

SHEARWATER AVIATION MUSEUM FOUNDATION NEWSLETTER

SUMMER 2003



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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And other stuff....

THE COVER

The aim of this cover is to visually bridge time from the fading memories of the beginning of naval aviation at Shearwater in 1918 to some brighter future when Shearwater will again host an aircraft carrier, modern helicopters, fighters and the envisaged Multi-Mission Aircraft (MMA). See article on the "Art of War" within.

Submissions

Text submissions can be either paper, email or electronically produced, Word or Word Perfect. We will format the text for you.

Graphics are best submitted as an original photo (not a fax). If submitted electronically, they should be 300 dpi and a .tif file. A .jpg file at 300 dpi is acceptable if no compression is used. We will attempt to use any pictures, whatever the format.

NOTE WELL: When sending mail of any kind, newsletter articles, letters, membership renewals, donations etc, **please ensure the envelope is addressed correctly** to the: Shearwater Aviation Museum Foundation or SAM Foundation. Deadlines for receiving newsletter submissions are:

Summer 27 June
Winter 4 oct

Spring 7 March

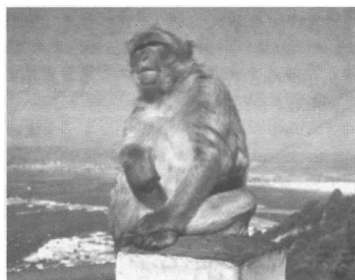
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Important Notice! Please do not use stamped envelopes issued in previous newsletters. The stamps are invalid and your letters will be returned from the post office or forwarded to the dead letter office.



EDITOR'S GRUNTS

Here we go again: Another issue hot on the heels of the Spring issue and still without clear direction from the owners (you readers) as to just what you want in YOUR newsletter. Perforce we will give you what we assume is what you want (and we all know that when we assume we make an ass out of both you and me). But assume we must:

1. You want tales of the long long ago - reminiscences of days exciting and days halcyon. Stories that carry you back to the camaraderie we forged so many (so few?) years ago and which evoke memories to be savoured in your quiet hours. A poet wrote "In the twilight of my days I will light a taper tall. From the burning desert dawn, from the torch of woods in fall"

2. You want photographs of familiar places and faces -- of ships, aircraft, sports teams, of runs ashore and more.

3. You want information on the development of your museum.

4. You want to connect your years in the service with the exploits of those who preceded you -- in WW1, WW2 and the Cold War. Allan Snowie's "Anchormen" links us Canadians in the RNAS flying Camels and such over the Somme; Ernie Cable preserves the unfolding history of Sea King units and writes divers other chronicles of aviation over the seas..

5. Some don't want what they call

"long boring articles" while others offer accolades for historical treatises such as Stu Sowards Tragedy of Success.

6. You want a forum in which you can see printed your own views on defence matters -- matters past, present and future

For some, this screed (that which you are now reading) may fall into the "long boring category" but stick with it -- it is essential to your understanding of our selection of content for this and future issues.

You, the Foundation members, are a vanishing generation: The assassination of Naval Aviation by dastard, visionless politicians cut off the Foundation's source of recruits -- the supply pipe is not being refilled -- you are the last slug in the pipeline. If the Foundation and its newsletter are to survive beyond this present decade new recruits must be found or be generated. somehow Accordingly, one thrust of this periodical must be recruiting (I know that there are still a few freeloaders out there who read and enjoy but don't find the time to reach for their cheque books and sign on; but even if we were able to persuade such scrimshankers to belatedly join up, that would not solve the long term problem.). How can we generate new recruits and supporters? Many ways:

1. Clearly, the ideal way is through the successful promotion of the rebirth of naval aviation, thereby getting a continuous supply entering the pipeline. Don't shrug the shoulders and say it can't be done: Some of us are bracing the shoulders and working on this; anyone can join the team-- membership rules exclude only the soulless.

2. By ensuring that the content of each newsletter contains information of interest to persons who did not have the opportunity to serve in naval aviation but who have either a taste for military

aviation history or concerns about Canada's defence posture --or for both. For just one example, we have just had a military historian from a leading university sign on. Go find us more!

3. By promoting the expansion of Shearwater Aviation Museum as the Regional DND Aviation Museum: There is a valid case for regionalizing national museums -- at a range of one thousand miles or more Ottawa is beyond the purses of most coast-dwelling folk. Arguments about the value of heritage museums in promoting Canadian unity coast-to-coast are irrefutable; and, in the regional economic sense, truly world-class museums are great tourism draws. Go out and promote!

4. By recruiting corporations: Some of you have ties to, or influence with, fat corporations looking for the public image rewards of association with honourable institutions such as ours. Go after them!-- they are not, as we are, of limited life span.

5. By becoming again the Ancient Mariners you once were: Go out, like Coleridge's protagonist with his "long grey beard and glittering eye" and stop every third man you meet and give him a resounding recruiting spiel. Treat your Foundation like you would your religion (them as has such). "Go tell it on the mountain!".

The foregoing stresses the predominantly naval flavour of SAM Foundation but the RCAF saga through the 1939-45 war and before is never far from mind: How do we awaken interest in more ex-Air Force Types -- get them to sign on? Ideas anyone? *Bill Farrell, Editor*

PRESIDENT'S REPORT

I am writing this with some mixed emotions because this will be my last President's Report. I am relinquishing the post of president as of late August. My wife and I are moving west to Victoria. It has been a very rewarding two years for me. The job has given me purpose and satisfaction. Thank you for your confidence and support.

Perhaps the most rewarding task that I have had recently was to help "turn the sod" along with Col. D. Martin, Commander 12 Wing, for the new Atrium entrance at the Museum. Yes, the construction is under way! At the time of writing this, the footings have been poured and the foundation is taking shape.

That this project is going ahead is entirely due to the generosity of our friends, our members, our business supporters and our directors. Thank you everyone. There is always a "but" of course. Our job is not over, we must still raise money to help pay off the loan for our new hangar and help the Museum enhance its collection and exhibits. Based on our track record, I believe we can do this!

Another rewarding task has been thanking our various special-events committee members for their efforts. The work done to make our Wine and Art, Dinner Auction and Golf Tournament successful has been nothing short of Herculean. Our fund raising committee has some new ideas in the works for the future. These are the production and marketing of a CD of music, holding a raffle in co-operation with the NS International Air Show and the organising of a formal dance at the Museum next year. All three events have the potential of raising some significant funds.

In closing I'd like to say good bye to our readers and to wish everyone good health!

Curator's Report, July 2003

by Christine Hines

The good weather has finally come upon us and we've entered the high tourist season. Visitorship has been steady, and our summer students have been busy in a variety of projects from artifact conservation to running programs for children.

The new HMCS Bonaventure exhibit was declared open on 28 June 2003, to a receptive crowd of delegates from across Canada, who were in town attending the Bonaventure Reunion. A highlight of the opening was a group photograph taken of the "Men of the Bonnie" in front of the exhibit. A most enjoyable afternoon, indeed. Special thanks to the following sponsors and contributors to the exhibit: Mr. Carl Hart of RAE Industrial Electronics Ltd. of Dartmouth who enabled the beartrap system and lighting to operate as they should; the Shearwater Aviation Museum Foundation; Mr. Don Smith of Omicron Interpretation, Planning and Design; Anicom Signs; and of course our own modeler, Rob LePine, who ensured the ships were looking their best, sailing on calm seas.

Our Facility Manager, Chuck Coffen, has been busy coordinating the construction of the new, much anticipated Atrium

At the time of writing, the foundation frost wall has been installed and the concrete work is soon to be completed. The steelwork for the structure will be close to completion as you read this article. We expect to move into our new facility in time for the Nova Scotia International Air Show, 6 - 7 Sep 03. New reception facilities, as well as the SAMF Wall of Honour and the Gift Shop will be relocated into the new building; the Atrium will also provide gathering space for groups and functions, and enhance our "corporate image"

A recent cooperative venture with the Canadian Naval Air Group (CNAAG), entitled "*Project Preservation*", has been successfully launched to solicit donations of documents, photographs and artifacts that tell a chapter of the Shearwater story. We are particularly needy in the areas of technical trades and equipment, and WRCN material and uniforms, RCAF WD (1939-1945) and Airwomen (ca. 1951+) material and uniforms. Indeed, whatever your affiliation or background, if you can help us improve our collections, we'd love to hear from you about your treasures! As always, tax receipts for donations received are available upon request.

In closing, I'd like to wish all of our members and supporters a very safe and enjoyable summer!



ROYAL CANADIAN NAVAL AIR ARM

BY Ernest Cable
Shearwater Aviation Museum

The Royal Canadian Navy (RCN) came into being on 4 May 1910 and only four short years later its two ships, *HMCS Niobe* and *HMCS Rainbow*, were cleared for action in the First World War (WW I). However, Canadian naval aviation became a brief reality only during the latter part of WW I after persistent urging from the British Admiralty and generous co-operation from the US Navy. At the outbreak of WW I many Canadians volunteered for the Royal Naval Air Service (RNAS) before naval aviation was ever contemplated in Canada. These men gained valuable experience in naval aviation that would provide an excellent foundation for Canada's future air forces. Several Canadians such as Breadner, Curtis and Edwards who distinguished themselves in the RNAS eventually returned to Canada to rise to the highest ranks of the Royal Canadian Air Force (RCAF). Another much decorated Canadian in the RNAS, Raymond Collishaw, ultimately retired from the Royal Air Force as an Air Vice-Marshal.

Canada, as a nation, did not become interested in naval aviation until late 1916 when new extended range German U-boats such as the *Deutschland* began attacking shipping off the American eastern seaboard. To counter the threat in Canadian waters the Minister of the Naval Service, J.D. Hazen proposed, in February 1917, organizing a Canadian naval arm with two seaplane stations, one at Halifax and the other at Sydney NS. The Admiralty supported the proposal and sent Wing Commander Seddon, an experienced RNAS squadron commander, to Ottawa to help establish the new Canadian Naval Air Service (CNAS). However, the Canadian Privy Council voted unanimously against forming the CNAS as it would detract from current war efforts, which were already at maximum capacity.

In early 1918 the Admiralty again made several representations

to Ottawa warning of the U-boat threat to Canadian waters and suggested establishing a capability to manufacture airships, kite balloons and aircraft as well as opening up air stations for patrol work. The Canadian Government rejected the plan stating that there was insufficient time to establish such an organization before the next navigation season. In the meantime the US Navy was exploring the possibility of extending its air patrols northward by establishing air stations in Nova Scotia. In April 1918 representatives of the Royal Navy (RN), US Navy and the RCN agreed on a comprehensive plan to establish seaplane stations at Halifax and Sydney. The Americans were prepared to supply aircraft and kite balloons and lend pilots for the seaplanes until the Canadians, who would be trained in the United States, were ready to take over. Canada would provide the land at Halifax (actually Baker's Point south of Dartmouth, now Shearwater) and Sydney and construct all buildings required for the seaplane stations at an estimated cost of \$2,189,600.

Naval Headquarters drew up a recruiting scheme calling for 500 officers and men to be added to the strength of the RCN for air duties; ordinary rates of pay were to prevail with a special air allowance. A Canadian Order-in-Council dated 5 September 1918 authorized the new force to be known as the Royal Canadian Naval Air Service (RCNAS) which was to be patterned after the its British counterpart the RNAS. Aircraft pilots recruited by the RCNAS were to be trained in the United States while airship pilots were to be trained in England. By the beginning of November 1918, a total of 81 cadets were recruited and the RCNAS was well established with the high hopes of being a fully-fledged fighting force by the spring of 1919. However, the Armistice was signed on 11 November 1918 and the Americans departed their Halifax and Sydney stations leaving behind aircraft and equipment valued at \$600,000, free of charge, for the embryonic RCNAS. The Cabinet attempted to keep the RCNAS as a post-war component of the RCN, unfortunately, the time was not ripe and on 5 December orders were issued to disband the RCNAS. The RCN, without money, had to put

naval aviation on hold for more than 20 years.

Canada's next involvement with naval aviation occurred early in the Second World War (WW II) when Canadians volunteered directly to serve with the Royal Navy Volunteer Reserve (Air). To make it easier to formally recruit Canadians the Admiralty agreed, in September 1943, that Canadians recruited for the Royal Canadian Navy Volunteer Reserve (RCNVR) would be accepted in the Royal Navy's Fleet Air Arm (FAA). Lt. Hampton Gray was one Canadian who joined the RCNVR for subsequent service with the FAA and became the only member of the RCN in WW II to be awarded the Victoria Cross, the Commonwealth's highest honour for bravery. As Canadians helped to swell the ranks of the FAA, the RN was still critically short of manpower and had difficulty providing ships' companies for the increasing number of Escort Aircraft Carriers. In January 1944, the RCN agreed to provide the ships' complements for *HMS Nabob* and *HMS Puncher*, two American built carriers loaned to the RN under the wartime lend-lease agreement. The FAA provided the air squadrons and air personnel embarked on *Nabob* and *Puncher*. *HMS Nabob* provided sterling service in operations off the Norwegian coast until she was torpedoed in August 1944. Through the Herculean efforts of her Canadian crew *Nabob* limped back to port where she was eventually cannibalized. Similarly, *Puncher* provided yeoman service with the British Home Fleet and immediately after the war she was used as a troopship repatriating Canadian soldiers before being returned to the US Navy. The experience gained by Canadians flying with the FAA and manning *Nabob* and *Puncher* provided the essential foundation for the second attempt to form a Canadian naval air service.

The dialogue between the RN and the RCN on resurrecting the Royal Canadian Naval Air Service commenced as early as 1943. Finally, in a letter dated 13 December 1945, the Admiralty proposed to loan Canada two light fleet carriers and offered to transfer the four associated FAA squadrons to the RCN. On 19 December, the

Canadian Cabinet accepted the British proposal and approved in principle the formation of a Naval Air Component of the Royal Canadian Navy. On 24 January 1946, the date of commissioning the RCN's first carrier, *HMCS Warrior*, the Admiralty transferred 803 and 825 Squadrons, the carrier's two FAA squadrons, which were manned principally by Canadians, to the RCN. It was also agreed that the FAA's 826 and 883 Squadrons should become RCN squadrons when all RN personnel had been replaced by Canadians or from the date of commissioning of the second carrier, *HMCS Magnificent*, whichever occurred first.

During these discussions the Canadian Naval Air Component was unofficially referred to as the Royal Canadian Naval Air Service and modeled after its British parent, the Royal Naval Air Service. However, in May 1946 the Canadian Navy's air branch was given its official title, Royal Canadian Naval Air Arm. Almost a year later the use of the terms "Fleet Air Arm" and "Naval Air Arm" were discontinued and the generic term "Naval Aviation" was adopted to describe the whole air organization within the Canadian Naval Service.

The RCN planned to man 803, 825, 826 and 883 Squadrons as they were transferred from the FAA with 550 ex-RCAF pilots, who were surplus to the RCAF's post war needs, plus RCNVR airmen with previous FAA experience. However, in February 1946, personnel shortages forced the disbandment of Nos. 826 and 883 Squadrons but they remained Canadian squadrons on paper. With the plan to acquire two aircraft carriers, the RCN required a shore base for its aircraft when not embarked in the carriers. Therefore, senior RCN and RCAF officers agreed to establish a Royal Canadian Naval Air Section at RCAF Station Dartmouth with the RCAF responsible for logistic support for the RCN's aircraft.

The initial batch of Supermarine Seafire and Fairey Firefly aircraft, obtained from the Royal Navy as

part of the war claims settlement, made their maiden voyage to Canada embarked in *HMCS Warrior* and first landed at RCAF Station Dartmouth in March 1946. The RCN also inherited 22 Fairey Swordfish and three Supermarine Walrus aircraft from the RN when *HMS Seaborn*, the Royal Naval Air Section at RCAF Station Dartmouth, was disbanded. In May 1947, 826 and 883 Squadrons were reactivated equipped with Fireflies and Seafires respectively. A Training Air Group (TAG) comprising No. 743 Fleet Requirements Unit and the Operational Flying Training School was also formed.



With the decision for the RCN to operate only one carrier *HMCS Warrior* was paid off in March 1948 and replaced by *HMCS Magnificent*, which made its maiden voyage to Dartmouth with new Hawker Sea Furies and Fireflies embarked. Eventually, a total of 74 Sea Furies would replace the 35 Seafires on 803 and 883 Squadrons.

The joint RCAF-RCN responsibility for naval aviation proved unacceptable to the Navy. With the RCAF holding the purse strings for logistic support during the period of radical downsizing after WW II, the Navy was confronted with critical shortages. Conflicting requirements for Air Force wide funding led to the rapid deterioration of RCAF Station Dartmouth. Relocation of the Naval Air Section was considered, but in the final analysis Dartmouth offered the best location for naval air operations. If naval aviation was to be accorded a respectable and effective place in Canada's military, the Navy had to have fiscal control over its own destiny. Consequently, on 1 December 1948, RCAF Station Dartmouth was transferred to the RCN and renamed *HMCS*

Shearwater, also referred to as Royal Canadian Naval Air Station Shearwater.

With signing of the new NATO accord in 1949, the RCN agreed to specialize in anti-submarine warfare. The RN subsequently loaned 13 FR IV advanced versions of the Firefly to the RCN until both 825 and 826 Squadrons could convert to the Firefly AS 5 specifically modified for the anti-submarine role. However, by 1950 the Firefly AS 5 had proved to be unsuitable for all-weather anti-submarine warfare and it was difficult to maintain. Therefore, the RCN broke with the custom of buying British aircraft and ordered 125 Grumman TBM Avengers from the US Navy to replace its 64 Fireflies. The TBM's were converted to the RCN Avenger AS 3 anti-submarine version by Fairey Aviation, located adjacent to the Shearwater air station.

In May 1951, the naval squadron numbering scheme was revised for Commonwealth nations. Consequently, 803 and 883 fighter squadrons were renumbered 870 and 871 respectively, while 825 and 826 anti-submarine squadrons, became 880 and 881 respectively. As Canadian naval aviation became more closely entwined with the US Navy in continental defence, the Air Arm adopted the US Navy letter prefixes to squadron numbers in November 1952. Hence 870 and 871 Squadrons became VF 870 and VF 871, with "VF" indicating a fixed wing fighter squadron while 880 and 881 Squadrons were redesignated VS 880 and VS 881, with "VS" identifying fixed wing anti-submarine squadrons.

As aircraft systems and anti-submarine sensors increased in complexity, the Air Arm required an experimental squadron to develop and test equipment intended for naval aviation. In March 1953, a small cadre of naval aviation's best aircrew, engineering officers and technicians formed fixed wing experimental squadron, VX 10.

In January 1955 the Navy embarked on a major modernization program for the Air Arm. Lockheed T-33 jet trainers were acquired from the RCAF to train pilots on the McDonnell F2H-3 Banshee jet fighter, which were to replace the Sea Fury. In November 1955 the first of 39 ex-US Navy Banshees, armed with infrared heat seeking air-to-air missiles, was delivered to Shearwater. In 1956 the first of 100 DeHavilland built CS2F Trackers replaced the Grumman Avenger.

The Tracker, a twin engine, four crew aircraft, embodied the latest sensors and equipment and became the backbone of the RCN's airborne anti-submarine warfare capability. Finally, in early 1957, the aircraft carrier *HMCS Magnificent* was replaced by *HMCS Bonaventure*, which was equipped with the latest innovations in aircraft carrier design that included an angled flight deck, a steam catapult and a mirror landing system.

Helicopters at first played a secondary role in Canadian naval aviation but in the final analysis outlasted their fixed wing brethren. In the early 1950's the Naval Air Arm had a small fleet of Bell HTL and Piasecki HUP helicopters that played a major role in exploring the arctic while embarked on *HMCS Labrador*. Also Sikorsky HO4S (Horse) helicopters were used for search and rescue both ashore and while embarked on *Magnificent* and *Bonaventure*.

In 1955 the HO4S was adapted to the anti-submarine role, which lead to the RCN pioneering and perfecting one of the most important innovations in naval aviation, the operation of large helicopters from destroyer size ships. Navies around the world, including those of the UK and USA soon adopted this concept.



In May 1963 the first of 41 CHSS-2 Sea Kings was acquired to replace the HO4S serving with HS 50, the operational helicopter anti-submarine squadron. Not only was the Sea King amphibious, but also it possessed an all weather day-night capability in addition to greater speed, range, endurance and payload. The Sea King operated at sea from both the aircraft carrier *HMCS Bonaventure* and from helicopter-destroyer escorts (DDH's). The carrier normally embarked four to six Sea Kings along with the normal complement of Trackers and a single HO4S plane guard. The *St. Laurent* and *Annapolis* class DDH's carried one helicopter whereas the larger Tribal Class DDH's accommodated two Sea Kings.

With the integration of Canada's armed forces in February 1968 and the termination of *HMCS Bonaventure* as an operational carrier in 1969, naval aviation effectively came to an end. However, the legacy of naval aviation continues more than three decades after it's demise. The sturdy Tracker soldiered on in the shore-based maritime reconnaissance role until retired in 1990, 34 years after it was first introduced into Canada's Naval Air Arm. Today, the venerable Sea King, now more than 36 years old; continues to provide integral air support (albeit with difficulty) for the navy's new *Halifax* class frigates, long after their original *St. Laurent* class mother ships had retired.



IN THE DELTA

Barnshaw, Barney
Bailey, Sharon
Bell, George
Blaikie, Bob
Cochrane, James
Davis, Don
Davis, Faye
Dorman, Al
Emmones, Chuck
Favreau, Jean-Marc
Harding, Bill
Instance, Jim
Jones, David
Lupien, Emile
McIntyre, Lorne
McKechnie, Ian
Monk, Floyd
Nicholson, Alf
Ogilvy, Neil
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VAN LINES / AGENT

The Approach

A military pilot urgently called ATC for a priority landing because his single-engine was running 'a bit peaked', meaning his engine was threatening to shut down.

ATC told the fighter jock that he was number two behind a B52 bomber that had one of his eight engines shut down.

"Ah", the pilot said. "The dreaded seven-engine approach!"



9th Air Force History Conference

From: "Leo Pettipas" <lpettip@mb.sympatico.ca>

The above conference was held at CFB Winnipeg during the week of 9-13 June 2003. Twelve papers were presented, including my own. The subject of my presentation, as previously noted on Navairgen, was early Cold War airborne anti-submarine warfare, in which Naval Aviation played a highly conspicuous role. VMT to everyone who provided me with information to that end. I was informed today that the paper was well-received (Naval Air history always is); and that a

number of instructors who teach the history portion of the Basic Air Operations Officers Course at the Canadian Forces School of

Aerospace Studies were in attendance, and that some of my paper may be incorporated in future course material. You guys helped make it happen.

The only ex-Naval Air type there that I can recall was Al Snowie, who didn't give a paper but who made an enormous contribution to the success. There were several door prizes, one of which was a copy of Al's Bonnie book. The latter, as many of you know, features a full-page photo of Ms Julie Gibson, whose first name was/is the unofficial moniker for the explosive echo ranging technique.

Unfortunately, I had neither the will nor the resources to illustrate a slide of Julie among those with which I illustrated my talk. But after my presentation, Al opened the copy of his book at the display table to the page that shows Julie in all her bodacious glory, for all to see. So thanks to me, everyone got a crash course on explosive echo ranging (yawn). Thanks to Al, everyone got a chance to meet Julie in the flesh (yay), if only on paper.

All in all, a very fine conference. A tremendous band of brothers (and sisters). It was an honour to represent Naval Air history, and hope I get the chance to do so again.

ATTENTION NEW READERS

This publication speaks to retired sea-warriors, sometimes in language and with references

that may be foreign to the general public - the non-cognoscenti.

Young men who followed the Warrior profession on the sea (and over it) were not choirboys: We are able to tell their more ribald tales through euphemisms that will not offend gentle civilians but will be intelligible to them the cognoscenti.

For example there is the story of a steam-driven invention that, while it met its design parameters, lacked, through his oversight, a "stop" control and disaster ensued. New readers will be puzzled; Old Salts will chuckle.

Brief Glossary

VMT means Very Many Thanks (a signal flag hoist)

NAVAIRGEN means a Navalair General information email

A25 means the Official Form for reporting aircraft accidents

DND Department of National Defence



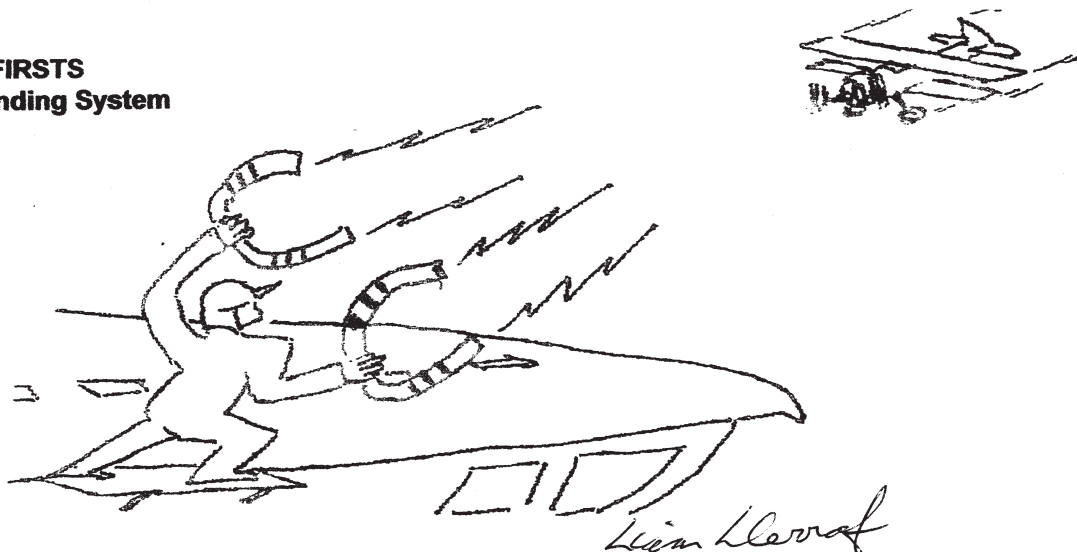
QUOTE

FROM Rod Bays

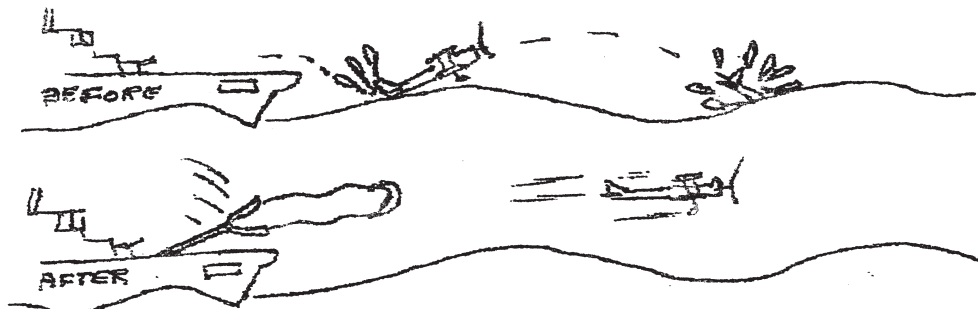
The following interesting paragraph appeared in the Osaka Mainichi in April 1923 just after a demonstration of getting on and off the IJNS carrier Hoshō: "Captain Yamada, naval inspector in Nagoya, when interviewed, said: "In America a huge electromagnet is provided on the mother ship and the aeroplane, equipped with an iron piece, is caused to be attracted to the mother ship by the magnet, by turning on an electric current. The invention may insure the safe arrival of planes."

I just knew that we were doing it all wrong! Rod

NAVAL AIR FIRSTS Magnetic Landing System



SARS: Long before the medical community borrowed the title SARS the Navy faced up to, named and solved the SARS challenge. Admiralty identified ditchings on take off as Skip Across Rolling Seas (SARS) events and, after much research and deliberation determined that the most suspect cause was insufficient airspeed (and thus insufficient lift) as the aircraft departed the flight deck. The solution: A catapult machine to accelerate the aircraft to a speed such that lift equaled or exceeded its take off weight. See before and after illustrations below:



BOOST: The Navy brought this orphan word into mainstream language by naming the aircraft catapult machine the "BOOSTER" and then later, with the advent of engine supercharger mechanisms, used the word in measuring manifold pressure e.g. 47 inches of boost. The word became immortalized in song as in "I sat on the booster awaiting the kick....."

Ottawa Naval Aviation Rendezvous

From: Laurie Farrington
<flaurie@rogers.com>

The 15th Annual Ottawa Naval Aviation Rendezvous was held in the Bytown Crowsnest on Wednesday 14 May 2003.

FYI. The following people attended: Bob Falls, Fred Frewer, Robbie and Di Hughes, Seth Grossmith, Roy Kilburn, Bruce Baker, Gord Edwards, Ed L'Heureux, Gord Moyer, Bill Christie, Pat Whitby, Richard Taylor, Roger Pyper, Glenn Cook, Peter Milsom, Laurie Farrington, Norm Inglis, Vic Wilgress, Ken Roy, Bill Cody, Rod Hutcheson, Ted Forster, Bruce Wilson, Glenn Brown, John Frank, Ron Wade, Bud MacLean, Bob and Elizabeth Murray, Stuart Murray, Bruce Cormack, Bob Armstrong, Gene Weber, Bill Babbitt, Butch Miller, Al McIntosh, Doug Caie, and Peter Berry.

Courtesy of Gordon Edwards photos of some people at the event can be viewed at web site:

<http://www.edcom-innovations.com> Go and click on Naval Aviation Rendezvous (NAR) then click in turn on the 2 photo sites.

The next event is at noon on Wednesday 12 May 2004.

LETTERS TO THE EDITOR AND SELECTED NAVAIRGENS

From Eric Edgar

It is with a great deal of pleasure that I am able to announce the joining together in holy matrimony of Helen Paytas

and Stan Connors on the 24th of May, 2003. I am sure that all of our readers wish them many years of happiness together.

From
<jackarnott@rogers.com>
To Allen Whalley , info Kay,

Your comments on page 29 of the latest SAMF newsletter caught my eye. I can not remember if both VS 881 and VS880 were at Summerside at the same time but I joined VS 880 at NAF Summerside in December 1954. My CO was Freddy Townsend . As you say, a great gentleman and a fine CO

Abbey Byrne signed my log book as Senior Pilot but was later replaced by Bob Beach. Ted Brooman was senior Observer. Ron Mclymont and Jack Cairney were Lieutenants in the squadron but the rest of us, Craven, Zbitnew, Chandler, Hewer , Myself were SLt's..(Pilots) as were Sherwood , Maloney and Walters (Observers) we were all course mates from JOBTC # 2.

I remember the Seafury accident but am trying to visualize CPO Rick Adlum, was he short and slight in build, perhaps red head?? Did it not break his shoulder and as you say was a lucky man to survive it.

I do know it was 48 yrs ago... why? Because my eldest son Cam (Halifax)was 48 on 7 April and he was born in Summerside in 1955. We were in Shearwater doing Field Carrier Landing Practice when I got the news of Cam's arrival. The briefing room was filled with smoke from the cigars...Our Landing Signals

Officer, "Big Nick" Nicholson loved cigars. And that great CO Fred Townsend let me take an Avenger ,and Jack Cairny and Willie Long, went with me to Summerside that day.... to see my son before we sailed on a two month cruise in Maggie.

I recently moved into a new townhouse in Orleans Ottawa and the address is Scully Way.... it immediately reminded me of leading Seaman Scully who was the squadron Storesman under SLt Jerry Maloney. We used to laugh that Maloney actually worked for Scully.

From: Allen Whalley

Subject: 881/880
SQUADRONS

Good to hear from you Jack. Messages like yours sure do bring back those fond "memorable magic moments" that we all shared during those "good 'ol days"!

believe this will be close to the correct answer to your question? I arrived at Summerside shortly after the squadron was relocated there in July 1953. I believe at sometime in mid 1954, it was re-designated VS 880! Freddy Townsend was our second CO while I was there and when I left in the

Fall of 1955 he was still the CO at that time. I would guess that the renaming of the squadron occurred not too long prior to your arrival. My wife Vi and I had a big pre Christmas party at our house just shortly after returning from

Bermuda Dec '54!! Freddy Townsend..Zbitnew.... Beach...Hewer [he lives here in Victoria and we see him on occasion] McClymont [we called him "Boots"] along with almost all of the rest of the squadron filled our house that night. We sure had a great time. Do you recall being there too,by any chance? Yes! Rick Adlum was as you described him.He was the maintenance chief on the Seafurys. And yes! I do remember "Scully" very well too. He was also our Storesman on 19th CAG when we were in

Eglinton N Ireland in 1947. A real character and he really loved being attached to our squadrons. Our CO was "big" Jim Hunter!

PS : I'm still flying....I'm on my 5th aircraft !! Had my "first flight" in a Swordfish on my first squadron..743 in May 1947 just a couple of months prior to heading to Ireland to form 19 CAG with brand new Firefly MK4 and Seafury aircraft, that we picked up after we were established at RNAS Eglinton. I was on 825 squadron Firefly and "Dickie" Bartlett was our CO. He gave me permission to get married [under age etc]We were married on Christmas leave '47. my wife's home town Winchester, where I had met her the previous year '46 while on course there. Dick lives here in Victoria as well..so does Al Brown AEO . We will be having dinner with them both along with the other members of our CNAG chapter here,to-morrow night! I will tell them of your message and give them all your regards! I attached a picture of my "fighter" I was going to have missile launchers and guns installed and volunteer for some "action".. but my offer was declined :-)

OH! OH!

From: Allen Whalley

Wow! Did I ever screw up! Each of the stories I wrote relating to 881 squadron and published in the last copy of the newsletter...were actually the life and times on 880 squadron!! I sure am sorry about that. However; only two of our guys "probed" my memory on a couple of points and

that was all it took! It was 31 SAG in the days I related to, which was made up of 870 squadron Seafurys and 880 squadron Avengers, when it moved to Summerside and a few years later when we departed for the Med cruise in 1958. I think

the number 1 in 31 SAG is where I got the "impression" of 881?? I'm sure there will be a little more "smoke" resulting from my error, but then again perhaps not? Maybe this short note could be published in the next issue and might save me from having to "walk the plank!" some day! Footnote: [When I left Shearwater in 1969 I had just completed an additional 3 ½ years on 880 squadron with 24 Trackers] so me and that squadron were very close companions! I'm sure I have been forgiven.....

BZ to all of you there at SAM and to those who wrote in . That was an exceptional interesting issue, to say the least! Have a great summer! Cheers! Al

Subject: Merry Christmas 1958

From: Allen Whalley

Well... I was right after all. At least half right! My stories of 881 in 1958 were correct after all. It was 881 squadron that went to the Med in 1958. Vi put me right with a few reminders of her own. Cheers! Al

From: Fred Lynch

I note with interest the article on page 11 "825 - A Storied Squadron". I joined this squadron on July 1, 1945 as a pilot. Contrary to the information in this article we were not equipped with

Barracuda I aircraft, but with Barracuda II's, the only ones equipped with ASH radar as opposed to the old ASV as shown on page 5. As indicated these were replaced in November of that year by Firefly aircraft, but my recollection and Log Book indicate that these were FRI's.

From: Robert Cocks
<grannysmith@auracom.com>

How about "Bellerophon and Pegasus" ? (new name for SAMF Newsletter) Best wishes, Bob

From: "John Eden"

Hi Kay. Just finished reading what to me is the finest newsletter that SAM has published to date. The tales sure bring back some great memories that make one at least FEEL young for a moment. My thanks to Rolly West, John Cribb, Mick Owens (who introduced me to my bride of 51 years) and so many others who have started a dialogue that hopefully many others will "get on board with".

Noted the back page with the names of the Queen's Golden Jubilee Medal recipients and thought you might like a complete list of those 10 CNAGers awarded the Medal on recommendation from CNAG National and the Chapters. The Queen's Jubilee Medal is a commemorative medal that is awarded to persons who have made a significant contribution to Canada, their communities and fellow Canadians. Ironically, we could have awarded 100 medals to former Naval airmen who meet this criteria but these gentlemen are, in my estimation, good representatives of the many deserving others.

(John: No intent to slight anyone. Unless the info is given to us we would have no idea as to who received a medal or any other award. Thanks for sending these along. They are all very deserving of this Medal. Kay)

From Leo Pettipas

Hi Kay: In reply to the call for a new name as per p.7 of the recent edition of the newsletter, may I reaffirm my suggestion of The Navalair, in commemoration of the former station newspaper. I will be visiting and vacationing down home again this summer, and with characteristic self-assured arrogance, I look forward to collecting my prize of a cruise across the Harbour with its numerous interesting objects in aqueous suspension. Ha

From: "Ian Powick"
<ijpowick@att.net>

Once again I have read with interest the latest issue of the Newsletter and was struck by the photograph of the HUP-3 now being restored at the museum. The picture brought back many fond memories of flying the helicopter for a short period (actually I believe it flew me for the first 100 hours until I mastered the tandem rotor concept). I noted that the accompanying text stated that the helicopter had seen regular operations at HMCS Shearwater from 1954 until 1960. What may not be remembered by some aviators is that the aircraft flew on regular operations at VU-33 in Pat Bay until 28 Feb 1964. As noted in my log book, 28 Feb 1964 included a formation flight of all three HUP-3s at Pat Bay and the last operational flight of the HUP-3 conducted by the RCN. Keep up the good work on the Newsletter and pass on my regards to all who remember me.

From David Irving

To whom it may concern:
 I feel compelled to humbly add my sincere agreement with the many commendations to the Editor, staff and contributors on

the continuous improvements of the SAMF newsletter. A lot of thought and effort must have gone into the initial issue but, name change or not, it has markedly grown and blossomed.

Shearwater also started from modest beginnings. Early experience with RCNAS was when the little building, half way up the hill from the living blocks and galley toward 110 hangar, was a hub of activity. That little building contained the Captains Office, Commanders Office, Regulating office, Communications office, Pay Office and Bosun Stores. The security from secure till the next morning was two sailors, spelling each other, four hours stand up and four hours stand down with one revolve and one camp cot. At least we got to read all the messages.

The expansion of Naval Aviation at Eastern Passage was methodical and rapid. Commissioned as HMCS Shearwater, with a full Captain - Fraser-Harris, formation of more squadrons, Warrior block, training facilities, even a paved road from Dartmouth.

Dedication and ingenuity. Where else could you have found so many special people? So many recollections such as Jim Tolenko striving diligently in #7 Hangar perfecting aluminium welding; Ross Haslett experimenting in his basement improving on submarine detection with Heath Kits bought with his own money or Johnny Hart getting aircraft started with a length of rope when starter cartridges ran out. So many outstanding pilots helmsmen such as "Pappy" McLeod and Dave Tate!

Your Spring 2003 issue includes the reprinting of John Glenn's answer to Metzenbalem in the US Senate. It is so timely

on the subject of dedication in the Service. It is not driven by pay or even praise or rewards.

However, despite Canadian Naval Aviation's earned and deserved recognition at home and abroad, our Governments started to display a lack of interest and support. Cut and slash became routine year after year. It jogs my memory of a humorous pipe made by the Quartermaster in HMCS Warrior - "There will be special leave for special men from nine forty-five till a quarter to ten. If you don't go now, you won't go then." It typifies government appreciation of a job well done.

Thankfully, SAMF and the museum are not in the hands of Federal bureaucrats and politicians. These people show that the spirit that built Canadian Naval Aviation has not died. Despite their dedication, they deserve and need our participation and active support.

(Great letter. K)

From Tom Tonks

May I suggest the title of the newsletter be changed to "Gatherings of the flotsam and jetsam."

PS I have already experienced the pleasure of the prize.

Ron Beard suggests new name for newsletter. How about The NAVAIRGEN or Naval Air News.

From Roger King

Dear Kay - here is the note I promised with regard to an 'incident' that happened on the return trip from England in June 1953. So here goes....

I joined VS881 - 30th CAG on board "Magnificent" in early May '53 as an Observer. (I was one of six Officer Cadets to earn our Observer's Wings in the first class at the Observers' School at Shearwater on 12 Sep 52.) At the time of joining VS881 I was a Sub Lieutenant in the RCN(R). In any event after the usual exercises off the deck on Magnificent enroute to England we flew ashore to RNAS "Lee-on-Solent". Our main purpose was to train for the fly-past on 15 Jun 53 over the ships at the Naval review at Spithead in Honour of the newly crowned Queen Elizabeth II. It was a day to remember for all of us. Although the weather was overcast and rainy, the 360 aircraft involved in the fly-past put on their show for the queen without incident.

Two days later 17 Jun 53, we left Lee-on-Solent and flew on board the Maggie which was in the western English channel accompanied by our destroyed escort and HMAS Sydney (sister ship to the Maggie) which was to make a courtesy visit to Halifax enroute back to Australia. The following day 18 June, the squadron flew off on a routine NAVEX. My Pilot was Lt. Bob Falls. Shortly after commencing our NAVEX we began to lose our navigational aids together with our VHF and HF Voice Radios. At the same time, the weather started to clamp down and we lost sight of the other Avengers on the NAVEX. The last radio transmission we picked up from "Pearl" - Maggie's call sign - was a general recall due to the deteriorating weather. Unfortunately, we were unable to come up with a reliable course back to the Maggie (inexperienced Observer??). At this stage we were considering flying due east with the idea of ditching close to the shipping lanes approaching England or France.

With fuel running low, the Australian carrier, HMAS Sydney, managed to contact us on our HF Radio in Morse Code and gave us a course home to the carrier. By this time visibility was down to one-quarter mile and two hundred feet over very rough seas. Well, they got us back and since "Sydney" was sailing close to our own carrier they were able to wave us over in the direction of the "Maggie". We landed safely after the longest flight (4hrs 30 Min) I ever had in an Avenger - which I think had an endurance of about five hours.

The weather continued in an unflyable state for the next six days until we flew ashore to Shearwater on 24 June.

From Peter Cook (Ex Petty Officer, RC) 23 Benlaw Grove Felton MORPETH Northumberland NE65 9NG England

Dear Mr. Farrell My sincere thanks for your reply to my request for information on the restoration of Firefly 1 PP462 and the copy of your excellent newsletter. The latter is at present doing the rounds in the UK to other interested parties this side of the pond. Is there any way we can subscribe to this newsletter from the UK and thus obtain it on a regular basis? (Note: Membership application in centre of newsletter.)

I served on two Firefly equipped squadrons during my RN service, 812 and 826. The former was using the FR4 but we retained four FR 1's as a night fighter unit within the squadron, fitted with AN-APS-4 (ASH) radar. We operated for some two years from both OCEAN and GLORY in the Mediterranean Fleet. Thus you can appreciate that my colleagues and I are quite attached to the FR1 and consequently are keen to obtain

any news on your restoration. We can only view the "hangar queen" Z2033 now at Yeovilton and in reality a TT1 version. Is it planned to fit ASH to PP462 eventually and thus make her a real FRI?

I have a tenuous connection with the RCN as my technical training was at HMS ARIEL at Culcheth in Lancashire, which was, then the RN Radio and Radar Training Establishment. I arrived there in early 1947 to join up with the first RCN class at ARIEL. Names that come to mind are J Dyson, L. Hull, P.K. MacDougall, E. Storey and L. Wilson. This was class AR177 and ever since, despite our wanderings, I have kept in touch with Jerry Storey who, until recently, has kept me up to date with the happenings of PP462. Jerry passed on a couple of years ago. Thus my keenness to obtain a further contact.

Subsequent to AR177, another RCN class, AR 179 was formed about a month after, the members being D.G Morris, J. Allan, R. Budd, D. Christie, J. Deacon, G. Ghikas, H. Green, D. Irving, W. McAllister, J. Mousseau, A Williamson and M. Hamp. Perhaps an appeal in the newsletter might find some of these guys and if they remember me, I would be pleased to make contact again.

Once again, my thanks for your letter and information. My sincere wishes for success in your endeavours with PP462 and we wait with trepidation news of the old bird getting air under her wings again.

Bob Bissell from Meander II
<ve0aix@winlink.org>

I have just received the Spring 2003 newsletter. Late I expect because I am having a

sailing break and lounging about in Durban South Africa where it is autumn but the weather is almost as good as your spring and summer.

As usual the newsletter is a good read. The trouble is, it invites a response from us old men with fond memories of naval aviation. I agree with Bill that the logical way forward for the Canadian Government is to develop a combined maritime force. Even the current crop of aviators serving onboard HMC ships cannot have failed to realize that the only operational flying appointments available to the air force are those with maritime forces. I was pleased to note that the current helicopter support squadron has been re-designated a Maritime squadron. It surely can only be a short time now before it regains its heritage as a Naval squadron.

I am sure that the Foundation supporting the Museum will continue long after us old boys are long gone and so its journal will also continue and be supported by new blood. And as Bill suggests will have current military content and thinking plus trips to past as was provided with the revisit of 881 squadron.

Kay, I totally agree with your comments regarding the newsletter name. The museum is dedicated to Maritime aviation, but the support and certainly the initial support for its conception all came from the Foundation. While anyone can join the Foundation it seems, as indicated by Bill, that membership is essentially from a naval background. I note that CNAG is a good supporter as are their members. I suppose Ted Cruddas' correspondents are also supporters as are some NOA members, so we are all in it together. So why not a name

with a Naval connotation for your journal?

I suspect you are having a bank holiday for July 1. Here in Durban the local Royal Natal Yacht Club is hosting a national regatta, about 70 yachts of all sizes. I have been helping out on the official side. We have had the help of the South African Navy, they supplied a small tender and crew. Interesting to note that as they are no longer the Royal SA Navy and the country now a republic they still fly a white ensign with their national flag in the hoist. Come to think about it so do all the small Caribbean countries, they only have small coast guards and some are republics now and some are not. Canada is not a republic but no RCN and no white ensign???

When that Firefly comes down the hill, have a look at the size of the observers cockpit. Not room enough to swing a wind dish. The Swordfish was comfort in comparison. Your editor will remember. Thank goodness the sorties were not much over 2 hrs.

Very distressed to learn of the passing of an old buddy and sailor, RA Watt. We kept in touch from time to time on the email, but he still liked to use the old 'Q' codes, from our days as observers, so had to get the old head bone working again. In his latter years he had built himself a yacht, handier than me, I can only sail them, and road hauled it to Comox where he sailed from, mostly day sailing I understand. He never lost his sense of humour. It was a pleasure to be associated with him and an honour to be a friend. I think our last squadron together was 881.

Has Hank Bannister told you about our proposed re-union, 6JOBTC that is? I believe he is organizing a rendezvous in Victoria, just before the next CNAG. The group has generally

stayed together and most keep in touch from time to time. I believe we are all still mobile, our only casualties being Moe and Larry in flying accidents and from our observer course Paddy Connelly, also from a flying accident. 6 course became 7 course at the O school which was ½ RN. Paddy was RN.

I did say I had an affinity towards the bottled Captain Morgan when I mentioned RWT Hogg

Last year Marsh joined me in Cartagena for a trip into the western Caribbean. We sailed comfortably for 4 days and arrived off the island of Providence, on my old Admiralty chart. After sampling some of its delightful anchorages we cleared in. The island is now known as Isla Providencia and belongs to Columbia. But the interesting thing was that the population, just under 3000, were tall and tanned and all speaking English and had English and Scottish surnames. It seems that they claim to have lineage back to the crew of Henry Morgan. In the days of the Spanish Main, Captain (Henry) Morgan was a British pirate operating out of Port Royal in Jamaica and by stationing himself on this island was in an ideal position to intercept the Spanish galleons on their course from Cartagena to Cuba and San Juan enroute to Spain. Anyway the modern day Providencian seems to get by rather well. Not sure who they are plundering, possibly the Columbian's but they have a delightful laid back Caribbean island. Not at all like Columbia and even more relaxed than the windwards and leewards. There are beaches, coral reefs, market gardening and even a cattle ranch. There are practically no visitors/tourists as there is only a once a week ship from Isla Andres (formally St Andrews Island) and also Columbian.

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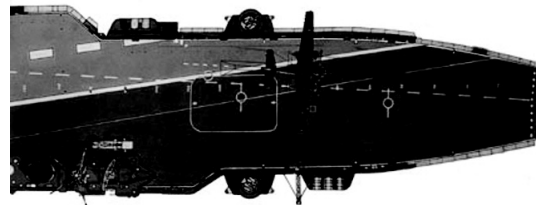
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NOTICES:

- 1. **ANNUAL GENERAL MEETING OF THE SAM FOUNDATION**
0900 hrs 6 Sep 03 - Shearwater Aviation Museum
- 2. **NSIAS - Please purchase Tickets on sale during the Air Show,**
and before, on behalf of the SAMF - over \$4000 in prizes.
Tickets \$2 each or three for \$5

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 the 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 a **reduced rate of Income Tax**. So don't wait for Spring - **DO IT NOW!**

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They have a small grass strip which will allow an Otter type aircraft to land. They are modern enough to have an ATM and of course a good selection of the bottled stuff that Henry Morgan was also famous for.

We eventually left and sailed on to other interesting places but Morgan's old hideout remained the highlight of that cruise. We did not get as far as Rio Dulce, but we heard over the SSB radio that Andy Rioux is still there and enjoying his retirement. I would like to suggest SEA WINGS as a name for the new journal of the Foundation to which we all subscribe. *Brgds, Bobby Bissell*

(Note: *Seems to me you had an affinity for the bottle no matter what kind. Ha K.*)

SMART SAILOR

By the time the sailor pulled into a little town, every hotel room was taken. "You've got to have a room somewhere," he pleaded, "or just a bed, I don't care where."
"Well, I do have a double room with one occupant - an Air Force guy." To tell you the truth, he snores so loudly that people in adjoining rooms have complained in the past. I'm not sure it'd be worth it to you." "No problem" said the sailor.

The next morning the sailor came down to breakfast bright eyed and bushy tailed. "How'd you sleep?" asked the manager. "Never better." The manager was impressed. "No problems with the other guy snoring?" "Nope, I shut him up in no time." said the Navy guy. "How'd you manage that?"

asked the manager. "He was already in bed snoring away when I came in the room," the sailor explained. "I went over, and gave him a kiss on the cheek, and said 'Goodnight Beautiful,' and he sat up all night watching me."

DIFFERENT LOOK

If you appreciate that this issue does not have the polished, classy, professional look of previous issues you are right. Bob Grundy, who was the genius behind the cover design and the magazine-quality layout of the previous issues, has, for personal reasons, taken a sabbatical. We hope it will be a short one. Bob is a master of the computer software program called PageMaker. Sec'ty Kay and I are Luddites of the goose-quill tradition: PageMaker is beyond our understanding. Perforce, we have fallen back to the simpler 'Cut and Paste' method of putting this issue together. Our philosophy with respect to content stays the course. The Foundation owes Bob Grundy a debt of gratitude for the many hours he has carved out of a busy career and a demanding personal life to produce what many regard as a handsome publication. VMT Bob!

ANOTHER NAVAL AIR FIRST

This autumn, a new Canadian magazine will be published. Its title WALRUS. The Navy used this name a half century ago.



On 14 September 1940 a small Royal Navy Air Section, HMS Seaborn, was formed at RCAF Station Dartmouth to service Supermarine Walrus and Fairy Swordfish aircraft belonging to the Royal Navy's Third Battle Squadron and other ships visiting Halifax. The Walrus was designed to be catapulted from large battleships to perform reconnaissance and naval gun fire spotting. After completing a mission the Walrus would land on the water along side the ship and be craned aboard onto its catapult for the next mission. While ashore at HMS Seaborn Walrus aircraft were used for search and rescue as well as maritime reconnaissance patrols. In May 1945 at the end of WW II, the Royal Navy donated the three Walrus' at HMS Seaborn to the Royal Canadian Navy who used the aircraft for liaison work and search and rescue.

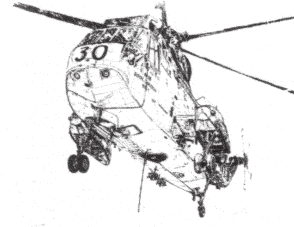
MAGGIE - BONNIE REUNION

On June 17 to 29th 2003 the Fleet club hosted a weekend Maggie - Bonnie Reunion. Approximately 400 people attended, comprised of approximately two hundred and forty former crew members of Maggie and Bonnie along with another 160 spouses and guests.

Fri evening was Meet and Greet with Up Spirits, tasty chowders, meeting old friends and story swapping. Special guests for the evening were retired Admiral and Mrs Landymore and Lieutenant Governor Myra Freeman and her husband.

unveil the models of Bonaventure and the Assiiboine. Saturday evening was Dance Time with the special appearance of 'Elvis Presley' performing some of his more popular songs.

Sunday morning was a windup with Moose Milk and fond farewells. Congratulations to Peter and Anne Kent and their Committee for a memorable weekend reunion.



SEA KING CREW HONOURED FOR DARING RESCUE

By Bill Spurr / Military Reporter

Saturday, December 14, 2002 The Halifax Herald Limited

The Sea King crew members who rescued five divers in October were recognized Friday for their skill and courage. Capt. Mark Koester, Capt. Curt Lalonde, Capt. Jeff Tupper and Lt.- Col. Bruce Ploughman received the Sikorsky Aircraft Rescue Award at a ceremony in the Shearwater Aviation Museum.

The Dominion Diving employees were 37 kilometres off Halifax when their 22.5-metre vessel caught fire. The heat from the flames caused a life-raft to explode. The five divers managed to scramble into a spare life-raft, where the Sea King found them, about 200 metres from their burning ship. "There were two guys sticking their heads out of the raft and both of them gave us two thumbs up and were smiling from ear to ear. That's when I knew they were OK," said Capt. Tupper, who described the rescue as "basic" because of the daylight and good weather, and the fact there were no injuries. "The toughest part was the fact we couldn't communicate with the guys - all we had was the mayday from them," he said.



Aircraft Controlmen

Front Row - L to R

Bob Connors, Tom Manning, Frank Pike, Buck Rogers, George Saleski, Barnie Dale, Bob Knight, Joe Bondy, Charles Coyle.

Back Row - L to R

Ron Lawrence, James Lighthall, NK
Not in Picture: George Otterman, Charles Porter

Saturday morning drew a large crowd for an excellent Brunch. In the afternoon at the shearwater Aviation Museum, a dedication ceremony was held to

"Once we had the guys on board and confirmed everybody was safe, we had about a 15-minute transit to Shearwater. They were almost subdued. Nobody was injured, but there's a certain degree of shock

that kicks in, regardless, and I think they may have been that way." Capt. Tupper, who operated the hoist that brought the divers on board the helicopter, received his second Sikorsky award on Friday. He also took part in the evacuation of an injured sailor in 1986.

Dominion Diving did not have a representative at the ceremony.

DAVY JONES LOCKER

day-vee-joanz-LAH-kerl
noun : the bottom of the ocean

Example sentence:

The old seaman shook his head sadly and said, "That ship was sunk on a reef three years ago, and every poor soul aboard sent to Davy Jones' locker."

Did you know? Was there a real Davy Jones? Folks have been pondering that question for centuries. Sailors have long used "Davy Jones" as the name of a personified evil spirit of the ocean depths, but no one knows exactly why. Some claim the original Davy Jones was a British pirate, but the evidence that this person existed is lacking. Others swear he was a London pub owner who kept drugged ale in a special locker, served it to the unwary, then had them

shanghaied. But the theory considered most plausible is that "Davy" was inspired by St. David, the patron saint of Wales. (St. David was often invoked Welsh sailors.) "Jones" is traced to Jonah, the biblical figure who was swallowed by a whale.



ORIENTATION FOR NEW READERS

This newsletter is published by the Foundation supporting the DND Museum known as the Shearwater Aviation Museum (SAM). Foundation membership is drawn from all ranks of the retired and still serving; from Able Seaman to Admiral and also from civilians concerned about the preservation of Canada's Maritime Military Aviation Heritage.

Though a DND Museum, SAM was conceived by retired personnel. Its hangar-like structure and the restoration of aircraft and other artifacts are very largely the work of volunteers. The dedication of this self-imposed task of retired groundcrew, aircraft carrier crew and aircrew. Speaks to an esprit de corps that is truly phenomenal. No storied regiment can match it.

Our guiding philosophy being that once upon a time, there was a gallant band of brothers who created a brilliant light over the oceans of the world and that every one of those brothers counted - from the Stoker manning the emergency steering

gear in the tiller flats, to the Pilot on the catapult at the bow and all the Mechanics, Cooks, Stewards, Aircraft Handlers and the thousands of others who made up the ship's company crowded in between. This is an all hands newsletter. The newsletter serves all. The newsletter also serves our light blue brothers-in-arms for whom RCAF Dartmouth was home during the 1939-945 War. Lest we forget!

Names for photo on page 21 of Spring Issue:

Back Row L-R Joel Fournier, Yvon Quinton, Gino Briere, Ron Grolman, Fred Ried, UK, Sam Swan

Front Row: L - R Gordie Smith, UK, J. Dollmont, Sam MacMillan, UK, Noel Black

50TH ANNIVERSARY REUNION RCSCC 122 Moncton, NB

Notice to all Sea and Navy League Cadets, former Officers and Cadets, Sponsors, Civilians, Instructors and their family members - there will be a RCSCC 122 Reunion taking place 1-5 July 2004 in Moncton, NB. For information, newsletters and registration, **c o n t a c t :** autocom@hfx.eastlink.ca Or

Ray Boudreau
7 Crest Rd
Halifax, NS B3B 2W1

LONG RUNWAY IS BACK

From: "John Cody"
<john.cody@ns.sympatico.ca>

The message I have forwarded is from the Executive Director of the Nova Scotia International Air Show. You may recall that a few months ago I predicted that this would be the way this thing would eventually begin to unfold. Runway is cleared for Day VFR only at this point, but it's a start.

The deal was struck between DND, the Canada Lands Company (the current owners), the HRM, the Province, NSIAS and the Shearwater Flight Training Centre. It is apparently for the entire 9,000 ft of its length. This is the beginning of yet again another chapter in this long running saga which nearly brought the old girl almost to her knees.

More to follow as it becomes newsworthy. Regards to all.

From Mike Murphy, Exec Dir NSIAS

I was interviewed this afternoon for a piece on the ATV News regarding the return of the long runway. The interview, conducted by Rick Grant, apparently followed on the heels of an interview with the Premier and Minister Clarke (I believe). Their interviews focused on the future use of Shearwater as an aerospace industrial facility I gather. Onwards and upwards!!



SHEARWATERS FUTURE?

LOOKING BRIGHTER!

On March 31st 2002 about two thirds of CFB Shearwater's geography was transferred from DND ownership to Canada Lands Company (CLC). The effect of this was to divide Runway 34 - 16 into three segments and make it unuseable. The prospect was that the CLC portions could be sold for the commercial development of roads and housing.

This pending destruction (may we say desecration) of what is clearly an irreplaceable national defence asset and a potential job-creating engine as a combined civil-military aerodrome generated both outrage and action.

Shearwater Aerospace Action Committee (SAAC) was immediately formed to lobby all levels of government - Federal, Provincial, Municipal - to stay the developers axe. Surprisingly it appears to be working. Politicians do listen but addressing them with a megaphone helps.

Perhaps, gentle reader, you have a megaphone you haven't been using?

Bill Farrell

REUNION JAOBTC #6

8 - 10 Oct 03

Victoria, BC

The planned reunion for the Junior Air Officers Basic Training Course #6 will be held in Victoria.

Thus far, Jim Stegen, Gunner Campbell, Bob Baird, Gus Saunders, "Pappy" Weise, Don Jackson, Ken Brown, are among those probable attendees.

For further information contact Hank Bannister at:

e m a i l :
pbannister@pacificcoast.net

Call: 250-656-02788

or by mail:

11180 Hedgerow Dr
Sidney, BC V8L 5S3





FROM THE SECRETARY

Which direction is the newsletter taking? Want changes? Like it as it is? We invite your comments.

Some comments passed to us: ".....There is a place for personal reminiscence, but this should not take the form of old buddies swapping sea stories. The newsletter should advise members of the achievements and needs of the museum (not idle hopes based on wishful thinking and a passion to relive the past). Comments are received stating that the articles are too officer/aircrew oriented. That is probably because the ground crews of that era never took the time to record the events of the day as they saw them. If they didn't write these things down, nobody was going to do it for them, it was history from their perspective and only they could have recorded it...."

Hmm.... I think that the majority of our membership, being retired Naval Air and the predominant supporters of the Museum, are interested in this 'swapping of sea stories' etc. For whatever reason the ground-crew did not record the events of the day (hey, maybe they did and the info was used and they were not given credit for it or maybe they weren't encouraged to record this info - who knows...) Don't let the history of the Ground Crew and the Mess Deck die with you. Please share your memories with your fellow members. It's your newsletter WRITE! NOW!

During the past year or two, four retired Naval Air SAMF Directors retired from the Board. They were truly the backbone of the Foundation having worked tirelessly for years and no doubt need a rest. Many thanks to Eric Edgar, Bill Gillespie, Ted Kieser and Tom Tonks. Eric

Neilsen, the President, is leaving for the West Coast and Jav Stevenson and Frank Willis, although still on the Board, are really busy with other commitments. Are you getting the picture? We need you.

The Atrium is well on it's way - thanks to you supporting members of the Foundation.

There are two gate guardians still not in there. The Firefly is being worked on religiously. With the arrival of the HUP-3, Museum staff may have to re-evaluate the order of projects because the HUP doesn't need the work that the Avenger does. So keep watching - the Avenger will get in the Museum sooner or later - if it doesn't completely rot away in the meantime. It is in very poor shape. Anyone out there with a spare Avenger in their pocket?

Contact us: samf@ns.sympatico.ca or

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

Toll Free - 1-88497-7779
461-0062 or fax 461-1610

Members who donated over/above their membership dues for the year 2002 - Amendment

My apologies for omitting your name. If I have missed anyone else, please advise and I'll ensure your name is printed. Thank You. Kay

Sloan, W
Willis, F

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SCORE "1" FOR THE FFAR

By J. Paquette

I don't know if it began with playing cowboys in the fields around home or with the machine gun noises that accompanied our juvenile tail-chases in the FLEET CANUCKs out of Pat Bay. It might have been the fact that we knew that the HARVARDs we flew in Penhold, Alberta had, at one time, carried machine guns and rockets. In any event, I knew that I didn't only want to fly but I wanted to shoot something with an airplane.

The Advanced Training Flight (ATF) at VU-32 in 1963 looked promising. We were there to learn to fly the TRACKER and these big gray beasts sported multiple bomb racks and there was even a circuit breaker on the bulkhead behind the co-pilot marked "SPECIAL WEAPON". I was still new to the Navy but I knew what "SPECIAL WEAPON" meant. This was shooting something in a much bigger way than I envisaged. But there was also a full weapons panel with its future promises of shooting or dropping something.

But it was not to be, not in the ATF at least. Bud Jardine, Al Hawthorne, Hank Bannister, Ted Kieser and many others taught us instrument flying, single engine work, navigation and ASW tactics but, except for war stories, we never got to shoot anything.

In April of '64 I joined VS-880, the OPERATIONAL squadron. Surely here I would realize my life's ambition. Well almost! After squadron check-outs, more IF, more navigation and some great cross-countries

(mostly to transport me back to my new love in Montreal or to rugby games organized by Jake Kennedy), I finally saw my name on the flight schedule for a BOMBEX with Okie Brooks.

Bombexs were getting close to my dream but somehow watching your target disappear out of your vision below the nose of the aircraft, ... counting "one potato, two potato" to yourself, ... punching the "R" button ... and then pulling up to hear a disembodied voice tell you where your 25 pound practice bomb landed, was not what I had in mind.

It couldn't have been too great for Okie either because my logbook shows that he never flew with me again. I got one more trip with Ken Eliason but that was only as a co-pilot. I had to wait until I got on H.M.C.S. BONAVENTURE in May '65 before I saw another Bombex, this time with real depth charges, but it was as a co-pilot again.

I knew that we used to fire rockets with the TRACKER but the propellant from the old 5-inch rocket caused too much damage to the de-icing boots and its use was discouraged. Now the Navy was looking at the 2.75 Folding Fin Air Rocket or FFAR. This could be fired from pods of seven rockets. For training they could be fired as singles, without the pod, one on each rail. This allowed for only six rockets per upload. Eventually the pod was modified to allow us to upload two pods and fire twelve singles or six pairs.

I had my first exposure to the new game with Alph Holmes

on a trip from BONAVENTURE in November '65 just before we disembarked from a cruise to England and Ireland. This was IT. If they weren't going to put guns on the TRACKER, this was the next best thing. Roll in ... dive at the target ... press the "R" button ... and with a "Whoosh" the rockets screamed towards the ocean surface making it seem as though the airplane had stopped in mid-air. But I was just the co-pilot and a voyeur in all this excitement.

My real chance came in December of '65 when Gus Pokotoyo and I managed to bag a "Rocketex". Just how two co-pilots managed this has faded from my memory but my logbook shows 3.3 hours so we made the most of it.

The process was simple but not easy. Our "rocket sight" was comprised of a "pipper" which was a small ball mounted on a stick on the nose of the airplane in front of the pilot about a foot in front of the windscreen. On the windscreen were etched "mil" lines in the vertical and horizontal. By holding the "pipper" in line with a specific vertical "mil" line we could correct our aim for the drop of the rocket in flight. By holding the "pipper" in line with a specific horizontal mil line we could correct our aim for drift caused by a crosswind. All of this assumed that you knew the crosswind effect, had the correct dive angle (20 degrees), and were in balanced flight (needle and ball centered) and that you fired at the correct height (1100 feet indicated). Another problem was that as you applied horizontal correction

you could no longer easily line up the vertical "mil" lines, which were only in the centre. My fix was to not apply any horizontal "mil" correction but to change my aiming point to the left or right of the target once I saw that I was drifting ... got all that!

I had five more goes with the FFAR including a couple as a Crew Commander with my co-pilot A.J. Field. Co-pilots, including A.J. often fired one or two rockets into space down range as they pulled off target and excitedly called outing loudly while pressing the "R" button (where the intercom ("I/C") button normally resides in the co-pilot's yoke. Even when I was ready for it, A.J. caught me twice before I could select "SAFE" on the Arming Panel in a 3 "G" pullout.

And this, boys and girls, brings me to October 13th, 1966.

Ben Belley and I were scheduled to fly together and Wally Sloan was doing the briefing. Wally was a fighter pilot from his head to his toes. He had even loaded up a Tracker with pods of FFAR and dared VU-32's target towers to stream the DELMAR and meet him at 5000 feet. It is said that the tow plane loaded 3 more miles of wire that day but it wasn't necessary. Wally nailed the target in the first and only TRACKER vs T-33, air-to-air mission ever flown.

I digress. On this Oct 13 Wally Sloan was not happy with the rocket scores for the squadron pilots and in his briefing he specified a firing height of 900 feet indicated instead of 1100 feet. Someone with knowledge of trigonometry can check the math but this resulted in

reducing the slant range to the target from roughly 3200 feet to 2500 feet as well as reducing our elevation over the target by delaying the pull out until we were lower and closer. But, hey, we were "fighter" pilots too.

This lower firing altitude raises the issue of the "pull out" or recovery from the firing dive. The TRACKER manual was adamant about not initiating "rolling" "G". We were to recover from the dive by raising the nose to the horizon before initiating any bank. I went by the book, and this may have been my undoing.

We were also "gentlemen", and when a WREN HF Operator from the tower showed up for a flight, there was no hesitation in having her join us and, as we launched off, she was safe and secure in the right rear seat.

I can't tell you for certain if I got a shot off before the incident but my logbook shows 0.7 hrs and I know that we landed with rockets on the wings. So now you have the picture ... we set ourselves up in the pattern and rolled into our dive towards the target, an old Sherman tank, on the hill at Chezzetcook. As soon as we got established in the dive, I locked my head against the headrest to hold the "pipper" at the right place on the vertical "mil" lines. I had the tank all lined up but as it drifted right I corrected by aiming at a spot in line but to the right of the target. I felt really confident as Ben called "900 feet" (Who can watch the altimeter with everything else that had to be done?). I mashed the "R" button and pulled to the horizon as the smoke trail of

the rocket disappeared beneath the nose.

As the nose came through the horizon and I initiated the roll there was a loud "BANG" combined with wind in my face and the smell of hydraulic fluid and AVGAS. It was obvious that we had been struck by some debris or shrapnel resulting from the rocket's impact in the target area. Little did we know that the rocket head was now back in the aircraft.

I rolled level and scanned the instruments and was surprised by the fact that the glass on most of my instruments was broken. Next I realized that while one fuel tank was registering "EMPTY" the opposite engine's fuel pressure was at "0". My first real thought was "These gauges had better be reading wrong because I don't think I can figure out the cross feed system in time to keep either engine running."

My prayer must have been answered as both engines continued to run and I now turned to our passenger and think I yelled, "Its all right, we just have a little problem and we will get back to you when we sort it all out". I am sure she felt totally reassured ...!

We tried to contact Shearwater Tower as we turned toward the base. It was my intention to tell them that we had been hit by shrapnel and were returning for an immediate landing however for some reason the radios were out. To add to our difficulties I also discovered that there was a restriction in the movement of the yoke as I eased it forward. I don't remember thinking my way

through this but we discovered that if we applied bank as we moved the yoke then we could get by the restriction and it seemed free on either side.

Enough was enough however so we set up for a long straight in to runway 29 with only partial flap. This was so that we could fly the aircraft and eventually flare to landing without having to get into the regime of the restriction. NORDO procedures were totally ignored as we came straight in without clearance and with no idea as to whether or not we were expected. We did know that this had not been the active runway when we took off some 30 minutes ago.

The approach was uneventful though I do remember Ben reminding me not to get too low. With a sigh of relief we touched down nicely (we must have as I always land that way) and started to apply the brakes. Well the gods were not finished with us and we discovered that we had no brakes. I used rudder to try to keep us straight but had to resort to some power inside the turn ... which did not help the deceleration equation. Rudder ... brakes ... oops no brakes ... inside throttle up .. oh oh, we aren't slowing down. Finally I'd had enough and reached down and pulled on the Emergency Brake. Well whatever else was broken, the Emergency Brake was not and I remember being thrown against the yoke as it hauled us to a stop in very short order.

Other than the fact that we were stopped in the middle of a runway with a load of rockets, the worst was over and we shut the aircraft down

and hopped out expecting to be met by the emergency vehicles ... but we were all alone out there with nether a siren to be heard. Our passenger too had had enough and, ignoring our promises that someone would be right out, she set off across the infield to the tower where she worked and would not have to put up with any more of this pilot #@&%.

The crash crews did eventually respond and we were returned to the VS-880 crew room to relate our heroics. That is, until a couple of maintainers asked for me at the door and presented me with one slightly used ... "head...rocket... FFAR - For the mounting on". The realization that the bent and broken instrument panel was the only thing that stopped this 10 pound rocket head from continuing on through me must have done it as I remember starting to shake and having to be helped to a chair.

It was obvious from marks on the head that it had struck something hard which deflected it skywards where we essentially flew into it at the top of its trajectory (its path through the nose of the aircraft was essentially straight). It had come through the aircraft "side to" rather than nose on as evidenced by the paint scuffing and the fact that the rocket head was "squashed" in from one side.

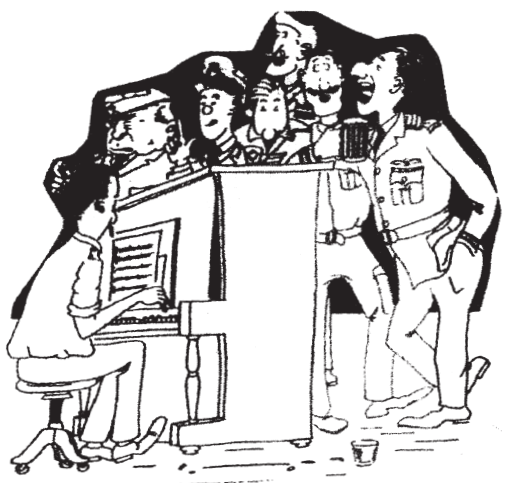
The fuel and hydraulic fumes were from the severed Janitrol heater and brake lines respectively and the yoke restriction was due to a bent piece of the nose structure catching the bell crank in the yoke mechanism. When we

turned the yoke it turned the bell crank more fore and aft and allowed it to bypass the bent metal.

The epilogue of the story is that the young lady in the tower would never talk to us again, not even when we went to give her a picture of the damaged aircraft. I would like to hear from her some day. Wally took the blame for the lower firing height, though I was often accused of "target fixation. I never did figure out the fuel cross feed system and I kept the rocket head and mounted it on a base. It remained on my various desks as a conversation piece over the next 25 years until I donated it, and the associated pictures to the Shearwater Air Museum. It was on display for a few years but has since been relegated to storage somewhere.

And that, as they say, "Is the rest of the story!" I have enjoyed the process of digging out the memory of these events and hope you enjoy reading about them ... and young lady (still young I'm sure) I would like the opportunity of apologizing for scaring the %#&* out of you some 35 years ago.





A poor aviator lay dying
 At the end of a bright summer's day,
 His comrades were gathered around him
 To carry the fragments away.
Chorus:

The engine was piled on his wishbone,
 The Hotchkiss was wrapped round his head,
 A spark plug stuck out of each elbow,
 It was plain that he'd shortly be dead.

He spat out a valve and a gasket,
 And stirred in the sump where he lay,
 And turning, then, to his companions,
 These last parting words he did say:

Take the manifold out of my larynx,
 The butterfly valve from my neck,
 Remove from my kidneys the camrods,
 There's a lot of good parts in the wreck. etc

WIRE RECORDER

From Jim McCaffery

That damn wire recorder reminds me of one of those OM's favourite stories. Seeing as the statute of limitations has run out, maybe it can be made public.

The perpetrators (maybe I should say characters), I believe, are Harry (Duke) Windsor & Creighton (Jono) Johnson. Think about the size of these two giants - working together in the back of the Tracker during a Julie series, busier than the proverbial one-arm paper hangar.

As usual in the heat of battle the wire recorder jams. Standard procedure, go back, take the cover off the recorder, remove the reels and using your aircrew knife, slash the wire off the reel that has the "rats nest". The rats nest is somewhat similar to a backlash on a fishing reel, only remember the wire is "finer than a human hair", impossible to untangle; so you cut it off which leaves thousands of short little strands of wire all over the aft section of the aircraft which will have to be cleaned up after landing. Then attach the end of the wire onto the take-up reel and get back to work (all within 10 secs or less).

Harry & Jono, infamous deep thinkers, have a better idea. Both from Ontario, obviously Ford employees before joining up. To speed things up and not cause a mess, one of them quickly finds a loose end on the rats nest, ties an

eraser on the end of the wire, slips the reel onto a pencil, opens the Tracker door, locks it in the slightly-open position and chucks the eraser out the door.

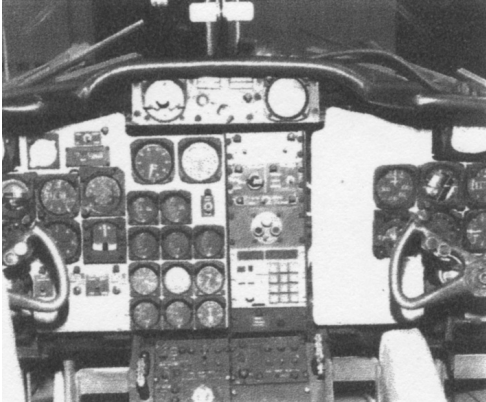
One of you pilots can do the real math on this. I think it was a 3 inch reel, the aircraft is doing something like 130-150 KTS, so what are the RPMs on the reel?

In approximately 1/10th of a second, the reel burns through the pencil and starts ricocheting around the back of the aircraft. Thank heavens we wore helmets and the Mae West in this case acted somewhat like a bullet-proof vest. Stark terror in the back of the aircraft trying to stay out of the way of the wayward reel.

Now, no way are the OM's going to let the Pilots know they are conducting this experiment until it has been proven a success. While the two of them are practicing reel-evasion in the rear of the aircraft. There is a scream from the front; "Smoke! Smoke! I smell smoke. Something's on fire." I think the smoking pencil followed the eraser out the door.

In conclusion: Upon landing check around the tail section, no wire visible, they didn't smell any smoke in the rear of the aircraft, obviously no harm done, keep your mouth shut.

AIRMANSHIP



Cockpit checks: Cockpit checks should not be allowed to get in the way of a tight and disciplined take off stream. Weigh the embarrassment of being the cause of prolonging the fleet's time into wind and also the censure of others already airborne and burning time and fuel against the questionable benefits of going through a long ritual run up and pre-take off check list. When the green flag goes down Go! Chances are you'll be reminded by some unusual flight characteristics in time to make

the omitted switch or control adjustment before you zero your altitude. Airplanes are inherently safe in that they unfailingly remind you (instantly) of missed checks. Now show me an aircraft that won't produce pretty good take off thrust on just one mag (either) or one that can't pick up again with a loss than less than 500 feet when switching from a dry tank to a full one and I'll show you one the Navy never should have bought. And, remember, that there's usually plenty of time to complete the take off checks while climbing to form up. So what if the selected tank runs dry as your wheels run over the flight deck leading edge? You're still 40 feet or so above the ocean and entering some helpful ground effect. So you ditch? That's what the Navy gave you that expensive life jacket for! So, if you're tempted to interrupt the take off stream just because your checks aren't done, think ahead. Do you really want to face the sneers of your peers at debriefing?

(The above arrived via Ouija Board – sender anonymous)

Readers are encouraged to write in their own wisdom on good airmanship practices. Remember Safety is Everyone's Business!

SAM AND SAMF

There appears to be some confusion between SAMF (Shearwater Aviation Museum Foundation) and SAM (Shearwater Aviation Museum). Although they both have a common objective, (establishing a historical portrayal of Shearwater and Maritime Military Aviation), they each have separate and distinct responsibilities in achieving this.

WHAT IS SAMF? SAMF is strictly a non-profit organization that was created in 1987 comprised of volunteer supporters and is an entity on its own. It supports the SAM (Shearwater Aviation Museum), but is not part of the SAM. The object of SAMF is to raise the necessary funds (through SAMF Memberships and donations) and acquire artifacts and other memorabilia to meet the objectives of the SAM. The SAMF employs various methods in obtaining donations from membership dues to fund-raising events such as Dinner/Auctions, Golf Tournaments and Wall Plaques. Donors are listed in the Donators Book on display in the Museum and on the Donors Recognition Board for those who have accumulated donations of more than \$1000.

Some donations are being sent directly to the Museum and therefore may be deposited to the Museum account rather than the SAMF account and not credited to your membership in the foundation or to your total SAMF donations.

What is the SAM? (In part) The SAM comes under the directorship of 12 Wing through a Board of Trustees. All decisions by the Board of Trustees regarding the Museum are carried out under this directorship.

The purpose of the Museum is to acquire and conserve artifacts and documents which best serve to exemplify the history and technology of Maritime Military Aviation. Accreditation as a CF Museum qualified it for a small operating grant which along with "in kind" staffing and maintenance support, are the only means available to foster growth portraying its heritage.



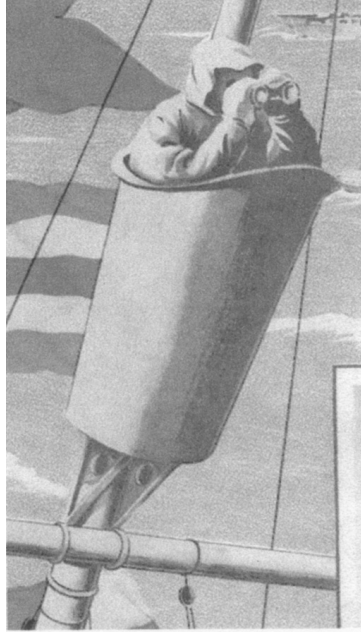
We missed these and some "In the Delta's" because nobody told us. We don't have a crystal ball -- --. When you learn of events like these, please let us know.
XXXXX Kay

QUEEN'S GOLDEN JUBILEE MEDAL (Other recipients)

CPO1 (Ret'd) Roger Rioux
Mr. J. Wilfred Weaver
CPO (Ret'd) Delbert Peters
LCdr. Robert Murray
Fernand Phillippe
Mr. David Shaw
John B. Gourlie
Robert K. Cornish
BGen Colin Curleigh
Lt. (N) (Ret'd) John Eden
LCdr. Robert Findlay
LCdr. (Ret'd) R. Bartlett
P1EA Thomas Graham CD

MORALE

The Fighting Instructions, a Royal Navy manual for Admirals which gives instructions on how to dispose line-of-battle, ships (crossing the T) for engagement with opposing fleets begins, rather surprisingly, not with a portrait of some famous Admiral, but with one of an Ordinary Seaman aloft and alone as a lookout in a gale-swept crow's nest.



These words accompany that image: IN WAR MORALE IS THE GREATEST SINGLE FACTOR.

One wonders how much the politicians, with no first-hand experience of military service, understand that morale when once damaged by neglect may take many decades to restore; and all the belated spending on ships, aircraft and tanks may avail little when the test of battle comes.

One wonders also how much the general public appreciate that military museums are cornerstones of morale in the Armed Forces.

THE ART OF WAR

Not by Von Clausewitz or Sun Tzu but by some of our own who have "been there, done that" - who know from experiences whereof they speak. Much has appeared of late in the media about the shape Canada's armed forces should take. What follows is from old warriors who have chosen not to fade away but to

speaking up. Retired, perhaps, but still very much on duty. The profession of arms - the warrior calling - may be the most honourable of all.

Fraser-Harris

"Fraser" ex-Commanding Officer of magnificent writes a circumspect treatise on the development and then the demise of aviation in the RCN. He then describes the kind of naval force required for restoring Canada's credibility as a real player in international affairs. We will print it in full in a future issue (space does not permit in this one). We will offer his full text to the national media in the interim. Here are a few excerpts.

1. "The second function of national defence forces however is much more complex and involves the phrase 'national defence is the extension of foreign policy.' It is a vital part of foreign policy and the forces of which it is comprised and the various elements of which they are made up must be in line with the current objectives of Canadian Policy."

2. "Since it is highly likely the forces provided by Canada will form only part of a larger organization, it also follows that the larger the Canadian contribution to that particular operation, the greater the degree of control which Canada as a Nation will be able to exercise on the conduct of the operation.....(Canadian) General Burns, in charge of the whole thing the UN Suez operation in 1957), more or less ran it all and ran it very effectively."

Fraser also notes the words politician and statesman should not be construed as synonyms.

Bob Cocks

Bob's "Defence Sense" which follows, is full of pith (no slur intended) and is impervious to paraphrasing. Here it is in full.

SAMF Newsletter as Champion of Defence Sense

Robert Cocks wrote:

It is disturbing to see that there is some inclination, in political circles, to restore the autonomy of the three armed services. To make any sense at all an independent service must have an allotment of capital equipment and that would perpetuate some form of the force structure which is the basis of our current problem.

We're paying for defence. We don't need and are not getting what we do need purely because we're saddled with the wrong force structure. Main Battle Tanks, Fighter/bombers and Frigates are all leftovers from the Cold War and would not necessarily appear on a list of equipment required by Canada for the 21st Century. The threat assessment, that made them eminently suitable 15 to 20 years ago, foresaw the possibility of Warsaw Pact tanks streaming westward across the north German plain, fleets of transpolar bombers southbound for the North American heartland and hosts of inter-continental missiles poised in submarine silos beneath the northern Pacific and Atlantic Oceans. No longer a believable scenario. But what is worse, this same force structure is justifying an inappropriate set of roles and missions.

To identify a proper role and to suggest a more suitable force structure and a more appropriate organization for consideration let me review a few fundamentals. The land masses of the world are where we, as people, live and have our being. So quite naturally the occupation of territory, whether for economic, political or religious reasons, has been and still is the principal objective of war. To that end we raise armies to permit or prohibit the capture and occupation of territory. Should that endeavour take place overseas we employ ships and aircraft to permit or prohibit the

passage of goods and military expeditions. And since the comparatively recent development of long range bombardment we use air forces to permit or prohibit the manufacture, distribution and operation of the means of war and the administration of government.

Lets introduce the KISS principle at this point. In Keep It Simple, terms I'm saying that the role of the armed forces is to control activity within the bounds of a designated territory. Activity can be influenced by quarantine, embargo, sanction, blockade and bombing and can be terminated by nuclear weapons, but it can only be satisfactorily controlled by an army of occupation.

What territory do we want to occupy? Our own of course, to start. We must be aware of happenings within our air and sea approaches, arrest trespassers and maintain order and good government. For which we need detection systems, air and sea patrols, a coast guard with clout and troops sufficient to aid the civil power.

But what territory do we wish to occupy other than our own? None presumably, but for as long as we choose to accede to requests from the UN, NATO and possibly the OAS we must maintain some military capability. Although peacekeeping is nothing more than occupation by consent, and thus a police function, such consent is often given reluctantly and sometimes not at all.

An example being Yugoslavia. Kosova was occupation by coercion. It finally being accepted that occupation was preferable to further bombardment of Belgrade. Note, however, that occupation was from the very beginning the only way to keep the Serbs and the Albanians from mutual slaughter. The air bombardment was an essential preliminary, as it was in Afghanistan and Iraq, and in that sense not dissimilar to the rolling

artillery barrages that preceded the occupation of Vimy Ridge.

Let us not forget that Trafalgar was fought to prevent the Grande Armee from occupying London, the Battle of Britain to keep the Wehrmacht in France, the Battle of the Atlantic to put Allied armies in Berlin and Midway and Coral Sea to crown MacArthur as Emperor of Japan

It is the foot soldier who occupies. Every other service person is a supporter. Whether cook, clerk, quartermaster, signaler, sapper, gunner, tanker, sailor or airman, all are needed by their country only to the degree that they are necessary to the successful capture and occupation of the designated territory. (Sailors and airmen have had other *raison d'être* in relation to nuclear weapons but those were to effect deterrence and are not to fight, not to capture and not to occupy. There is no need to occupy that which has been obliterated. And with the Cold War ended Canada has no more need to truck with nuclear weapons than Mexico.)

I applaud the intention of any government to increase the effectiveness of the armed forces and urge them to start with the infantry battalions. Build around them and dispense with anything that doesn't help them to occupy territory. The intensity of fighting contemplated may demand armoured and air support, and indeed, the creation of an amphibious assault force (see Australia) but that is for the government to decide and not for me to speculate about.

The government of the day unified the forces for good operational, logistic and financial reasons that were obscured by haste, confusion and poor control. To reverse the process now will create more confusion and restore the pre-unification problems of duplication and incompatibility. The force structure and missions of the United States Marine Corps are worthy of examination.

Yes, Virginia, this could mean no Leopard tanks, no CF-18's and no Canadian Patrol Frigates

Now a caution before I close. Occupying soldiers will control the actions of the populace for you but you must not expect them to control their minds. Persuading people to embrace democracy, the rule of law or free trade or to renounce bigotry, racialism and racketeering is a job for civilian agencies. Asking soldiers to do more than plain soldiering leads to a loss of confidence in themselves, their service and their country. Nevertheless, it must be remembered, that rehabilitation, preventive diplomacy, conflict resolution, peacekeeping, peacemaking and armed intervention all depend on the ability to put a properly supported regiment of foot in the right place at the right time.

Pop Fotheringham

A major feature of a ship's detection and weapon system is the ship-borne helicopter. For years this vital element has been the Sea King helicopter.

The late stage in the life of the Sea King has captured media headlines. Its replacement is a topic generating great interest. Forty years ago the Sea King was selected by naval officers to meet a naval requirement and what a great selection it was. The ludicrous aspect of this situation is that the replacement will be a machine meeting an air force requirement.

How many naval officers are there on the team making the decisions? How many naval officers are there who might be qualified to participate in the decision? Would the navy allow the artillery to select the gun armament of its ships? How did the navy allow politics to have such a situation develop and why does the navy allow it to persist? Why has this aspect never caught the attention of any media? No

doubt the selected replacement will be a fine addition to the air force. Lets hope that when the air force is

able to make some available to the navy they will serve a useful purpose at sea. Brant Fotheringham, Capt. RCN(ret'd) 10225 Resthaven Dr. Sidney, BC V8L 3H2 (250)656-9847

Others

General Lewis MacKenzie amongst others, including some SAMF members, have come up with visions of the shape our forces should morph into. There is a common theme - a force of ships and aircraft capable of taking soldiers to the theatre of operations, supporting them while there, logistically and with air cover and extracting them when the operation is terminated. All decry the present practice of "going to war on Uncle Sam's coat tails."

Editor's Note: See article "Shearwater's Future" elsewhere in this issue. The infrastructure necessary to base such a force already exists - runway, hangar, barracks, jetty - all ready to accommodate fighters, helicopters, a carrier and a battalion of soldiers (or marines?)



CYBERNOTE REVISITED

from Ted Kieser

This is just a note to all of you who no longer shave with a straight razor and who have ventured into the realm of the computer! For information, the Shearwater Aviation Museum has NEW web site at:

www.shearwateraviationmuseum.ns.ca

There is a lot of good information on this site, and, thanks to the museum's Christine Dunphy, new stuff is being added all the time. Christine is always happy to receive suggestions to improve this fine web site. Additionally, you are all encouraged to send her your email address and other information so she may enter or update the 'Email Directory' on the site. This is a great opportunity for people to find old friends. For those of you who have already registered, drop in and check that the information is up-to-date. And, are you subscribed to 'NAVAIRGEN'? If not, go to the museum web site and click 'Naval Air Net', then select 'NAVAIRGEN' and follow the instructions to subscribe.

The Navairgen network was established to facilitate communication among former naval air personnel but it is not necessarily limited solely to that group. Any former maritime aviation personnel or people with an interest in maritime aviation are welcome. It was developed to provide a method of exchanging relevant information to a large group at once, thus obviating the necessity of sending individual messages. The net also serves as an excellent vehicle for exchanging information about things computing, email and other Internet educational features.

Check out the Shearwater Aviation Museum home page. Sign up or update your information on the site today!



BEST VALUE? LOWEST COST? WHAT'S THE DIFFERENCE? QUITE A LOT ACTUALLY.

Best value for money? Lowest cost? They sound like the same thing...but they're not!

They're two different ways of choosing Canada's new ship-borne helicopters. Only one approach will give Canadians a helicopter with the flexibility, performance and operational capabilities the Canadian Forces require.

Canada planned to replace its Sea Kings on a best value for money basis. Now it has switched to a lowest price basis. If that's not reversed, Canadians will regret it.

Best value for money builds on the success of past procurement efforts.

Bidders are rated based on all the capabilities and specifications of their aircraft including the bidder's proposed price. Exceeding minimum specifications and building in extra margins for capacity, safety and performance can earn more points. The best combination of specifications, performance and total price wins. This is also the way Canada successfully chose the Cormorant as its new Search and Rescue helicopter.

By contrast, lowest cost is a recipe for getting the cheapest possible helicopter that barely meets minimum specifications and flying capabilities. That's guaranteed.



Using the lowest cost approach, the only thing that matters in picking a winner is cheapest price. There's no incentive to provide Canadians and their military with anything more than the minimum. So that's what we'll get – the minimum.

Yet the demands on Canadian Forces are getting more difficult and complicated every year. Ask those just back from duty in the Indian Ocean. Flying in temperatures of more than 45 degrees saps aircraft performance. It's no place for helicopters that just meet minimum specifications.

Canada needs a new ship-borne helicopter and the **ONLY** way to choose it is on a best value for money basis.

A lowest price bidding process will produce a winner at the cheapest possible price that barely meets the contract's minimum specifications.

Operational capabilities, flexibility, performance and safety can all be sacrificed.

That's the difference and it means a lot.

The Minister of National Defence said it best three years ago:

"It's easy to forget that even during peacetime there are people in the military who put their lives on the line every day to do their jobs. That's what these men and women do. . . . They deserve the best equipment we can afford."



BEST VALUE MAKES SENSE. WHY SETTLE FOR LESS?