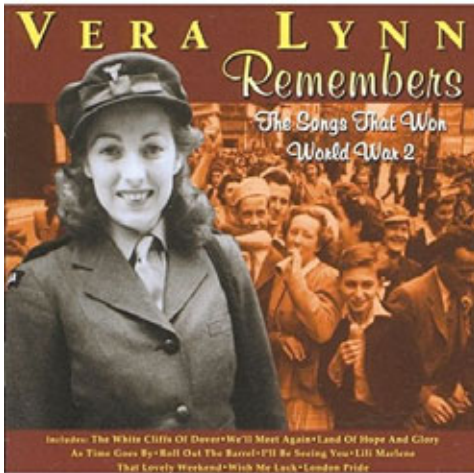
TO: All Former Soldiers, Sailors, and Airmen

SUBJECT: Which Military Service Is the Best

1. All branches of the Canadian Forces are honourable and noble.
2. Each serves Canada well and with distinction.
3. Serving in the Canadian Forces represents a great honour warranting special respect, tribute, and dedication from your fellow man.
4. Always be proud of that.

Warm regards,

**GOD,
Royal Canadian Navy (Retired)**



There'll Always be an England.

There'll always be an England
While there's a country lane,
Wherever there's a cottage small
Beside a field of grain.
There'll always be an England
While there's a busy street,
Wherever there's a turning wheel,
A million marching feet.

Red, white and blue; what does it mean to you?
Surely you're proud, shout it aloud,
"Britons, awake!"
The empire too, we can depend on you.
Freedom remains. These are the chains
Nothing can break.

There'll always be an England,
And England shall be free
If England means as much to you
As England means to me.

We'll Meet Again

We'll meet again,
Don't know where, don't know when,
But I know we'll meet again, some sunny day.
Keep smiling through,
Just like you always do,
Till the blue skies drive the dark clouds, far away.

So will you please say hello,
To the folks that I know,
Tell them I won't be long,
They'll be happy to know that as you saw me go
I was singing this song.

We'll meet again,
Don't know where, don't know when,
But I know we'll meet again, some sunny day.

You'll Never Know

You'll never know just how much I love you
You'll never know just how much I care
And if I tried I still couldn't hide my love for you
You ought to know for haven't I told you so
A million or more times

You went away and my heart went with you
I speak your name in my every prayer
If there is some other way to prove that I love you
I swear I don't know how
You'll never know if you don't know now

The White Cliffs of Dover

There'll be bluebirds over
The white cliffs of Dover
Tomorrow
Just you wait and see

There'll be love and laughter
And peace ever after
Tomorrow
When the world is free

The shepherd will tend his sheep
The valley will bloom again
And Jimmy will go to sleep
In his own little room again

There'll be bluebirds over
The white cliffs of Dover
Tomorrow
Just you wait and see

Wish Me Luck (as you wave me goodbye)

Wish me luck as you wave me goodbye
Cheerio, here I go, on my way
Wish me luck as you wave me goodbye
Not a tear, but a cheer, make it gay

Give me a smile I can keep all the while
In my heart while I'm away
'Till we meet once again, you and I
Wish me luck as you wave me goodbye.

WE GET MAIL

LEO PETTIPAS writes:

Dear Kay: Thank you for informing me of my error in stating that John “Lucky” Knowles is in the delta (Warrior Spring 2015). For the benefit of your readers is the recent photo of John (Figure 1) that you sent me. It’s plain for all to see that he is very much amongst the quick. To atone for my gaffe, here’s a John Knowles story from days of yore:

If there’s one thing that characterizes any military organization, it’s uniformity, right? Standardization, conformity, consistency across the board. It’s why military personnel wear uniforms. This uniformity is no accident; it’s there for a purpose. In the early post-war days, however, this ideal was hard to come by in the camouflage “uniforms” worn by the RCN’s operational aircraft. Until 1951, all RCN Sea Furies and Fireflies bought from the British were done up in Royal Navy-type paint jobs, an example of which is shown in Figure 2.

However, by mid-1947 the RCN had already devised its own distinctive dark grey/light grey camouflage scheme (see Figure 3); and when individual aircraft went into a Canadian factory for overhaul or repair, they were of course re-painted in this distinctly standardized Canadian two-tone-grey format. However, it wasn’t until 1951 that the British manufacturers themselves began painting Canada-bound Sea Furies in this desired two-tone-grey livery. Before that, the aircraft arrived at our shores dressed in variations of dark grey/pale green rig, as shown in Figure 2, not in the desired dark grey/light grey colours, as per Figure 3. Since the customer is always supposed to be right, why didn’t the Brits paint our airplanes in regulation two-tone grey the way we wanted them to?

Well, back in those days there was a colour of paint called “Sky.” To the British, “Sky” meant pale green. To the Canadians it meant light grey. So when the RCN put in an order for new aircraft, they specified that they were to be painted “Sky” (to wit, light grey). The British manufacturers understandably interpreted “Sky” to mean pale green as per their own definition of the word, and voilà (Figure 2).

Now, what’s all this got to do with John Knowles? Well, as of early 1951, the RCN was scheduled to receive three more batches of Sea Furies from the British, and if we wanted to ensure that we got them in the paint jobs we wanted, someone was going to have to go over to Old Blighty and show the chaps, up close and personal, exactly what we wanted. The fellow chosen to do the honours was John Knowles, Aviation Technician, armed with a set of paint chips and a clear sense of purpose. As a result, all three remaining batches of RCN Furies were painted properly (two-tone grey) right from the get-go.



Figure 1. May 2015 photo of 90-years-young John Knowles (right) and friend Mick Stephenson at John’s residence (Veterans Memorial Section, QE II Hospital, Halifax NS).



Figure 2. An RCN Sea Fury as painted in the British factory in 1948. This ISN’T what the RCN wanted.



Figure 3. An RCN Sea Fury as re-painted in Canada by Fairey Aviation. This IS what the RCN wanted from the British factory in the first place.

ERNIE CABLE writes: Hi Kay: The Warrior arrived here last week and a well done on another excellent edition.

In response to your query about the RCN participation in the Cuban Crisis, the answer is a resounding “yes”. Canadian participation in the Cuban naval blockade did not have political approval and if it were not for the ingenuity of the RCN Chief of Naval Staff, Vice Admiral Rayner, and the Flag Officer Atlantic Coast, Rear Admiral Dyer, there would not have been any Canadian Air and Naval participation in the Cuban naval blockade. I have written a book about the Argus history and its participation in the Cuban Crisis; attached is the section about the Cuban Crisis for your information. Although, the excerpt I have sent you talks only about the Argus, HMCS Bonaventure with VS 880 and HS 50 embarked with a full complement of Trackers and helicopters and several RCN destroyer squadrons formed part of the naval blockade. Trackers were also deployed to Newfoundland and Yarmouth to patrol coastal waters.

I trust the above helps. *Cheers, Ernie*

Cuban Crisis

During the Cold War the Argus contributed to the strategic maritime balance by routinely conducting random anti-submarine patrols in Canada’s NATO area of responsibility. One of the by-products of these patrols was the reporting of all surface traffic encountered, including the regular flow of Soviet cargo ships en route to Cuba. In October 1962, when American intelligence gleaned that Soviet ships were transporting ballistic missiles to Cuba, only 90 miles from continental USA, the entire U.S. Navy Atlantic Fleet put to sea to form a blockade against the missile-laden ships. Similarly, the RCN put all of the resources that it could muster to sea, as did RCAF’s Maritime Air Command. The world was on the precipice of a Third World War.

Prime Minister Diefenbaker had to be coerced to abide by the NORAD treaty by placing the RCAF component of NORAD at DEFCON 2 (Enemy attack imminent); however, Diefenbaker could not be convinced to put maritime forces on an equivalent alert status. Consequently, authority to assist our American ally in searching for the Soviet ships was never issued and the rules of engagement including the release of weapons at sea, in accordance with DEFCON 2, were never promulgated. Without the support of the government the Canadian Chief of Naval Staff, Admiral Rayner, could say nothing to Admiral Dyer, his Atlantic Fleet commander in Halifax,¹ other than, “Do what you have to do”.

¹ The RCN and the RCAF’s Maritime Air Command established a joint headquarters in Halifax to harmonize and coordinate their operations at sea. Most RCN operations

Ingeniously, Admiral Dyer immediately activated a “national” exercise scheduled for November. Although not authorized, Admiral Dyer invoked operations plans, which called for a “Sub-Air Barrier” across the Greenland-Iceland-UK gap². With the agreement of the USN, Canadian planners moved the Sub-Air barrier farther south to extend from Cape Race, NL some 600 miles southeast to a point 300 miles from the Azores. For the first two weeks 24 Argus from Greenwood (404 and 405 Squadrons) were divided between surveillance and barrier patrols to locate and track Soviet ships and submarines. Eight more Argus later joined from Summerside (415 Squadron). The Argus’, with their much longer range, were the key players from the start. They were the only aircraft able to cover the far southeast end of the barrier, a 1,000 miles from Greenwood.

Three Argus were continuously on station, six hours out, eight on station and six hours back, twenty hours per flight. They carried full war loads, 8,000 pounds of Mk 54 depth charges and Mk 43 torpedoes. Torpedo batteries were even charged; an irreversible and expensive process and hundreds of sonobuoys were dropped. When sonobuoy stocks ran low the USN flew in an extra 500 at no cost! But at no time did the RCN or the RCAF’s Maritime Air Command go officially to a higher degree of military vigilance than DEFCON 5. Canadian ships and aircraft patrolled with the Master Armament Switch in the “ARMED”³ position but had no authority to release any weapons.

Because it lacked political authority Canadian participation was not displayed on the USN’s status boards and maps in Washington. Commodore J.C. O’Brien, the Canadian naval attaché in Washington, did everything to ensure that the USN’s most senior officers were aware of Canada’s unofficial commitment. There were no official communications between Halifax and Ottawa. Admiral Dyer kept Admiral Rayner informed only by telephone. Defence Minister Harkness kept the information to himself despite his knowledge of Diefenbaker’s opposition to Canada’s participation in the Cuban blockade. The RCN and the RCAF’s Argus’ stood alone honouring Canada’s duty to stand by her North American ally, without one scrap of paper, memo, minute or message, or one public announcement to give it direction or approval.

The USN’s “Historical Account of the Cuban Crisis” has no mention of Canadian operations. But

automatically included Maritime Air Command.

² A Sub-Air barrier involved submarines and aircraft jointly establishing a barrier through which enemy forces must penetrate.

³ A critical enabling step in a series of actions to release weapons from an aircraft or ship.

those few who really knew what the Canadians had done also knew it lacked political authority. USN Vice Admiral "Whitey" Taylor, who commanded anti-submarine forces in the Atlantic, thanked his Canadian counterparts most sincerely, but only by classified messages and personal calls. The Argus' finest hour in which it played a key role in defusing a crisis that had brought the world to the brink of war passed unheralded.

From ***Peg Buchanan:***

In 1944, I was honored to be told a very important secret, a secret that I would not be able to disclose EVER. It turned out that I could disclose this important news some 30 years later. It was then that I could open up and tell my family that, during WWII, I had been a Code Breaker at Bletchley Park!!

I had volunteered for the WRNS in January 1944 but because I would not be 18 until March, it was not until early in June that I was told to report to the WRNS training facility in Mill Hill, North London on June 7th - one day after D Day.

The following two weeks were hectic learning how to salute, march and attend interviews. I was asked some very strange questions; "Do you like living in the country?" "Do you like to fix your bicycle or fiddle with machinery?" "How about crossword puzzles - are you any good?!!" On the day we were to "pass out" - I was told I would be a P FIVE Wren and was trucked with a few others to Eastcote in Middlesex where I would receive special training, attend many meetings and told not to talk to anyone. After several days, I was given a Rail Pass and sent on my way to Euston Station and boarded a train to the peaceful countryside of Buckinghamshire. There, I and two other WRENS were met by a vehicle driven by a soldier in "hospital blues", and taken to the gates of a large, rather ugly, country house surrounded by nondescript buildings and many huts.

... if we revealed what we were about to do - we would be shot!

From the gates, we were shown into a building and told to sign a large piece of paper which turned out to be the 'Official Secrets Act', then told that if we revealed what we were about to do - we would be shot! We were at the formerly Top Secret and now famous Bletchley Park or Station X. It was not a new establishment, many WRENS, WAAFS and civilians had been working there since the earliest days of the war.

After being shown where we would be working and into which buildings and huts we would be "allowed", we were then, at the shift change, taken to our future quarters. I was to be taken to Crawley Grange a beautiful old house that was built in the reign of Henry VIII as a hunting lodge for Cardinal Wolsey. The house was really owned by a local family - the owners of the Aston Martin Automobile Co and taken over by the Gov't to be used as a 'Wrenery'. Approximately 40 Wrens lived there, divided into 3 groups of 10 with the house staff (who also didn't know what we did!!!) We worked 24/7 in three watches. One week of days - one week of nights and another of evenings. Then we had three days off. We seldom saw the other girls in the house as they were either sleeping or working when we were on our 'shore break'.

At work, we worked with the "bombes" a large cupboard sized machine with wiring at the back and rows of drums with alphabet letters on the front - each Wren was given a list of letters we called a menu, to 'enter' on the drums - then she switched on the machine which was very noisy ---- when it stopped, she noted the letters and they were sent by phone to another department and that was it. We only knew if a code was broken if and when we got the call - "It's a job up"!! The original message had been picked up by morse receivers situated around Britain. We never saw a complete message or the results!

We travelled to and fro by buses driven by previously wounded soldiers - who were, however, well enough and happy to drive. I made some wonderful friends there - we had 14 in our cabin - the master bedroom of the house. We never spoke of what we did but we did know a lot about each other. I kept in touch with a few but never saw anyone again. Even though it was war time - we had a lot of fun. When peace was declared we had to take the bombes apart - every wire, nut and screw. Apparently the powers that were had said the design of the machine must never be known.

It was late in '45 when we were sent to be re-mustered. Only those who had been married could be released to civvy street. It was decided that I was to be a communicator, so my next job was to be a switchboard operator at the RN Air Station Hinstock in Stropshire. Then in '47, RNAS St. Merryn in Cornwall was my new home. It was there that I met a few RCN types, Pat Ryan, Barry Hayter, Glen Hutton, Deke Logan - on Batsman courses - then Pat Whitby, Wally Walton, Jeff Harvie and Buck Buchanan on a SNAW course. Buck and I were married in Oct '49 and two weeks after, we left for Canada arriving in Ottawa. Then in May '50, to our delight, we were sent to dear old Shearwater. The Shearwater family we always said were closer than those at home. When I see or talk to Paddy Bruce or Pat Muncaster, we share great memories of our Shearwater family.

Kay, as a postscript, we Wrens did get noticed at the end of the war. Apparently one of the codes my watch

broke, was instrumental in the success of the ‘Battle of the Bulge’ and we were awarded a B.E.M.. Our Chief Wren received the actual medal and we called ourselves the Bem-babes”. Winston Churchill called us ‘the Geese that laid the golden eggs and **never** cackled.” I never even told Buck or my family until 1974!

I have enclosed pics of myself when I visited Bletchley a few years ago.



Former Wren Peggie Jones with Bletchley Hall in the background.



The ‘Bombe’ Decoding Machine

From the Editor The story of these ladies and others at work as described by Peg Buchanan is covered

in a new motion picture just out. ‘THE IMITATION GAME’ portrays the true story of the race against time by Alan Turing and his team at Britain’s top-secret code-breaking centre Bletchley Park, who were under immense pressure to crack the German Enigma Code during the early years of WWII. Amazing!

From **Eddy Myers** Just received and read with great enjoyment, my Spring 2015 edition of Warrior.

In particular Dave (Tate), compliments to you on your vivid recount of your first flight in a Seafire. I can identify with quite a lot of what you wrote. In the vein of your experience, I submit the following info.

To date, I still can’t understand how the famous designer of the Spitfire/Seafire. R.J. Mitchell, with his great skill, didn’t foresee the inherent danger of requiring a pilot to let go of the throttle with his left hand to take hold of the control column and thus free up his right hand to raise the undercarriage, all to be carried out as soon as possible after take off. Even the most skilled of pilots occasionally did a detectable dip ditty do, when performing this ritual.

A daredevil pilot I don’t claim to have been, however, when I had gained sufficient experience flying the Little Beauty, I did get in the habit of changing hands (i.e. left hand on the control column and right hand on the undercarriage lever) in the late stage of take-off and easing back on the stick and lifting off the runway while simultaneously raising the undercarriage. Predicated of course on having tightened the throttle friction.

That little trick almost ‘bought me the farm’. On February 1st, 1946, I was based at RNAS Nutts Corner, South of Belfast, Northern Ireland flying in 883 Seafire Squadron, and had scheduled a week-end trip to RNAS Donibristle near Edinburgh, Scotland. At the time, the Squadron was converting from Seafire Mk III’s to Seafire Mk XV’s. The differences between the two Marks were quite dramatic. Apart from having greater speed and operational altitude, the most significant, from a pilots standpoint, was the change in the Power Plant. The Mark III was powered by the Rolls Royce Merlin 55M, whereas, the Mark XV had the much more powerful Griffon VI. Of greatest significance, however, was that the Griffon engine rotated opposite to the Merlin which meant that rudder trim setting for take-off was likewise the opposite.

With just over 5:00 hours on Type, I departed Nutts Corner flying a Mark XV. Five days later, I cranked up the ‘Little Beauty’ for the return to Home Base and taxied out, performing my Take Off check as I went. Not noticed, due to long ingrained habit, I had set the rudder trim for the

Mark III. This meant that I had double trim in the wrong direction. It became abundantly clear as I opened the throttle, what was wrong. As I stood on the left rudder with minimal effect and wrestled with the rudder trim, I lifted off at about 45 degrees to the runway and headed for the control tower. I'm sure the tower personnel were ready to bail, when I managed to gain sufficient control to avoid the tower and subsequently raised the undercarriage.

The Duty Controller informed me in a manner only a Brit can that, "He hoped I was aware that it was customary to obtain Tower approval before performing low level manoeuvres around the Airfield". Rather shaken, as I was, I gave a brief "Roger Out" in reply.

As the saying goes, the remainder of the flight was uneventful.

D. R. MacNeil wrote:

Hi Kay: I'm just finishing a book on Labrador's helicopter detachments. This is a request for former crew to contact me if they have stories or material in particular about her helicopter detachment or helicopter operations from the ship during her career with the RCN.

My email is: Don <macneil4eva@hotmail.com>

From Eddy Myers..... Brought back fond memories.

In mid-February 1946, 883 Seafire Squadron, wherein I was serving, assigned me my own Mark XV Seafire Serial # C 476. Immediately, my Canadian Air Fitter and Air Rigger, set about painting a version of the Texaco Flying Horse 'Pegasus' on the left engine nacelle and for what ever reason christened it 'Night Mare'. (I know not why as we were not equipped as a night fighter unit.)



That did not diminish one iota the pride I felt for what they had created. I regret that I am unable to recall their names. (A failing ever more apparent as I age.)

What happened 10 days later, however, was totally unexpected and devastating. 883 Seafire Squadron was disbanded and all Aircraft were flown, including # 476 by me, to Royal Naval Air Station Machrihanish in Scotland, to be guillotined to scrap. No amount of cajoling or pleading with the civilian demolition contractor was successful in having the engine panel with the Pegasus painting spared.

Oh!!!! what a cruel world.....Eddy.



JANE BIGGS writes: I always wanted to fly in an airplane but as a teenager, I had no hope of doing so.

When I was 18, I joined the Womens Royal Naval Service (WRENS) and signed on as an Air Radio Mechanic. That was in 1952, and I did a nine month course at HMS Ariel, the Fleet Air Arm Electrical School near Winchester. During the workshop part of the course where I was learning to solder wires and fit valves etc, I met my future husband Len Biggs. He was doing his second course for Leading Seaman for aircraft electricians. We both were wearing boiler suits - very romantic!

From there, I was drafted to HMS Nuthatch, RNAS Anthorn on the banks of the Solway Firth in the north of Cumberland County. That station received aircraft new to the Fleet Air Arm, into which we fitted the electronics and other technology. In my time, it was the Fairy Gannet, the first FAA aircraft to have radar. We also "mothballed" old and unwanted types of aircraft such as the Fairy Mk 1 and 2.

After a year at HMS Nuthatch, I was drafted to the other end of England to HMS Seahawk, RNAS Culdrose in Cornwall. And, there again was Len Biggs - what joy!

Len was working on 849 Squadron with Douglas Skyraider's and I was on the same part of the airfield in Station Flight. We had different types of aircraft there. One being a 5 passenger seat Anson which was used for flying the Base Captain and Commanders to meetings or going to fetch similar "top brass" to visit our base. At last, I went on a test flight to test the radio I looked after and the little ZBX box installed with the correct crystal to help the pilot find whatever airfield he was going to. I found flying was just as good as I had always thought it would be.

On Station Flight, we also had two Dragonfly Sikorsky MK1 helicopters used for air/rescue from the sea. They were flown every morning to make sure

they worked and I often was allowed to go in the back seat. The pilots would fly out over the English Channel looking for a fishing boat. On finding one, they would hover the chopper, put half-a-crown in a winch bag and lower it to the fisherman. He would take the money and put a couple of big crabs or lobsters in the bag. Back at the hangar, the Officer would cook the crustaceans and share with the ground crew.

There were an Avenger, a Firefly Mk 5 and a Firefly Mk 7 on Station Flight. The Mk 7 was used for training, sometimes, but all three were used by pilots who mostly had desk work to do and needed to get 8 hours a month flying to keep their pilots pay.

The Mk 7 Firefly being a trainer with two cockpits apparently flew better with someone in both. So, the pilot used to take one of the ground crew. There was one pilot who no one would go with except me because he liked to do "aerobatics". I would be attached to or be sitting on a parachute and held down by a seat belt of course. The pilot would fly up and over clouds or do circles all over or all round them - I loved it. One day he told me to take the joystick and put my feet on the pedals in my cockpit. He coached me into flying downward a bit and upward and going round a bend in both directions - a courageous man!

Our uniforms were made of a very rough serge material. Jacket and skirt and pants made ones skin itch wherever the serge touched the skin. As soon as we could, we aircraft workers would get one of the guys to give us an old pair of bell bottoms which were much smoother and incidentally looked much better on us than the baggy wrens' pants.

Wrens caps were navy blue for winter and white for summer as were the mens milk-churn hats. We had to whiten our summer caps with a bottled liquid called Blanco and when it rained, the Blanco would run off onto our navy blue jackets - very smart

Canadian Navy pilots came to RNAS Culdrose for part of their training. They were all Officers, of course, and were given strict instructions not to fraternize with ordinary wrens. "It wasn't done in the Royal Navy." A lot of the Canadians disobeyed, discreetly, of course.

While I was there, HMCS Magnificent arrived off the coast to play war games with the pilots in

training., On the last day of their stay in England, the Canadians took off in formation and flew around the airfield once and then twice while we all watched the farewell. And horrors! Two aircraft bumped each other. One fell straight down out of sight while the other managed to steady itself and land. The fallen plane was eventually found deep in a swamp almost out of sight and impossible to get much of it or the pilot out. About 40 years later at a CNAG event at Shearwater, Len and I were talking to a visiting CNAG member who mentioned training at Culdrose in his early years in the RCN and mentioned the tragedy - he was the dead pilot's brother.

Fleet Air Arm air stations had three leave times each year. A whole section would shut down and everyone would take their leave. In August 1955,- our Section consisting of Len's squadron and Station Flight all went on leave and Len and I got married. Generally Wrens had to leave once married but as I only had four months of my time left, I was allowed to remain a Wren. We lived in a 15 foot holiday trailer and I got lots of extra duties it seemed. Len's 8 years ended early in 1956 as did my 4 years and we both left the British Naval life and soon came to Canada. I loved the work and life of being a Wren and Len enjoyed his 30 years in two great Navies.



*Joan Slack
and her brother Jack.*

From **JOAN SLACK:** Years and years ago, when I lived my war time teenage days in Wales, I knew that one day, without question, I was going to be a Wren (a member of the Women's Royal Naval Service).

On my eighteenth birthday, much to the chagrin of my parents and bosses of the metallurgical lab, where I was studying to be a chemist, "I ran away to sea." I had no personal knowledge of any member of the Service, but everyone knew that "you joined the Navy to see the world" and travelling was what I had always dreamed of. The lure of a Wren uniform and a chance to explore foreign fields - I signed up.

Along with about thirty other young women, my first introduction to the Navy was outside Reading in a small village of Burghfield where we were immediately outfitted in our uniforms and quartered in 'cabins' in a 'ship' named HMS Cadiz. We very quickly were instructed on rules and regulations of the King's Manual and about the hierarchy of the Royal Navy, who to salute, who not to salute and the make up of accompanying ships company staff of Commissioned and non Commissioned members of the Royal Navy. Unfortunately, at this time, there were only two choices of Trades - Pay Writer or Cook. Since I was completely devoid of any knowledge of a kitchen, I joined as a Pay Writer, knowing at least a little about figures and money, even though I had sworn all my life that I never wanted to work in an office!

After several weeks of marching and more marching, we were then dispatched to another ship to learn our trade. At last, we were now fully integrated into Navy life with men! Pay Writers were taught the Trade at a ship (or posting) in another small village outside Leeds in Yorkshire - a county billet surrounded by famous horsing stables, but still not a drop of sea in sight. Finally, after about six weeks learning ledger-keeping, I was posted to HMS Harrier in Pembrokeshire. Here, at least, there was a Naval atmosphere with water all around.. It was part of the Fleet Air Arm and because of the remoteness of the place, all ranks were combined in an extremely open and friendly atmosphere. Rank seemed not to interfere with playing billiards or soccer or attending dances, as well as making use of our own little bay for swimming and sunbathing. One day, my Wren friend and I went to the beach to find two boys, out on the headland. We waved at each other, but she and I did not stay long due to the strong undertow in the water that day. That same evening I was called for my first personal duty as a Pay Writer. One of those boys had sadly been caught up in the sea and had drowned and I was selected to write-up his final papers and property for his grieving family. It upset me somewhat, but I remembered the situation very clearly some forty odd years later, when sitting having a drink at a friends' home in Annapolis Royal, Nova Scotia, reminiscing about past times in the Navy. One of my pals spoke of the death of his friend on Dale Beach and how he himself had been badly bashed about trying to save him and consequently earned a medal for his courage. Unbelievable for me to recall that whole episode in which I too was involved. That RN Chief was, like me, now living in Nova Scotia. His name - Denis Wiltshire!

Unfortunately, I was soon dispatched to another ship. This time to HMS Condor on the East Coast of Scotland. Now my Wren friends and I were all billeted in a very large country house surrounded by gardens with a long tree-lined driveway and set apart from the main station across the road. Our cabin was on the upper floor of what was once a large sitting room with a large bay window and attached to it, a beautiful greenhouse. It soon became the means of overstaying our evenings out, since

the bay window was fitted with a rope ladder exit in case of fire which quickly became our secret entrance and exit at night.

One other episode was one I have never forgotten. It was Wren's Duty Squad Day when we were always expected to arrive on time on the parade ground. I was late and already the Chief had the squads in motion so I knew my duty was to go and report to him, salute, and give my excuse. This Chief was an older experienced Naval guy and obviously had dealt with Wrens before. Each time as he had the squad parading around and I turned to salute him, he ignored me and directed everyone off in a different direction. I had to follow on until he stopped the procedure but rather than stopping, he had me following his every footsteps all about the parade ground. He did for about twenty minutes and I followed sheepishly behind his every change of direction feeling like a fool, especially as I could see half of the ships company hanging out of their messes laughing their heads off. Eventually, the Chief quit and said - "Thomas, if you think you're good enough to turn up late, the squad is now yours." That was a big mistake, what a fiasco! I was never late again!!

One day, we received notice that the pound had been devalued. This meant that all other foreign country's Naval staff were now entitled to excess monies. Normally pay day entailed the whole ship's company being gathered in a central hangar and paid individually. Their pay, in a little brown envelope containing British Sterling, thousands and thousands of pounds - we were a big ships company but now we had to re-evaluate all foreign currency which meant more money for every man on course from Canada, Australia and other countries. Not only once, but twice in a very short period, these men were entitled to large increases in their pay. The powers that be quickly realized that since the regular naval members were not part of the scheme, there could possibly be an undercurrent of disharmony and a riot might erupt. To avoid this happening, we set about paying these men in almost secret gatherings and praying the RN ships company would not react negatively. The recipients, of course, were as happy as clams and fortunately no bad reactions occurred.

I had joined the Service originally in order to maybe travel, and I had, but only within British borders. So one of the first things I did was apply for a draft to the one outpost I knew of and that was Malta. I dreamed of warm temperatures and foreign climates around the Mediterranean and learned that to be assigned a position there your uniform also had to include two, not one, but two evening dresses. There were only four hundred Wrens but thousands of men and ships and a lot of entertaining. Wow! But, when the day came to take the draft, I reneged. I had met my Earl! I dearly loved being a Wren, had a wonderful two years of serving my country, but I resigned my service career because I loved my Earl even more and married ladies were not allowed. Even though I didn't get more chances to travel beforehand, Earl brought me back

to his home in Canada and since then I have acquired and used twelve passports!

Karen Chaster writes: A short note to thank you for publishing WARRIOR. I have always enjoyed reading it, so I can get a peek at what the group is willing to tell us of their days/exploits. As my husband (Lennard Lindstrom) was always a perfect saint, he has no stories to tell me, or the ones that he does are very tame. I must say I have my doubts, as he is nothing but trouble now and for the whole 27 years we have been married. I can't find his halo, it's always out - being polished. I think he's so full of it, his eyes are brown.

I asked him what he wanted for his 27th wedding anniversary gift and I got 'nothing', so I've decided that's exactly what he'll get. This is the part where you come in. Please accept and find the enclosed cheque from me to purchase 50/50 tickets for the Nov 2015 draw. I trust that you won't mind filling in my husband's name on each and every single one. The kicker is that if a ticket wins, I/we would like to donate the whole amount to either the building fund, restoration or artifacts - you decide. That will teach him for saying "I'd of done less time for murder." Sincerely, Karen

Peter Chance writes: To: Dave Shirlaw
Subject: Spring Edition Warrior

Dave : I notice a typo in your article p34. I think you meant that the Banshee flew for the first time 68 years ago in 1947 not 2015. Best wishes, Peter

(From the Editor: Hello Mr. Chance. It may have been correct and the error made when we copied it. The WARRIOR is my responsibility - not Mr. Shirlaw's. I goofed - I missed this error. If you notice more errors in other issues etc., please refer them to me. Thank you.)

MICK STEPHENSON writes: At last someone with some interest in our (Naval Air) history and the less than adequate situation that exists in the Canadian Military especially as it pertains to the Naval Aviation component. This message is in reply to an email from Joe Carver for initiating this discussion. I am sure that we all have more than one suggestion to make, but at least making one is a good place to start.

My suggestion concerns uniforms at particular establishments. For example, I believe that when a member is posted to (drafted for you old salts) to 14 Wing Greenwood (what a horrid way to describe a historic former RCAF flying establishment, - same applies to Shearwater) regardless of their former service affiliation.

They should be immediately issued with a full kit of light blue uniform. Similarly when a member is posted to 12 Wing Shearwater, regardless of their former service affiliation, they should have in their possession or be issued immediately with a full kit of dark blue uniform - (they work for the Navy). As a result, when a parade is held at Greenwood, everyone would be dressed in the same colour uniform. And, when a ship goes to sea with a helicopter detachment and the crew were tuned out for entering a foreign port, everyone would be dressed in the same colour uniform. They all work as a team and they should be dressed as a team. This suggestion would apply to all establishments in Canada and all ships.

In my humble opinion, this admittedly costly move would:

- Improve morale.
- Enhance the image of Canadian Forces world wide.
- Give members of the establishment a feeling of inclusion resulting in better teamwork and improved performance.
- Allow for historical connection between present day units and pre unification units such as Naval Air to be maintained and enhanced.

We were an important cog in the post World War II Canadian defence machine and we deserve to be remembered.

Would you believe:

I was at the Shearwater gym and encountered a military member who did not know that the Navy once had aircraft.

I once had an Air Cadet at the door and he told me they meet at the lower Shearwater Base. I ask him if he was ever at the Shearwater Museum. His answer was No. Go figure.

I am starting to rant and rave so I had best close for now. Thanks for the podium.

Mick Stephenson RCN/CAF MWO(CPO2) Ret'd
1951 - 1983

EARLY SAMF MEMBERSHIP REGISTRATION

This is a fairly important notice, so please read it through. The following is part of a letter we sent out in 2014 and which proved quite successful. We have decided to try it again and again - as long as it works.

SAMF Membership year is 1 Jan - 31 Dec of any given year.

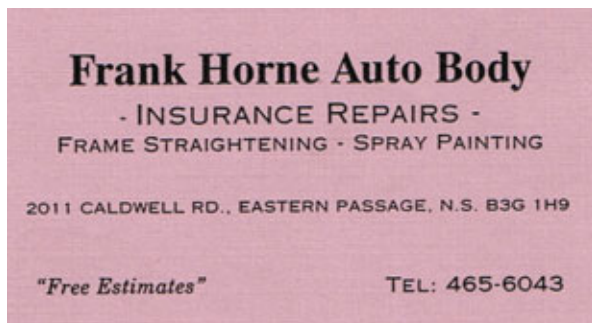
There are many of you who go south for the winter and forget all about your membership. Why would you remember that when you went south to get 'away from it all'.

Then there are those that get so engrossed in the holidays, they completely forget anything else. Why remember such a mundane thing as membership when you are experiencing the best time of the year - holidays.

That just leaves this tired old secretary. I have to start ensuring reminders are sent out - sometimes two and three times before we hear from you. Mailing costs are quite excessive.

Please send in your membership any time after 1 October 2015 and it will bring your membership up to date for the following year until 31 Dec 2016.

That should make things simple for everyone. I should tell you there are at least 50 members out there who have not renewed for this year as yet. It only takes the payment of your membership after 1 Oct to bring you up to date for 2016. For those that continue not to pay their membership, we will be unable to send along your WARRIOR.



NEXT 50/50 DRAW TO BE HELD 17 NOVEMBER 2015

This may be our last notice to you before the draw - mark your calendars and purchase your tickets!

FUND RAISER FOR NEW BUILDING PROJECT. We are in great need of an expansion - so this fund raiser is in aid of our new Building Fund Project.

Here is an easy way for you to play. Just call us at either of the two numbers below and give us your credit card number - tell us how many books of tickets you want and we will fill them out and add them to our draw. Can't get any easier than that. Playing this way, was well received last year. You can also mail in your request to have ticket entered for you or sent to you to fill out - your choice.

**SAM Foundation
PO Box 5000 Stn Main
Shearwater, NS B0J 3A0**

(Cheques may be made out to SAMF)

Mastercard - VISA cards accepted

Tickets will be sold by the book - each book of 6 tickets is worth \$10 - if you want more tickets, just call us toll free 1-888-497-7779 or at our local number 902-461-0062 or email us at samf@samfoundation.ca

Winner of the 2014 draw was Mr. George Hulan of Mount Pearl, Nfld.

Tickets must be received in the SAMF Office no later than 13 November 2015 to be eligible to play in this draw.

**Support the Shearwater Aviation
Museum
Foundation**

Purchase your 50/ 50 Tickets now!

SHEARWATER BC - BOEING 17 BOMBER

*(Shearwater BC - Before Commissioning)
From Bill Paterson*

Clear the block! Hands fall in on the roadway. It was 0800 Monday, July 12 1948, and Z2 maintenance personnel were being marched up the road from the quarters to the hangars. It was summer and the sun was shining everywhere. Spirits were up, and memories of the past weekend were recalled with pleasure, with the exception of the duty watch that had remained on board.

The gaggle of sailors under the nominal supervision of a Leading Seaman was less than military, the type of shambles that would've made a GI (Gunnery Instructor) burst into tears. But, the whole point of the exercise was to move a body of men from the blocks to their place of employment on time in a reasonable and expeditious manner.

Cresting the top of the hill and leading on to the hangar line road (the roads did not have names at that time), a series of loud comments from the front ranks was heard. Hey! Look, a B-17. What's that doing here? Have the yanks invaded? It soon became evident that near the infield on the taxi strip by Z-2 hangar was a khaki brown B-17 parked. There were no nationality markings of any kind on the aircraft, although there were painted out patches where markings had been. Interest and a curiosity grew as the group of men neared Z-2 hangar, and it could be seen that there were several men in civilian clothes in and around the aircraft.

We later found out at the hangar that the people in the aircraft were Israelis and they were attempting to fly the aircraft to Israel. The Arab/Israeli conflict was a little below the radar to most of the Z-2 personnel. But, there was always one or two who read newspapers other than Playboy or Penthouse who provided a brief explanation of the Palestine partitioning and the struggle between the Israelis and Arabs for their piece of the real estate.

The movie "Exodus" would not hit the movie screens until 1960 or later, therefore the most effective way of presenting history to "Jolly Jack" was missing. The plight of the Israelis and their aircraft garnered sympathy from just about everyone. Regardless of the fact the Israeli state was not a reality and the aircraft crew were mostly American volunteers.

The crew and Canadians mingled easily and it is alleged some "out of sight" non-military exchanges took place. They had need of some help with their radios, as well as a rough running engine and other minor defects. They responded with US currency in exchange for technical expertise. I do not know the extent of these interchanges but they did take place.

In the meantime, while all ranks were busy making friends, giving help and exchanging anecdotes, the RCMP arrested the pilot, whose name was Irvin "Swifty" Schindler for conducting an illegal takeoff without a flight plan from a United States airport in New York State, on July 11 1948. Further they were charged with landing at a military base in Canada (RCAF Dartmouth). This action was reported with a photo in the New York Times newspaper dated Monday, July 12, 1948.

Swifty claimed he was heading for the Azores but diverted to the Dartmouth air base because of bad weather. At the time of this occurrence the Air Force Base at Dartmouth was also the terminal for Air Canada (originally titled Trans Canada Airlines) - they operated out of hangar number 4. Therefore the base was civilian and military and diverting to the Air Force Base was reasonable because it was listed as a civilian airport. The airline refuelling arrangements were with Imperial Oil which was located adjacent to the airport. Therefore refuelling could be accomplished for cash.

The details as to what happened next are not clear. Apparently Swifty and his followers of which there were 20 somehow escaped the police and flew the aircraft to the Azores. On arrival there, they were arrested one more time. It is not known whether they successfully flew on to Israel.

Addendum

At the time of the appearance of the B-17 at the RCAF/RCNAS Dartmouth Base in 1948. There were a great number of experienced aircrew around the world looking for work. Pilots and other aircrew as well as maintenance people from the Allied and Axis Air Forces were at loose ends, They had all been highly trained and war experienced and were looking for somewhere to use their skills and get paid for it.

This pool of trained and available aircrew were just what the new state of Israel were in need of as well as aircraft to operate. It came about that many of these men volunteered to fly for the new beginning Israeli Air Force (IAF).

This unit they started flying with was called by the Israelis 1st Fighter Squadron, number 101 Squadron. The first aircraft they acquired was from Czechoslovakia, an aircraft called the Avia-199. This was a rebuilt Messerschmitt airframe with the Jumo engine. Later they acquired some Spitfires, Mustangs, and Italian Macchis.

Historically, there were many airborne fights between Arab & Egyptian Spitfire aircraft against Israeli Air Force Spitfires, Mustangs and "Focke Wulf 190's.

NOTE: 101 Squadron information is available on the web as well as biographies of many of the pilots who flew for the Israelis. Website:

[HTTP://101squadron.com/101/101.com.HTML](http://101squadron.com/101/101.com.HTML)

Four Canadians listed:

John McElroy - late Sep - early Oct went home

Dave Etchells, Canada - late Sep - early Oct went home

John 'Jack' Doyle (UK born, raised in USA, living in Canada - late Sep - early Oct went home

Elkan Leviten (Technician) Canada - went home 1951

Urban Legend (?)

Around about this time, I recall a story that made the rounds in the canteens and messes. The general opening was, "Have you ever heard of Local 88"? And from here on there transpired a tale of pilots who hired out their skills to anyone for the right dollar figure.

Attendant to this was the description of organized teams of air maintenance qualified people scouring the Arabian desert for the wrecks of aircraft of any make, model or nationality. It is said that they then would rebuild them and put them back in the air. All of this was wonderful fuel to the imagination of young men working on aircraft at Shearwater. At the time, the local 88 story was making the rounds there would occasionally be a reference to a pilot joining one of our fighter squadrons and being interviewed by the Commanding Officer. It was said that the CO would ask what aircraft the new pilot had flown. In one case he was confounded to hear of a variety of aircraft including Spitfires, Messerschmitt 109s, Focke Wulfs and some Italian aircraft.

What a thrill to learn that one of our pilots had been with Local 88. Our imagination did the rest.

The 101 Squadron webpage has a link to the bios of the volunteer pilots that were part of their operation. Checking the nationality of the pilots, there are a number of Canadians. One is a name that would be familiar to some Shearwater personnel from the 1950's and '60's.

The Gator and the B-17

An incident that received front-page treatment for a number of days in 1948 involved a University of Florida graduate named Irvin (Swifty) Schindler,

from Miami. Schindler, who had learned to fly while a student at the University of Florida in Gainesville in the late 1930s and flew four-motored aircraft during World War II, attempted to smuggle a surplus B-17 to Israel.

He landed at a military airfield in Canada because of bad weather, and is shown here being arrested by Royal Canadian Mounted Police. Even so, he eluded his captors and flew his plane as far as the Azores, where he was again arrested,



Associated Press Photo

SHEARWATER AVIATION MUSEUM FOUNDATION WEB SITE

It has been noted in several copies of the WARRIOR that there is a difference between the Shearwater Aviation Museum and the Shearwater Aviation Museum **Foundation**. One of the differences is that we each have our own Web Site. This one is ours.

www.samfoundation.ca

The following are links provided at the left on our home page.

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Links

Cruddas' Nsltr

- Canadian Naval Air 1914-1970 - James Stegen
- Navy Blue Fighter Pilot, by Michael Whitby
- A wartime military story - George Gordon Borgal
- ROYAL WATERBIRD - Colonel Sam Michaud
- McEwen Field of Dreams - Sea Furies - Doug Fisher
- "NAVAL AIR" - - Or Tales from the Lower Deck. - Joe Carver
- Sea Kings in the Persian Gulf - Ernie Cable
- Survival, Escape and Evasion - George Plawski
(The events described are entirely true, and had he been able to read it, this story might have provided Oscar Wilde with an even better reason to coin his aphorism that life is far too important to ever be taken seriously. Amen.)

If there is something other than what is already on our web site that you would like to see, please call or write and tell us about it. Thank you.

***"Never will we understand the value of time better than when our last hour is at hand."
— St. Arnold Janssen***

Some of the stories under 'Articles' are listed below:

- At Work and Play with the Flyboys 1952-1956: J.G.R.(Rod) Hutcheson
- Reminiscences of my Flying Career in the RCAF, RNVR, RCNVR, RCN and CAF. (1943-1970) LCDR (P) E.A. Myers RCN (Ret'd)
- The 19th Carrier Air Group on the RCN 1949 Spring Cruise – by Michael Whitby
- An anecdote or two or three - Dave Tate

**IF YOU AREN'T A MEMBER OF THE SAM FOUNDATION, NOW IS THE TIME TO JOIN!
902-461-0062**



AIRCRAFT THAT FLEW FROM DARTMOUTH DURING THE WAR YEARS

From Ernie Cable - SAM Historian



WAPITI



Stranraer



Digby 749



Catalina



Hudson



Canso 9754



Liberator MK1



Hurricane

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*HMCS Fennel rescues survivors from HMCS Clayoquot,
torpedoed by UBoat near Halifax on 24 December 1944*