



# WARRIOR

SUMMER 2024





# HMCS Oriole

## 2024 Port Visits

Join us at a location near you!



**Charlottetown, PEI**

**July 26-28**

**St. John's, NL**

**August 3 - 5**

**Chester Race Week, NS**

**August 14 - 17**

**Lunenburg, NS**

**August 26 - 27**

**Saint John, NB**

**August 31 -  
September 2**

*\*Check here for tour times*



**#SeaForYourself**



**MARINE**  
ROYALE CANADIENNE

# WARRIOR

## Features

President's Comments.....	4
From the Desk of the SAM Curator.....	5
1958 Year of Solid Progress.....	8
In the Delta.....	12
The Memory Lingers.....	13
Editor's page.....	16
Membership.....	18
Wall Tiles.....	19
Planned Giving .....	21
In Defence of Newfoundland and Labrador .....	22
Memories.....	30

1958 Year of Solid Progress (The Crowsnest Vol 11 No 3 January 1959)

Front Cover & Back Cover Photos (The Shearwater Aviation Museum Archives)





Hello, All,

It's hard to imagine that the end of my first term as President is drawing to a close. I am grateful to the members of the board and the membership for the support and great feedback on the initiatives that we have undertaken thus far.

We, as your board, have invested a sizable amount of time in renewing and updating the operating documents and structure of how the foundation is run. We will shortly be adding a new aircraft to the SAM's collection and hopefully be celebrating the grand re-opening of the SAM after its renovations. Additionally, we have embarked on the journey of determining if an infrastructure expansion of the SAM is possible – which will dictate the next steps of our organization.

The closure of the SAM due to these infrastructural challenges has highlighted the requirement for the foundation to “step up” (as it has in years past) and provide a solution to some of the issues. We are in a position to take a leadership role in ensuring the future of this great establishment, by planning for a robust and vibrant museum, and its continued success. In the short term, with the SAM reopening soon, the Foundation will be there to support them in any way that we can. It will be critical for us to provide as much support as we can, to get the SAM back to operational status. Moving forward, our continuing role will be to increase the SAMs

reach in the community – through the expansion of aid for educational opportunities and communication tools – and by supporting the initiatives that the SAM develops. We will be sitting down with the SAM folks, and determining what the requirements are for expansion, and taking on the role of Project development and the fundraising/campaign. Setting a lofty goal of building new infrastructure, will not be a small undertaking. This will be a multi-year, multi-faceted process which will require millions of dollars of investment. Hopefully, this revitalization, energy and direction will be felt by engaging and reinvesting in current members while drawing in new people to assist us grow the foundation to new heights. It is with these strong partnerships and community support, that we can meet any goal we set.

It is exciting and terrifying – at the same time. However, I feel that we have an enthusiastic group who are willing to take on this task.

It is with this in mind and with your support, that I, Jason Miller, would be honoured to continue to take on these challenges as President, for another year. Months of work and commitment have produced and completed the necessary groundwork to move the foundation forward, and with the development of a business and communication plan, we can continue to work towards a bright future ensuring a legacy for future generations.

Let this moment be the start of a fresh page in the story of the SAM and the SAMF – will you help me write the next chapter?

Jason Miller

A handwritten signature in blue ink that reads "Jason Miller".

President SAMF



From the Curator's Desk  
by Christine Hines

It's almost hard to believe we're back in the summer season. Given that the museum remains closed for essential works, it's sad we've missed our high visit season. Despite our prolonged closure, I am optimistic that we'll have the building back soon from the contractors, and can begin the work of rising from the ashes once again.

The scope of work in the main exhibit hall at SAM included repainting and the installation of new, dimmable LED lighting fixtures, that I can say are absolutely fantastic. This work will give us a new lease on life at the museum, and help us improve accessibility to exhibits and better visibility all around.

During our closure, many projects have been in full swing, keeping us very busy. Planning for a refreshed presentation of exhibits and aircraft has been a priority, as we hope to renew the presentation of exhibits in a more logical manner.

SAM Volunteers have been working on many projects:

\*our weekend restoration crew have been busy cleaning and adding missing equipment to our HO4S,



- \*Collections management volunteers have been cataloguing artifacts in the new acquisitions queue,
- \*We've switched to a new point of sale system in the gift shop, loaded the database with product profiles and just about ready to activate our online store,
- \*Restoration crews are working on our J34 Westinghouse Banshee engines, generously donated by Neptune Aviation, Montana, in 2020,
- \*Conversion of archival 16 mm film to digital format
- \*Interpretation volunteers are working on an interactive exhibit for visitors to experience a tactical navigation computer to better understand the role of the Sea King and Anti Submarine warfare.
- \*Digitization of our flying logbook collection, and uploading archival descriptions to Memory NS, an online database for archives in NS,
- \*The weekday restoration crew has been working on a variety of projects and are just about to start a restoration of our new-to-us Clark tow tug.
- \*Our events team has attended DND Family Days, is preparing for Air Show Atlantic in late August



As you can see, we've been using our time wisely until we can greet you once again. We're hoping for a fall reopening, so keep checking our website and social platforms for information on our grand reopening.

[www.shearwateraviationmuseum.ca](http://www.shearwateraviationmuseum.ca)

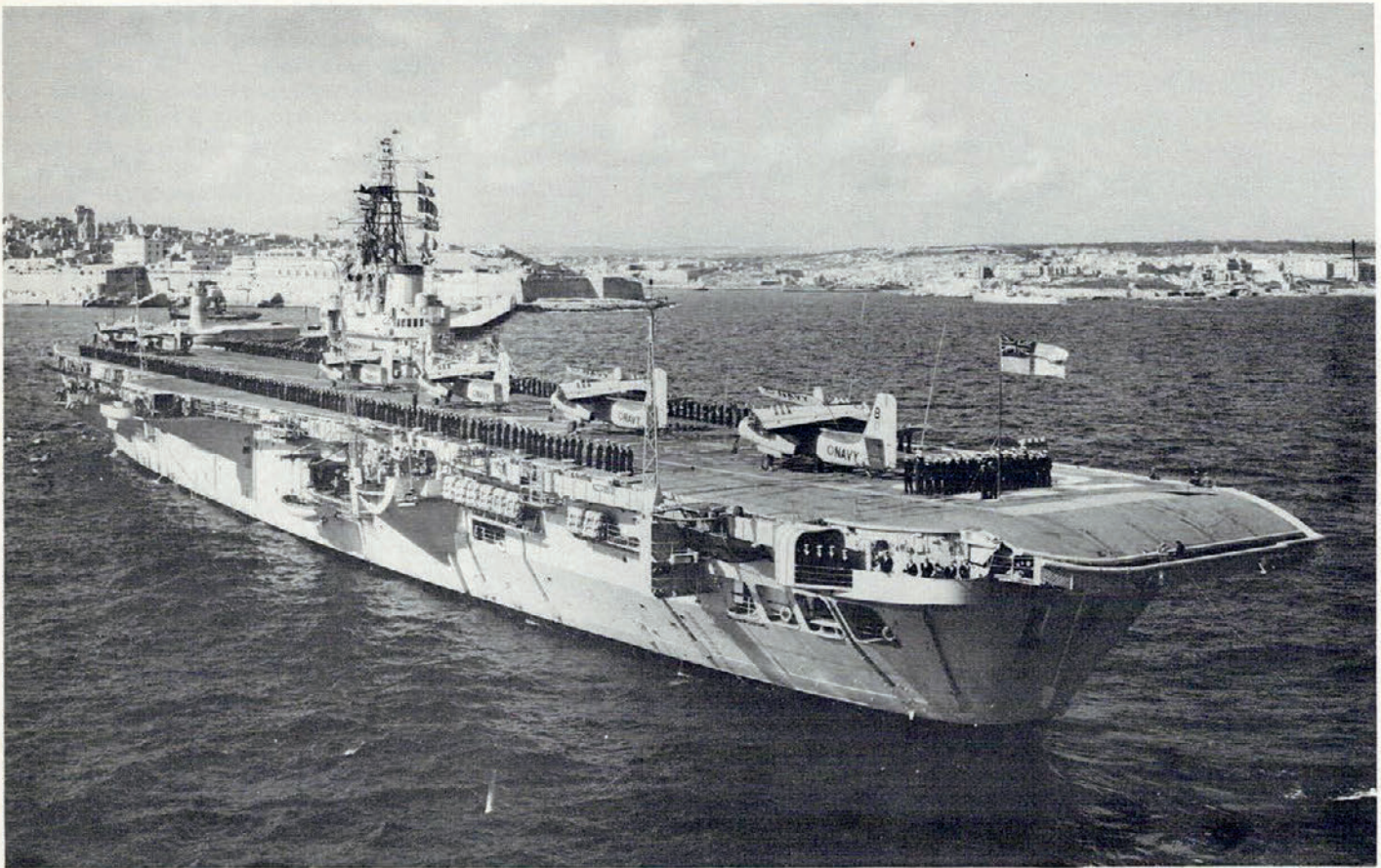


I'd like you to join me in thanking MCpl Josh Dempsey and Avr Hunter Jessup for their outstanding support of the museum. Both have just left the museum: Josh has been with us since the fall of 2022 and Hunter came to us over the winter of this year. We really appreciate both their contributions to the museum and for their extra efforts to get the museum ready for the contractors, and for helping us out in almost every area of operations. No job was too small or unimportant for them and we appreciate their commitment and dedication to SAM. Best wishes to you both for your next chapter. Congratulations on a job well done, gentlemen.

In closing, I am grateful to you for your ongoing support of SAM during this tough time. We're eager to get back to "regularly scheduled programming" in the fall, and allow us to celebrate the RCAF Centennial before the end of the year, sharing 12 Wing's stories of innovative and dedicated service to Canadians with our visitors. Hope to see you then!







HMCS Bonaventure is shown entering harbour at Valetta, Malta, during last fall's NATO exercises in the Mediterranean. (Royal Naval Official Photograph)

## 1958 - - YEAR OF SOLID PROGRESS

**T**HE YEAR 1958 was one of solid progress for the Royal Canadian Navy.

It was a year in which the development of new levels of efficiency among existing forces and an even greater concentration on improving the RCN's anti-submarine capability overshadowed statistical gains in ships and personnel.

Ships of the fleet were at sea from the beginning of the year to its end, on training cruises, exercises and operational duties that took them as far as Malta, in one direction, and South Vietnam in the other. Every opportunity was sought and taken to practise for an anti-submarine role which, as it became more sharply defined, became more complex and demanding.

Ashore the story was the same, with the training of personnel and the command and logistic organizations devoting their efforts exclusively to the present and future needs of the fleet and its specialized function.

At the year's end, the Navy had 47 warships in commission, two Royal

Navy submarines under its operational control and a further six warships under refit. This compared with 45 ships in commission and five in refit at the end of 1957.

The regular force totalled 19,817 officers, men and wrens at November 1, compared with a strength of 19,258 at the beginning of November 1957. In addition, there were 361 officer cadets and 185 technical apprentices under training. Last year's figures for these categories were 267 and 157, respectively.

Major additions to the fleet in 1958 were:

*Destroyer escorts:* HMC Ships *Restigouche* and *St. Croix*, first of two of the new *Restigouche* class anti-submarine vessels. The other five of this class are nearing completion and are scheduled to be commissioned in 1959.

*Frigates:* HMCS *New Waterford*, last of 21 anti-submarine frigates to be modernized.

*Anti-submarine aircraft:* Of 100 CS2F Trackers on order, 43 have been deliv-

ered to date. Work has begun on a modified version with improved anti-submarine capabilities. First of the modified Trackers is expected to be in service by mid-1959.

*Fighter aircraft:* The *Banshee* jet fighter procurement program was completed, bringing to 39 the total number purchased from the U.S. Navy.

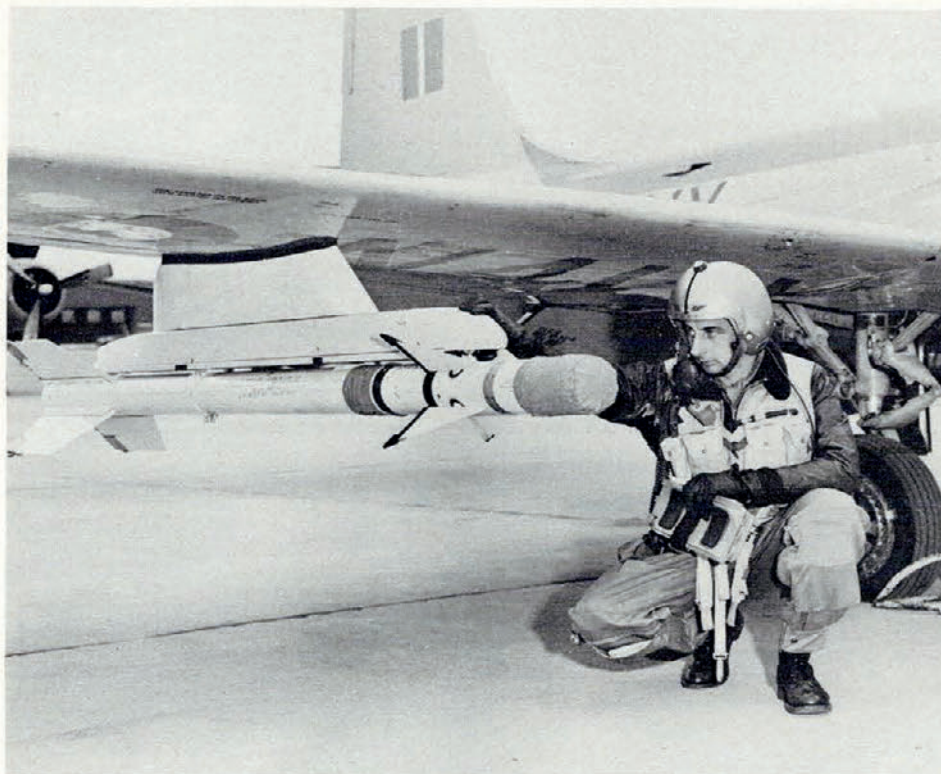
To give further flexibility to the fleet, HMC Ships *Cape Breton* and *Cape Scott* were taken in hand for refit as mobile repair ships. Entering service in 1959, they will be capable of carrying out non-major repair work for ships either at sea or at points remote from dockyards and shipyards.

Armament additions included:

*Guided missiles:* *Banshee* jet fighters were fitted with the air-to-air "Sidewinder", first guided missile to be put into operational service in Canada's armed forces.

*Homing torpedoes:* Anti-submarine helicopters were fitted to carry homing torpedoes. Previously limited to submarine detection, these helicopters now





The Royal Canadian Navy in 1958 became the first of Canada's armed forces to arm itself with guided missiles. A Sidewinder is shown slung beneath the wing of a Banshee jet fighter. (DNS-21044)

have a "kill" capability as well. The homing torpedo is carried also in destroyer escorts and Tracker aircraft.

Training advances included:  
Opening of the new Naval Technical School at Esquimalt on October 18 The

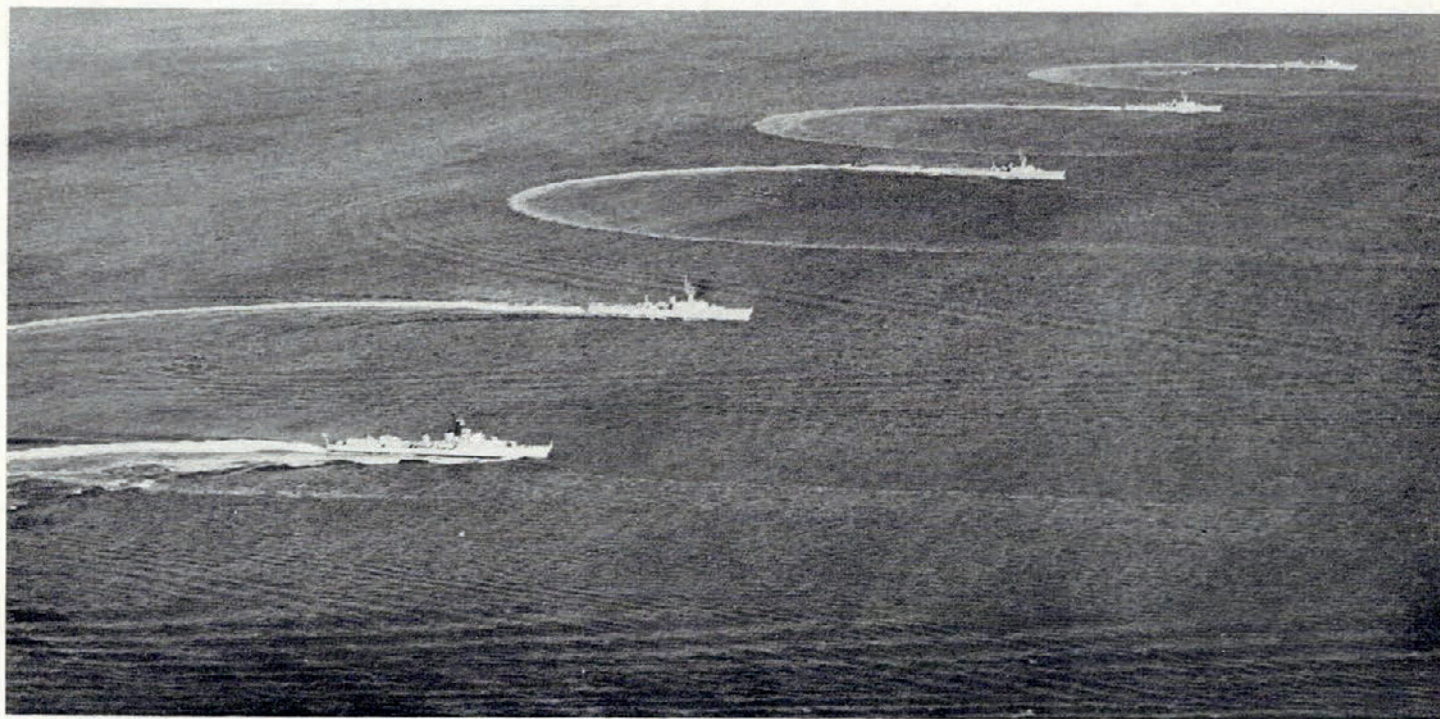
school will serve as a primary source of highly skilled personnel required to operate and maintain the increasingly complex equipment being developed for ships of the fleet.

*Formation of a cadet training squadron on the Pacific Coast.* Primary task of the squadron, composed of frigates, is to provide sea training for naval cadets from the Canadian Services Colleges, universities and Venture.

The squadron has taken over the duties of the training cruiser *Ontario*, which was paid off October 15. The move made available nearly 600 officers and men for anti-submarine ships of the fleet. Establishment of a cadet training squadron has the advantage of training cadets in ships more comparable in size and equipment to the destroyer escorts in which the majority will serve on receiving their commissions. The frigates are also capable of rapid transfer to operational duties if required.

Further steps were taken during the year in implementing the Navy's long-range plan for revision of its personnel structure. Among these was the introduction of a streamlined educational service broadening career opportunities for serving personnel.

Sea training activities ranged all the way from single-ship workups to large-scale NATO exercises. Canadian warships worked alongside those of France,



Ships of the Second Canadian Escort Squadron weave a graceful pattern on the sea not far from their home base at Esquimalt. Taking part in the manoeuvres were the Athabaskan, Fraser, Skeena, Margaree and Cayuga—a team that is soon to be broken up by an exchange of ships between the Atlantic and Pacific Commands. (E-47822)

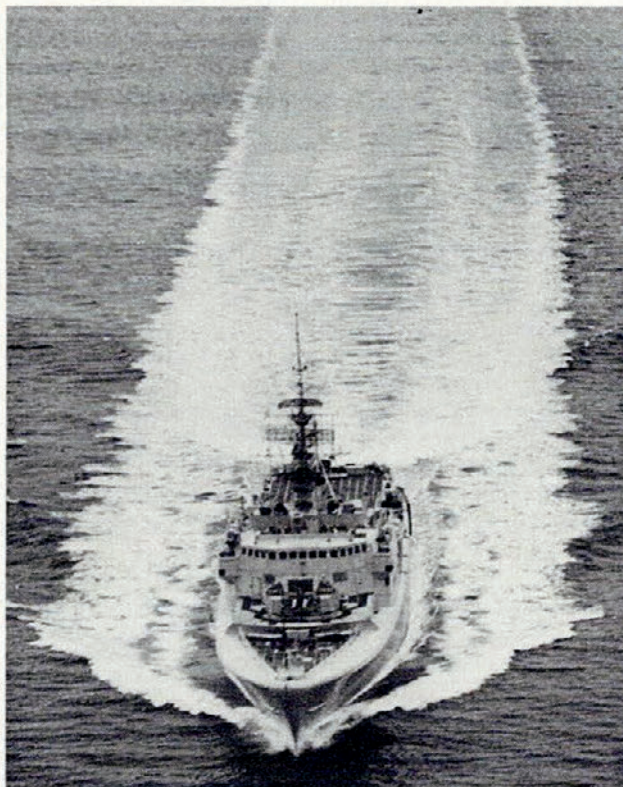


Italy, the Netherlands, Portugal, the United Kingdom, United States and West Germany. Their travels took them to numerous ports on both coasts of Canada and the U.S.A. and to Japan, Hawaii, Hong Kong, South Viet-Nam, Okinawa, Fiji, Australia, New Zealand, Alaska, Central America, Mexico, the West Indies, France, Malta, Italy, the Azores, Gibraltar and the United Kingdom.

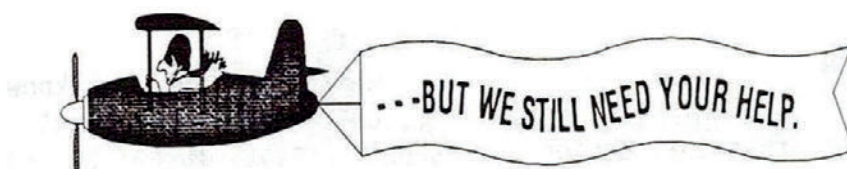
On the Great Lakes, a training squadron from the Atlantic Command provided sea training during the summer for naval reservists from across Canada. More than 500 new entry seamen of the RCN (Reserve) passed through the Great Lakes Training Centre, at Hamilton, during the peak months of July and August.

A proud and colourful occasion was the review by Her Royal Highness, the Princess Margaret, of 32 ships from Canada, the United Kingdom and United States at Royal Roads, near Victoria. It was the first Royal Fleet Review ever held in Canada.

RCN ships also took a prominent part, along with others from France, the Royal Navy and U.S. Navy, in Quebec City's 350th anniversary celebrations.



A destroyer escort of the Restigouche class, the Kootenay is seen undergoing power trials in West Coast waters. Scheduled to be commissioned this spring, the Kootenay will serve in the Atlantic Command. (E-47950)



NEW MEMBERSHIPS ½ PRICE CONTACT US FOR FURTHER DETAILS

Limited time only

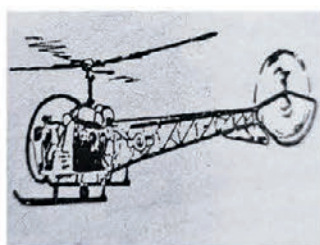
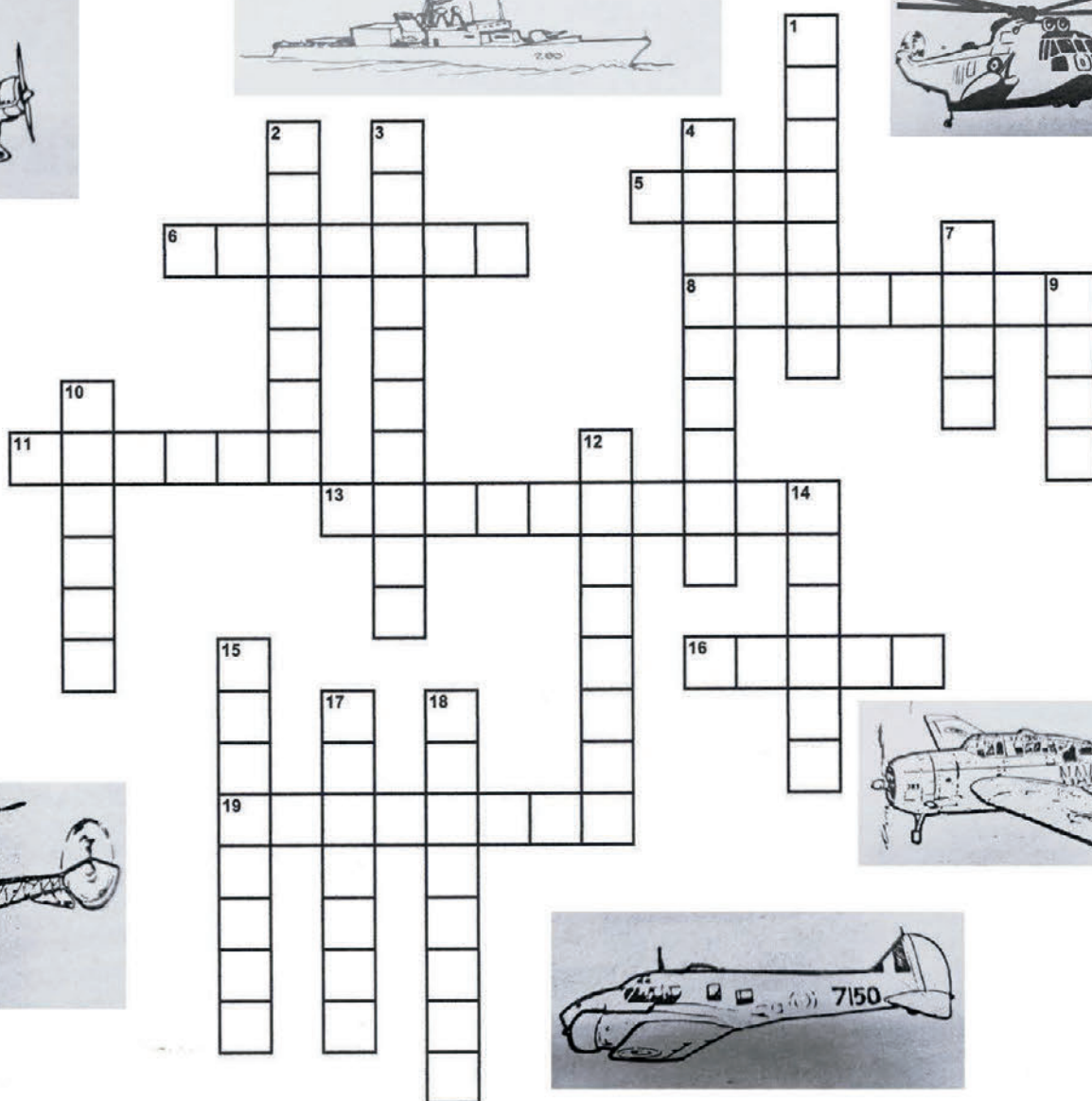
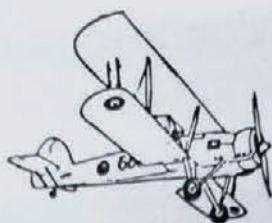
Mailing Address: 12 Wing PO Box 99000/  
Stn Forces Halifax NS B3K5X5

E-Mail: [samf@samfoundation.ca](mailto:samf@samfoundation.ca)  
WEB: [samfoundation.ca](http://samfoundation.ca)

Telephone: (902)461-0062  
Toll Free: 1-888-497-7779



# Aviation / Naval Reflections



## Across

- [5] Ground School
- [6] Searching
- [8] An old TV Show
- [11] Place for a Shirt
- [13] Whirly bird
- [16] Ivory Building
- [19] Flying Machine



## Down

- [1] Screaming Spirit
- [2] Blood Hound
- [3] A moving Runway
- [4] Silk Umbrella
- [7] Teenagers room
- [9] Send a Steamer Truck
- [10] Prime Minister Thatcher
- [12] Puppy play
- [14] Taxi Spot
- [15] Home Base
- [17] Type of Pigeon
- [18] Landing Place





## In The Delta

ABBOTT Dr. Edward Francis “ Bud”	July 2024
BROWN Chester Elmore	May 2024
DALTON Patrick	Mar 2023
EDEN John Bernard	May 2024
HELMKAY Sydney Dennis	May 2024
MACDONALD, J.R. Kenneth	May 2024
MCFARLAND Earl Flight Lieutenant	May 2024
O’LEARY Frances E.	Dec 2023
PILE Thomas John	May 2024
STERLING (Mott) Donna	Jan 2024
WALTON Owen Field	May 2024
WINDSOR Harry	May 2024

### *Night Touch-and-go’s*

It’s dark out there, I sit and stare,  
and watch through starboard port..  
The handlers gleam in starboard green,  
as engines snarl and snort.

and proffered “tie” is held on high,  
to prove our craft is free.  
An engine spark, a flash-light arc,  
a night-time launch at sea.

Brake still in park, we face the dark,  
a steaming cat-shot cough.  
The engines cry and claw for sky,  
old Bonnie squirts us off.

We feel the squeeze of added gees,  
inertia’s heavy load.  
The plane behaves, avoids the waves,  
by God! We’re on the road.

We’re climbing out, no time to shout,  
it’s practice landing time.  
And don’t you know it’s touch-and-go,  
we’re landing on that dime.

All night we fly and trace the sky  
with others of our kind.  
And so we beg for final leg,  
the meat-ball for to find.

Our final hop, it’s now full-stop,  
with hungry tail-hook reach.  
First of the cabs, the tail-hook grabs,  
the tortured tires screech.

A stifled yawn, a brightening dawn,  
the mule tows us away.  
‘Twas quite the ride, we’re qualified.  
We’ve earned our flying pay.

By: John Thompson

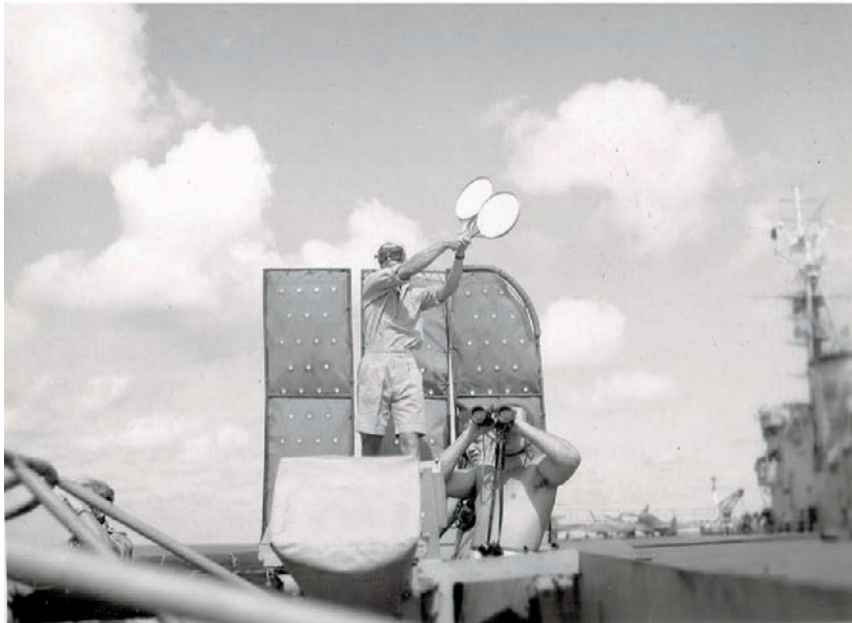


“CARRIER FLYING; ALWAYS EXCITING, NEVER FORGIVING, THE FRIENDS AND THE  
MEMORIES ARE WITH ME ALWAYS”

The above quotation is Exemplified in the following description of a carrier landing  
in the former RCN carrier WARRIOR, for which this magazine is named.

### The Memory Lingers

Four Seafuries circling in formation above the carrier. Each pilot close enough to count the pencil-thin lines of engine oil streaking rearward along the next planes belly. The sun beats through the canopy causing beads of sweat to form under the leather flying helmet. They irritate the eyes, and roll down the neck to saturate the flying suit. From the ship below, relief planes are being launched. Suddenly, the word “Charlie” crackles through the earphones, the signal for landing on. The formation leader begins a steep descending turn, signaling his flight to switch fuel tanks, drop tailhooks, and change formation. Roll out astern the ship and fly up the starboard side at 150 feet in tight line-abreast formation. The ship’s boiling white wake is sharply visible against the sea’s blue-green surface. A quick glance at the flight deck; it’s heaving again today. Leader makes an obscene finger gesture, break sharply left heading downwind. A ten-second interval and number 2 breaks, then number 3, I’m in number 4. Finish the landing checks, then break left in sequence. Check speed. Finish checks, reduce power to slow down, then drop the wheels and flaps. Reduce to approach speed. Nose already getting heavy, compensate with trim. Ship coming up on the port wing tip. Begin the turn-in. Two furies safely on board, number 3 nearly there. Nose getting heavier still. Controls sloppy, check speed- flying near the stall. Landing Signals Officer in sight, a gnat-sized individual with a red signal flag at the end of each arm.

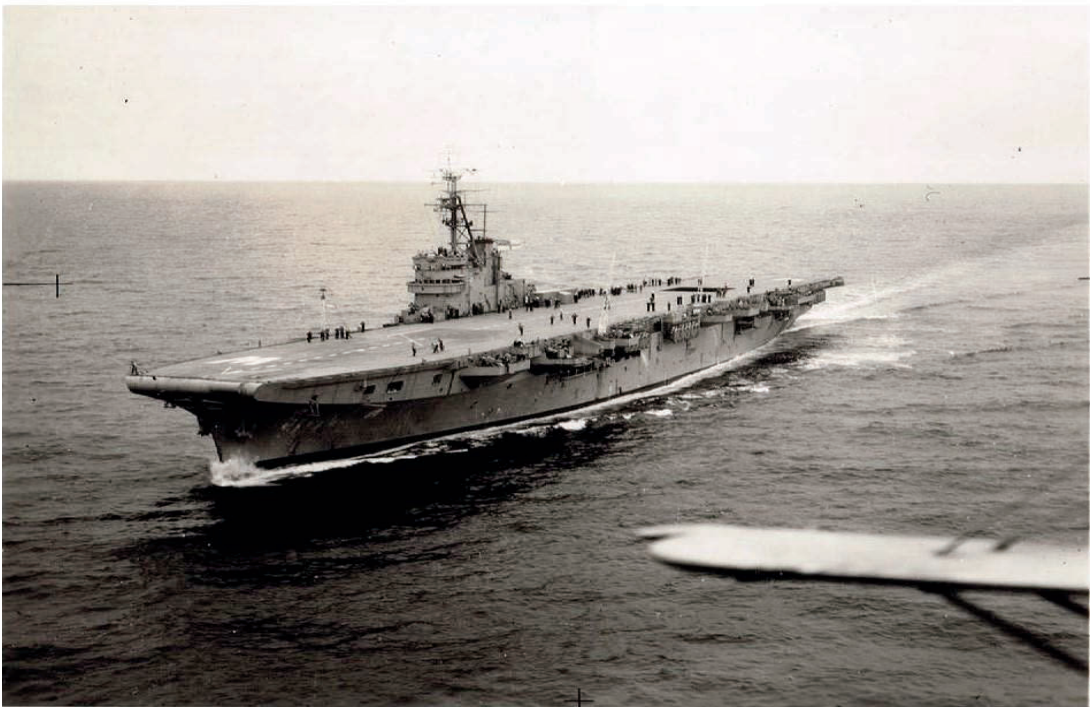


Too high, squeeze off power, ease down a bit. Watch the air speed! Check the lineup, increase bank. Too much rudder.... skidding. Getting low, add power. Bring up the nose ... slow response. Check speed! Closing fast. Little aft play in the flight controls. It's pucker time. A split second to go for a cut or a wave off ..... CUT! Chop the throttle, pull back the stick to force the tailhook down towards the arresting wires. Nose rises, ship disappears. Heart- stopping suspense. Then-Snap! Twang! The arresting wire's sudden pull. Pitch forward against the harness. The jolting stop. Piece of cake. And they pay me to do this!

Note: The above description of a straight- deck carrier landing was given to Tom Copeland for the then SAM Foundation News. Tom sent it along to WARRIOR to remind readers of life in an old RCN carrier.









From my desk: Karen Collacutt-McHarg SAMF Admin / Warrior Editor

It's hard to believe it's been 5 years from my first day stepping in for mom. Getting safely through Covid, keeping things moving forward with memberships, daily operations and Warrior magazine as our numbers decline has never been more challenging.

One of my goals passed on from mom was to be sure not only the Naval Air but all members and groups that have passed through Shearwater have a voice & place to share their stories and experience so they are not forgotten. Our history is alive and well here at the Shearwater Aviation Museum. It has been an ongoing mission of all the colleague's and volunteering here to care for and preserve our history and the artifacts that come into this museum.

Our SAM foundation has a great group of board members & volunteers who meet monthly for planning and development sessions for the future of our beloved SAM.

Here are a few ways you can help us reach our goals.  
Send us your stories.

Support us by continuing your membership and pass membership information on to your family members and friends who share your passion for our history. Become a volunteer on one of our committees, fundraising to maintenance and museum guides. We have ongoing 50/50 Rafflebox draws

<https://www.rafflebox.ca/raffle/samfoundation>

500 club ticket draws all summer long, you can purchase Bonny Books by: Al Snowie

Visit our Website:

<https://samfoundation.ca/>

[Visit our online store to pay memberships or purchase items.](#)

You can find all of our Warrior magazines on the site, there are lots of photos and videos to see. Our Delta list can also be viewed.

We have our Facebook page for more photos. <https://www.facebook.com/samfoundation.ca>



If you do not use social media, you can call me any time to purchase memberships, donations, books or just to say Hi. I can be reached Mon- Sat 8am-5pm & 6-8pm 902-461-0062 or toll free 1-888-497-7779

If you have photos you want to share with us, I will scan them and send them back to you if not they will go into the archives if we don't have copies of them.

Something that will help me out getting information out to you is please update your email and mailing address.

You can email them to me [samf@samfoundation.ca](mailto:samf@samfoundation.ca) or send them to me.

Mailing Address: 12 Wing PO Box 99000/  
Stn Forces Halifax NS B3K5X5

E-Mail: [samf@samfoundation.ca](mailto:samf@samfoundation.ca)  
WEB: [samfoundation.ca](http://samfoundation.ca)



## **SHEARWATER AVIATION MUSEUM FOUNDATION ANNUAL GENERAL MEETING**

The 35<sup>th</sup> Annual General Meeting of the Shearwater Aviation Museum Foundation will be held on Wednesday, 30 October 2024 at 1330 hours

in the Shearwater Aviation Museum

*Should you wish to join the meeting via Zoom, please provide your email address*

*to the Foundation office  
([samf@samfoundation.ca](mailto:samf@samfoundation.ca))*

*not later than Thursday, 24  
October 2024*



## SAMF MEMBERSHIP DONATION FORM

**Note: MEMBERSHIP YEAR IS**

**JAN 1 ST – DEC 31 ST**

Order Now! Hard Cover 200 Photos – 336 pages

Price \$43 Includes Shipping & Handling

Order Form:

I would like to order \_\_\_\_ copies of "The Bonnie Book"

My Cheque is enclosed \_\_\_\_.

Master Card or Visa

Card # \_\_\_\_\_

Expiry \_\_\_\_/\_\_\_\_

Plus, the 3 # security code on back of card \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City \_\_\_\_\_ Prov \_\_\_\_\_

Postal Code: \_\_\_\_\_

Phone # \_\_\_\_\_

### SAMF Mailing Address:

**SAM Foundation**

**12 Wing PO Box 99000 Stn Forces**

**Halifax, Nova Scotia B3K 5X5**

**Phone: 902-461-0062 or**

**Toll Free: 1-888-497-7779**

**Email: [samf@samfoundation.ca](mailto:samf@samfoundation.ca)**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City \_\_\_\_\_ Prov \_\_\_\_\_

Postal Code \_\_\_\_\_

Phone : \_\_\_\_\_

Email : \_\_\_\_\_

**Status: Patron \$250 yr**

**Sustaining \$100 yr Regular \$50 yr**

**Additional Donation \$ \_\_\_\_\_**

**Building Fund      Warrior Magazine**

**In Memory          Restoration**

**Dinner Auction**

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

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Prov : \_\_\_\_\_

Postal Code: \_\_\_\_\_

Payment Method: Money Order, Cash , Cheque, e  
Transfer to [samf@samfoundation.ca](mailto:samf@samfoundation.ca)

VISA , MASTERCARD

# \_\_\_\_\_

Expiry \_\_\_\_ 3 security code on the \_\_\_\_ CVC



## WALL OF HONOUR

### Guidelines for designing your “Wall of Honour” Tile.

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

The options are:

- Option A:** One half tile 12" X 12" x 17" and triangular in shape with up to 5 rows of 3/4" letters for a maximum of 60 letters and spaces. The longest row can accommodate up to 20 letters and spaces. The remaining 4 rows will decrease in length as the border/edge of the tile dictates. It should be noted that the upper half of the tile will start with a short row and the bottom half will start with a long row.
- Option B:** The full tile with up to 6 rows of 1" letters for a maximum of 55 letters and spaces. The two centre rows can accommodate up to 16 letters and spaces. The remaining rows will decrease as the edge of the tile dictates.
- Option C:** The full tile with up to 10 rows of 3/4" letters for a maximum of 120 letters and spaces. The two centre rows can accommodate 20 letters and spaces. The remaining rows will decrease as the edge of the tile dictates.
- Option D:** The “Buddy” Tile - sold only as a full tile. This tile is divided into 4 quarters - each 6" X 6". Each quarter can accommodate up to 6 rows of 1/2" letters for a maximum of 48 letters and spaces. The two centre rows can accommodate up to 12 letters and spaces with the remaining rows decreasing as the tile edge dictates.

Option A



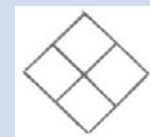
**\$300**

Option B & C



**\$600**

Option D



**\$600**

**Wall Tiles may be purchased through monthly installments.**

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

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



**(Wall Tiles (continued))**

**ENGRAVING REQUEST**

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

From:

NAME: \_\_\_\_\_

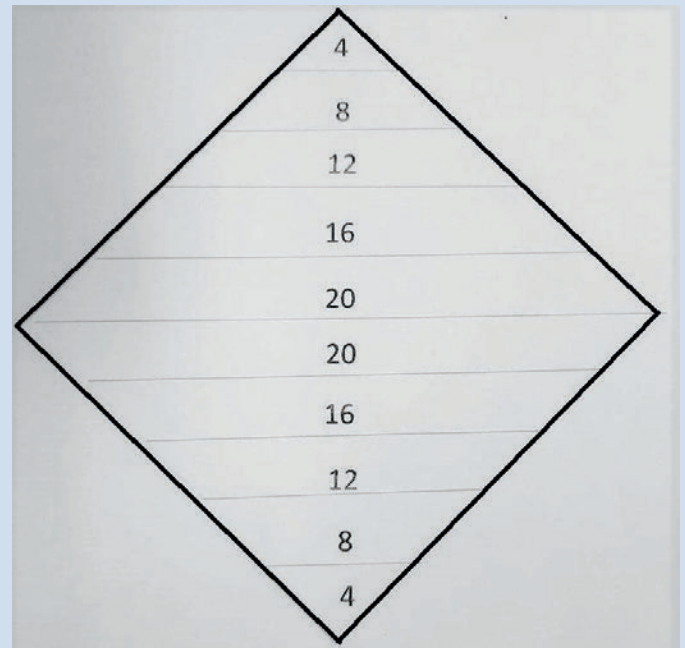
ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_

PROV: \_\_\_\_\_ POSTAL CODE: \_\_\_\_\_

TELEPHONE: \_\_\_\_\_

EMAIL: \_\_\_\_\_



Number of spaces per line

TYPICAL OPTION 'C' above

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

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

VISA/MASTERCARD Card # \_\_\_\_\_ Exp. Date: \_\_\_\_\_

3# security code on the back of card \_\_\_\_\_

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

Email: [samf@samfoundation.ca](mailto:samf@samfoundation.ca)

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





## PLANNED GIVING

There are two primary ways in which gifts may be made to the Shearwater Aviation Museum Foundation: by giving a gift of money or securities as a Gift (Inter Vivos) or by making provision in your Will for giving of a gift to the Foundation. Remember a Will "speaks" for us from the date of death, since Wills are revocable and thus any Tax Benefits of a gift to the Foundation, through a Will, cannot be realized until one dies. A gift (Inter Vivos) i.e. a gift Now does benefit from the **reduced rate of Income Tax**.

**Requests made by Will:** In your Will, you may leave a lump sum bequest or a bequest of a specified percentage of the remained of your estate, or a bequest specified as "the rest and residue of your estate" to the Foundation. You may also make a gift of property or securities (stocks, T-Bills, bonds, GIC's) to the Foundation's trading Acct by means of a provision in your Will.

**Income Tax Benefits:** A bequest made by your Will confers an important advantage to your estate when the bequest is made to a Charitable organization such as the Shearwater Aviation Museum Foundation. Your lawyer or financial advisor can advise you on such advantages and the implications or limitations of such bequests.

**Request of Life Insurance:** The gift of a Life Insurance Policy can be an effective way of offering a benefit to the Foundation on your death. You may either give an existing policy which you may no longer need, or a new policy obtained specifically for the purpose of making a donation to the Foundation. In both cases, the Income Tax benefits of such gifts can be very important to the Foundation and you. Consult with your Insurance Agent re the specifics of such benefits.

**BY MEANS OF A SIMPLE CODICIL TO YOUR CURRENT WILL.** (The following is a simple Codicil which can be added to your present Will.)

---

**Codicil to the Last Will and Testament of \_\_\_\_\_** Which Last Will

and Testament is dated \_\_\_\_\_ Day of \_\_\_\_\_ 20\_\_\_\_. I hereby add to that said Will as follows:

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

Signed and dated this \_\_\_\_\_ Day of \_\_\_\_\_ 20\_\_\_\_

In the City of \_\_\_\_\_ Province of \_\_\_\_\_ Postal Code \_\_\_\_\_

Witness: \_\_\_\_\_ Witness: \_\_\_\_\_

Address: \_\_\_\_\_ Address: \_\_\_\_\_ Signature of the Testator

\_\_\_\_\_  
\_\_\_\_\_

---

Thank you for supporting  
the  
Shearwater Aviation Museum Foundation

## **In Defence of Newfoundland and Labrador.**

As the likelihood of war increased in the late 1930s, the Canadian government realized that the defence of its own country hinged on the protection of Newfoundland and Labrador. An enemy invasion there would leave Canada's east coast vulnerable to attack and threaten convoy routes. Furthermore, ore extracted from the mines on Bell Island was vital to Canada's steel industry, while the airports at Gander and Botwood were at the forefront of transatlantic flight.

Aware that Newfoundland did not possess the resources to properly maintain defences, the British and Canadian governments agreed that Canada would assume responsibility. Addressing Parliament on September 8, 1939, Prime Minister Mackenzie King stated that "the integrity of Newfoundland and Labrador is essential to the security of Canada. By contributing as far as we can the defence of Newfoundland ... we will not only be defending Canada, but we will also be assisting Great Britain."

Defence Strategy: Canada would commit more than military forces to the defence of Newfoundland by also committing \$65 million dollars to expand airports in Gander and Botwood. Canada would also build a naval base at St. John's as well a ship repair facility at nearby Bay Bulls.

Also built would be an air bases at Torbay and Goose Bay. Infantry and artillery units were stationed at all these places for additional protection.

Towards the war's end the Canadian and Newfoundland governments revised their defence agreements to adjust to peacetime conditions. The RCAF returned its airports at Botwood and Gander to Newfoundland in exchange for \$1 million and emergency military powers. It also transferred the Torbay airfield to the Canadian government, which turned it into a civilian airport in 1946. By the end of that year, Goose Bay was the only base still under RCAF command. The Royal Canadian Navy also reduced its presence in Newfoundland immediately following the war and handed over its St. John's base to the British Admiralty.

After the war. Officials in Ottawa, meanwhile, had recognized by the end of 1945 that its eastern neighbour played an important role in the Canadian scheme of things and wanted to bring it into confederation. This was not undesirable to many Newfoundlanders and Labradorians, who in a referendum held on July 22,



1948, voted to become Canada's tenth province rather than return to responsible government. It is widely believed that the events of the Second World War helped integrate Newfoundland and Labrador into the North American economy, and ultimately acted as a midwife to Confederation.

Ryan Gingras

About the Author

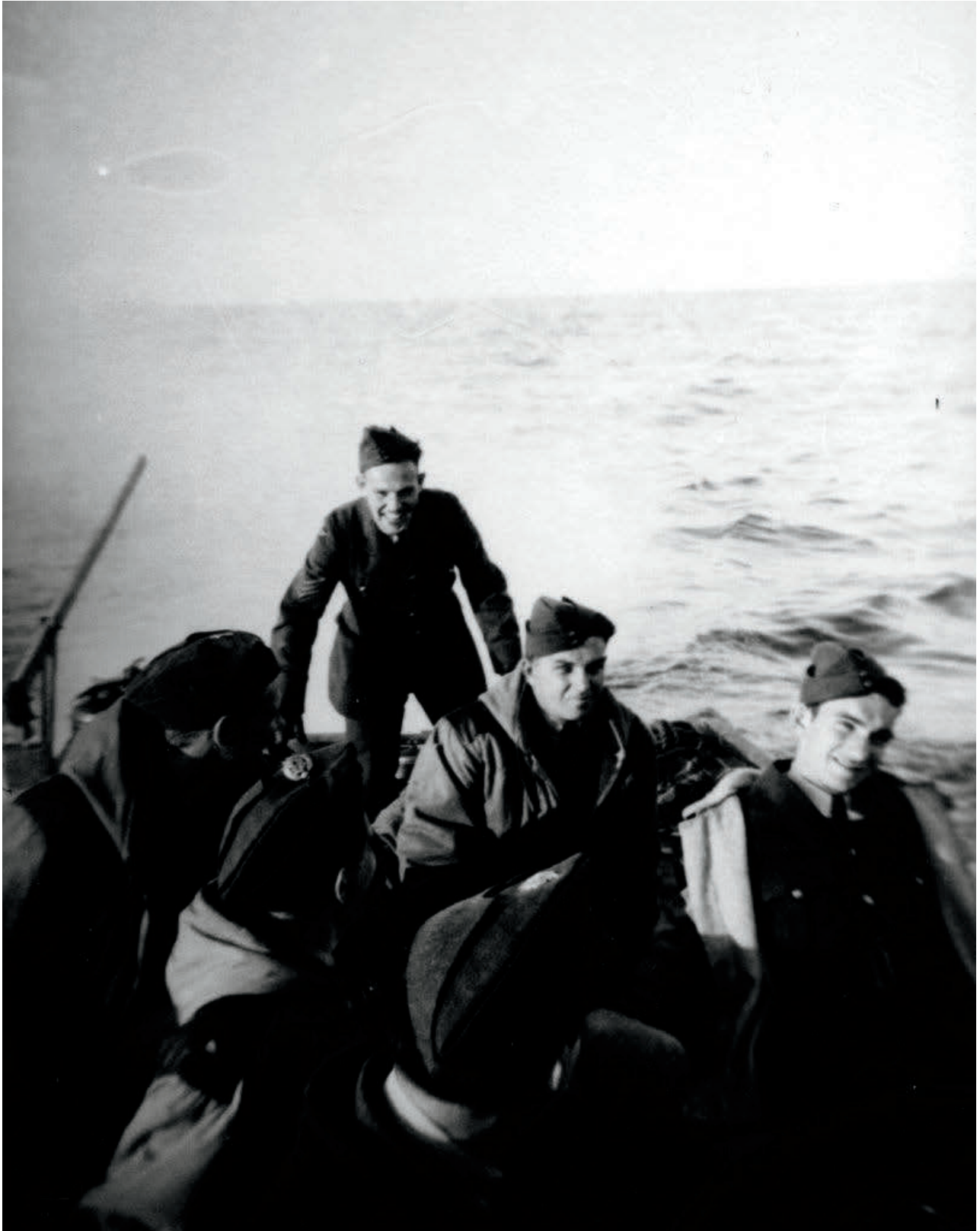
As a member of the Infantry Sgt (Ret'd) Ryan Gingras, CD served with the 1<sup>st</sup> and 3<sup>rd</sup> Battalion RCR as well as CSOR in 1 SOC (Special Operations Company). Ryan was an instructor at the 4th Division Leadership School, Petawawa and oversaw and ran the Advanced Small Arms instructor course and Army Field Firing Range Safety Officer course. He also conducted foreign weapons training for 2 CMBG units deploying to Iraq and Ukraine. After retiring Ryan was a contractor with Reticle. Today Ryan is a medal and history enthusiast.



Cape Bauld















SS North Ranger @ RCAF Radar Unit #30 Cape Bauld



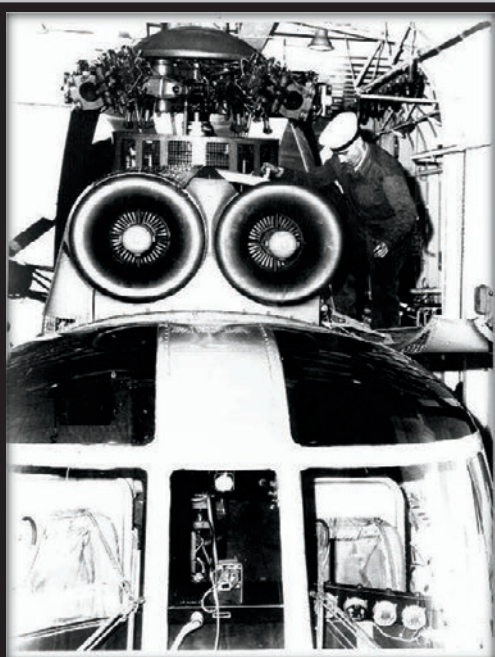


Memories: Thank you for your service



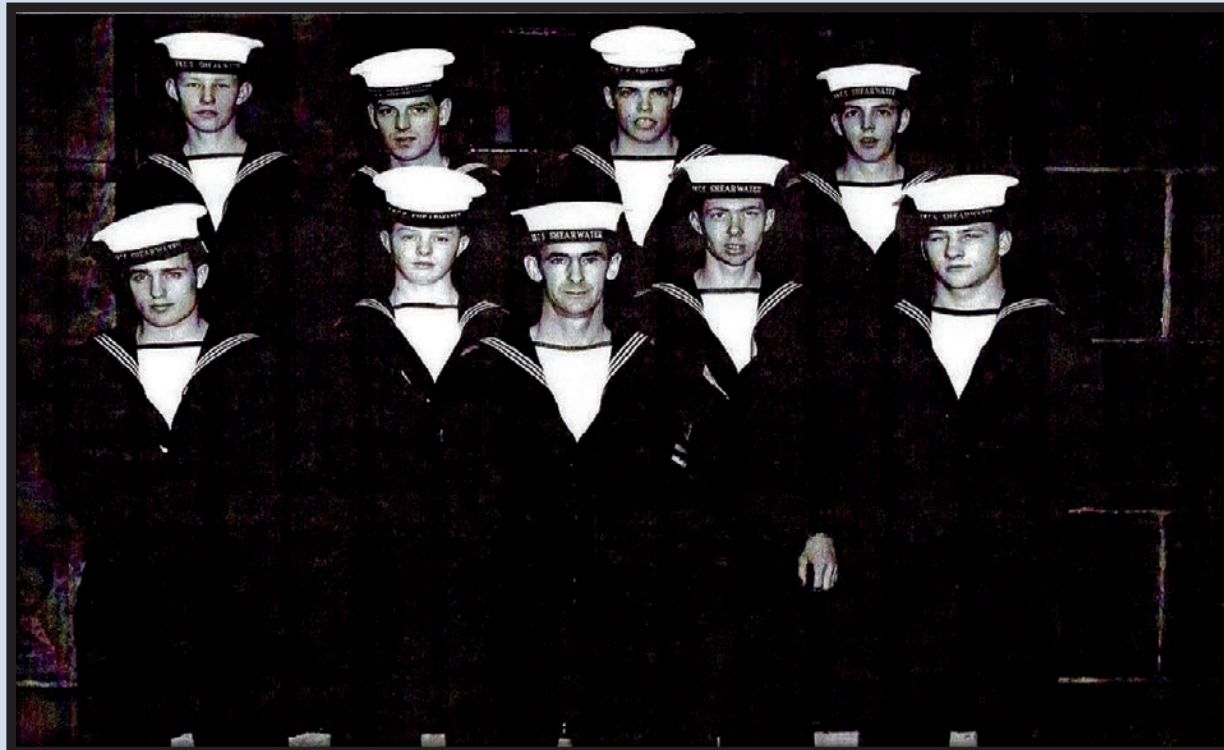


Memories: Thank you for your service





Aviation Technician Class Trade Group 4



Air Fitter Class 1966





AIR BOTSWAIN CLASS



(L to R) Cpl Wilson, Pte Pepper, Cpl O'Callaghan, Cpl Canning  
 Mcpl Corrigan, Pte Wedsworth, Cpl Currie, Sgt Pellerin, Cpl Bond  
 (L to R) Pte Green, Cpl Lefave, Sgt Bartlett (Inst) Sgt Mackay (I  
 Cpl Nickerson.





PTE VATCHER, PTE ZWICKER, PTE FREEMAN, CPL POSTLEHWAITE, CPL HOWE  
SGT LeBLANC, MCpl BURNS, SGT KEATING, (INSTRS)  
CP 121 TRACKER AIRFRAME  
8902



CT-133 IE 9003

Pte. Lovitt, Pte. Wolfe, Cpl. Pomerleau, Sgt. Trimboli, Cpl. Boutet, Cpl. Mieras, Pte. Fehr  
Mcpl. Muchlgassner, Sgt. O'Keefe, Sgt. Parker, Cpl. Richard  
10 Sep '90 - 19 Sep '90





BACK LEFT TO RIGHT: PTE MOORE MCPL GALLIE CPL HURST PTE KENNEDY  
CPL FISHER CPL SLATER PTE HAMILTON PTE MCGRATH  
FRONT LEFT TO RIGHT: MCPL TREMBLAY SGT BARTLETT(INST) SGT MACKAY(INST)  
SGT COOLEN(INST)



CH124A AF 8702

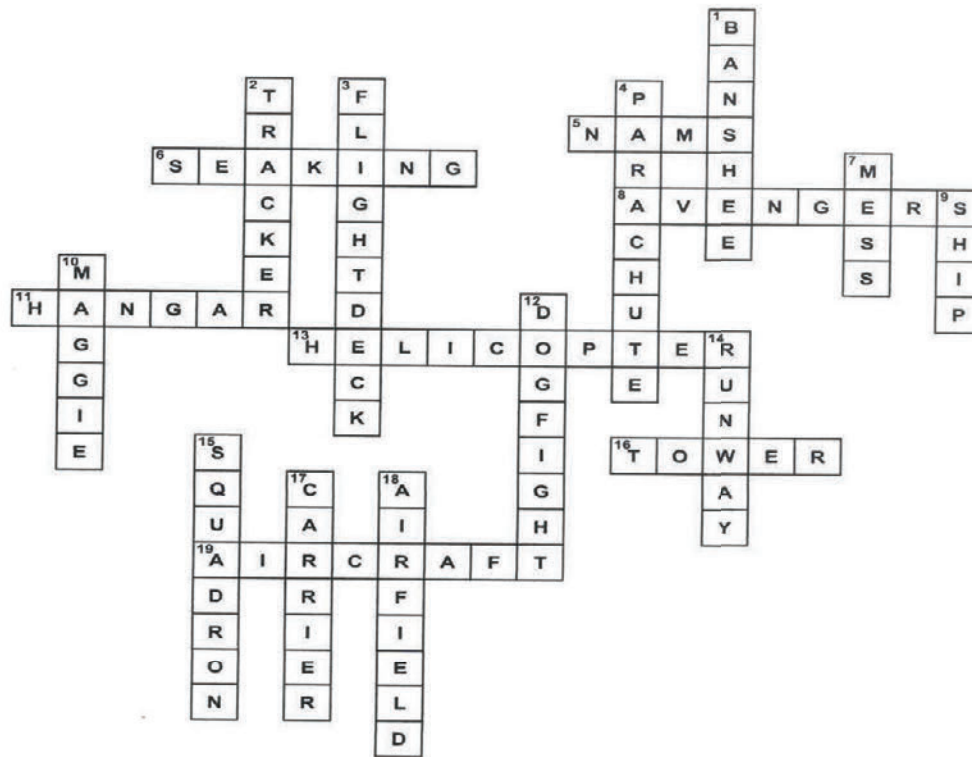
On behalf of the Canadian Naval Air Group (CNAG), the Nova Scotia Community College (NSCC) Aviation Institute annually presents a CNAG award to the top student of their Aircraft Maintenance Engineering Mechanical, Avionics, and Structures programs. The winner for 2024 was S1 Brandon Pretto, RCN. The award marks a significant achievement in S1 Pretto's academic and professional career. S1 Pretto is shown receiving the award from NSCC Aviation Institute Senior Technical Instructor Donald O'Leary.

S1 Pretto also recently competed in the Nova Scotia Skills Competition, a program that allows students and apprentices to participate in skilled trade and technology contests. Competitors from across Nova Scotia showcase their talents, skills, and knowledge in their chosen disciplines, vying for gold, silver, and bronze prizes. S1 Pretto excelled in the competition, winning the gold medal.





## Solution



Thank you to Shirley MacDonald for submitting the puzzle idea for this issue, if you have any words or ideas, please send them along to the office and they could be in the next puzzle.



## TEAMWORK by Bill Gillespie 1998 submission

Teamwork between the various trades in Naval Aviation has always been a necessity and more so when at sea. This became an even more important requirement with the introduction of the helicopter carrying destroyers. With integration, many skeptics questioned whether this teamwork would still be found in the Maintenance Personnel of the HELAIRDETS. The concern of those skeptics were dispelled as integrated maintenance crews soon became the norm.

In Sep 74, HMCS SKEENA was in the North Sea with three other Canadian ships as part of a large NATO Exercise. The HELAIRDET Maint Crew consisted of four ex-Naval Air Techs, four ex-Air Force Techs, a Green Private, plus the Det Chief and the PO Second Class. From the time they left Halifax, this group prided themselves on how well they worked as a team, but this pride and training was to be put to the test in the North Sea.

After a night of three hot turn-arounds, the Maint. Crew was waiting for the final recover of the day to carry out required maintenance and get their heads down for a few hours prior to starting all over again that night. Fifteen minutes prior to recovery, the crew was informed that the Helo had been diverted to the AOR and that recovery would be delayed at least three hours and the SKEENA would be breaking away from the task force. Flying Stations were stood down and everyone went to lunch and to rest until Flying Stations was piped.

Approx two and a half hrs after Flying Stations were stood down, Emergency Flying Stations was piped. SKEENA's Helo reported a Fuel Bypass Light. A normal recovery was made, and with the Helo shutdown and lashed to the deck, an inspection of the fuel system was carried out revealing a high level of water contamination. The Ship's Engineer would not allow the contaminated fuel to be circulated through the Ship's system; this meant the Helo had to be defueled and flushed manually. This operation took over four hours with each tech involved in this highly tedious and dangerous procedure, made even more dangerous as a storm came up.

After the fuel system was declared Serviceable, the Helo was made ready to move into the hangar. At that time, the Bear Trap started to traverse forward, the Helo began to slide across the deck. The Ship took a hard pitch to port and traversing was halted. As the Helo slid across the deck, the probe hit the side of the Bear Trap causing the Helo to pitch up on the Stbd side, breaking the probe free of the Bear Trap and the Helo continued its slide to port. This all took place in a matter of seconds. Fortunately, training and intuition came into play. The Weapons Tech who was carrying a Chain Lashing by the main stbd undercarriage, hooked his lashing onto the upper undercarriage tie down when he noticed the Helo sliding and was able to secure the other end to the deck just as the stbd wheel lifted off the deck, which in turn restricted the lift. When the wheel returned to the deck, he immediately commenced to ratchet the chain taut. In the meantime, the Instrument Tech, who was watching the Tail Rotor, got his lashing on to the Tail Wheel. As the Ship rolled to stbd, the slide reversed itself and the two Techs on the port side quickly picked themselves up after being knocked into the Safety Nets, and got their lashings on. With the Helo fairly stable, additional lashings were put in place. This whole episode took place in less than three minutes from the time the traverse started to the time the Helo was safely re-secured to the deck and all under, "Darken Ship" conditions. The inspection of the Bear Trap revealed the jaws had come unlocked and when the forward traverse was commenced, the weight of the Helo caused the after jaw to open.

The reason for relating this tale, where many of the gory details have been left out, is to demonstrate how a group of people from different backgrounds can come together and form an effective team in the most dangerous and trying times. When this team finally put their heads down, other than a short stand down, they had been up 25 hours but they went to bed with a Serviceable Helo in the Hangar. That's Team Work.





# Ask us how You can become part of the Story...

50% off REGULAR  
Memberships Limited time  
only Ends Dec 1<sup>st</sup> 2024



**SHEARWATER  
AVIATION**  
MUSEUM FOUNDATION

Protecting a Legacy of Canadian  
Military / Maritime Aviation



Headq: 12 Wing PO Box 99000/  
Address: Stn Forces Halifax NS B3K5X5

E-Mail: [samf@samfoundation.ca](mailto:samf@samfoundation.ca)  
WEB: [samfoundation.ca](http://samfoundation.ca)

Telephone: (902)461-0062  
Toll Free: 1-888-497-7779

