

WARRIOR

Winter 2018



417 working right up until its last days

The following personnel have perished in the performance of their duties while flying in a Canadian Sea King Squadron:

22 March 1967

*Petty Officer
First Class
R.B. Greenbury
CD (HS 50)*

30 November 1967

*Commissioned
Officer C.J. Tully
CD (HS 50)
Petty Officer
First Class
D.N. Mander
CD (HS 50)*

7 November 1971

*Lieutenant (N)
A.E. Dick
(HS 50)
Captain L.M.
Ostaficiuk
(HS 50)
Leading Seaman
J.O. McRae
(HS 50)*

28 April 1994

*Major W.C.
Sweetman
MSM CD
(443 Squadron)
Major R.R.
Henderson
MB MSM CD
(443 Squadron)*

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

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

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

**Shearwater Aviation Museum
Foundation** or

SAM Foundation

12 Wing
PO Box 99000 Stn Forces
Halifax, NS B3K 5X5

**Deadlines for receiving submissions
are:**

Spring	1 March
Summer	1 July
Winter	15 October

To contact us:

samf@samfoundation.ca

1-888-497-7779 (toll free)
(902) 461-0062 (local)
(902) 461-1610 (fax) or
(902) 720-2037 (fax)

SAMF website: www.samfoundation.ca

Cover:

Members of the British Columbia Forest Service pick up their firefighting gear after being dropped off at Dease Lake Airport by a CH-124 Sea King during Operation LENTUS 18-05, in British Columbia, August 21, 2018.

Photo: Cpl Jeffrey Clement, 19 Wing Imaging, Comox

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URGENT

Due to a recent address change at 12 Wing, the Museum and SAM Foundation haven't been receiving mail. If you have sent any recent letter mail, it may be sent back to you. Please note our new postal address is:

Shearwater Aviation Museum Foundation,

12 Wing,

PO Box 99000 Stn Forces,

Halifax NS B3K 5X5

INTRODUCTION TO OUR NEW SAMF PRESIDENT

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



John Cody is the new President of the SAM Foundation. He hopes to be able to carry on the good work of those who have gone before him, by remembering their legacy and honouring what has been accomplished to date.....

JANUARY 2019

By way of introducing myself to all of our readers, I am originally from Toronto. I joined the RCN in 1963, graduating from HMCS Venture in Victoria, BC. My basic flying training was done at RCAF Stations Centralia ON, the Joint Air Training Centre at Rivers Manitoba and just down the road from there at Portage la Prairie. My helicopter conversion was done at HU 21 Squadron at Shearwater, flying the yellow peril, the Horse and the Sea King. Duke Muncaster, Bill Monkhouse, Ross Hunter, Francois Delisle, Phil Blanchard, Dave Oliphant, Gerry Watson, Sid Potter, Don Neilly, Nick Browne, Bill Frampton, Jav Stephenson, JJ Lehman and Dan Monroe, names that I'm sure a lot of you remember were my instructors.

As most of us did "back in the day" I then served four operational tours: two at HS 50 and 1 each at 423 and 443 Maritime Helicopter Squadrons. I was a flying instructor at HU 21 for three years between 1968-1971, teaching the newbies the ins and outs of the Sea King. From 1971-1973 I served as the Administration Officer and Officer's Training Officer at the Fleet School in Halifax, after which I did

another tour at HS50 from 1975-1977. I then served as the Air Officer at the First Canadian Destroyer Squadron from 1977-1979, a job I truly loved. It was great sport working for the likes of Captains (Navy) Fred Mifflin and Doc MacGillivray. I got my butt kicked more than once from both these fine officers, and they both contributed greatly to my later overall success.

Following Staff College in Toronto 1979-1980, I first went to the US Navy program management office for the LAMPS MK 3 helicopter program in Washington DC, in charge of the purchase of the Canadian Haul Down system by the USN. It was back to Shearwater as Base Operations Officer 1983-1984, then to Ottawa in NDHQ from 1985-1987 in the Directorate of Maritime Aviation. There I served as class desk officer for all things rotary and fixed wing that flew at sea in support of the Navy (Trackers, T-33's, Hueys and Sea Kings). During this tour our team successfully wrote the specifications which led the government of the day to select the Westland EH 101 as the Sea King replacement. The selection of the EH101 was announced on the day I left NDHQ to head back to Shearwater in Command of 423 Squadron. It was so sweet to leave NDHQ and head off to the coast for a tour as a Squadron CO. The best job ever!

After this very busy time as 423 CO, I was then posted to Maritime Air Group HQ in Halifax from 1989-1990. I returned to NDHQ in Ottawa for 1 year from 1990-1991 as the Chief of Review Services for the Air Force, a position from which I mercifully escaped to the west coast as Chief of Staff Operations at Maritime Forces Pacific in Esquimalt BC from 1991-1993. Bless you General Bowen and the West Coast Navy for relieving me of that year of NDHQ purgatory. From Esquimalt it was back to Shearwater where I had the great honour to serve as Wing Commander from 1993-1995.

However, two months after arriving back at Shearwater in October of 1993, five years after the announcement of a contract to replace the Sea Kings, there I was at Coward's Cove, a term of endearment that our friends from the other side of the harbour used to refer to us, as the Government of the day cancelled the new helicopter project. Five years of very difficult work was over in a moment. I vividly recall the day that the MND visited us at Shearwater. We were up on the flight line. It was a nice fall day. He put his arm around my shoulder all buddy-buddy like as he asked me: "Can you keep the lid on your people while we sort out this business? I promise you we will try to get you a new helicopter by the year 2000". I assured him that indeed we could do that as we were all too busy keeping the old girl in the air to worry about the new one just yet." Who indeed among us thought that this would take another 23 years before Initial Operational Capability was achieved on the new Cyclone Helicopters. Thinking about all this in hindsight, what else can one in uniform do but salute and get on with things. If you do not agree, you have the option to retire, pure and simple. Discretion, as they say, is always the better part of valor.

The rest of the two years were spent in picking up the pieces after the cancellation of our program, in dealing with the massive downsizing of the Forces and Shearwater's amalgamation with CFB Halifax that occurred on that fateful budget night in February 1994, including dear readers, a midnight call on the secure phone at my bedside from the PMO's Ottawa office. I didn't know what to think when that red phone rang. It was however himself seeking reassurance that I could keep the lid on Shearwater, while we were digesting the bad news that we would be shut down in approximately two years, which had been delivered right on the heels of the cancellation of our new helicopter. All in all, I'd have to say that I had experienced better days in my career.

It was just two months after the 1994 budget that the Sea King community then suffered its first two casualties we had experienced in many years. We lost two very wonderful men and two others were badly injured in that crash near Saint John New Brunswick in April 1995. Majors Wally Sweetman and Bob Henderson made the ultimate sacrifice that very bleak day. We will remember them both, as we remember all downed aviators. It was yet again another chapter into what was turning out to be two years from hell for the Wing.

Retirement from the Air Force followed in September 1995. I had enjoyed a hugely satisfying 33 year career, first in the Army as a Reserve Army Bandsman with Toronto's famed Second Signals Regiment Drum and Bugle Corps; the Navy to fly the Banshee fighter, winding up on Sea Kings after the Banjo's were struck from the order of battle; the Canadian Forces, all the way through to the reconstituted RCAF. In September 1997 I was appointed to serve as the first Executive Director of the revamped Nova Scotia International Air Show. I worked the Air Show issues, while my colleague Fred MacGillivray worked the streets downtown and in Ottawa to get funding for the show. We worked well together and gave the Show a good boost into the future which it still enjoys under the management of Mick Stevenson's son Colin. I'll bet that many of our readers know those two names.

In the fall of 1997 I was appointed by the commander of the Navy in Halifax, to manage the civilian side of the Shearwater Airport. The government was indeed making good on their promise to shut Shearwater down, there were many suitors vying for the excess lands and the process needed to be managed. Meanwhile, the Air Force still hadn't completed a study informing the government where it recommended that the Sea King replacement helicopters be based, on both the east and west coasts. And so the Commander of the Air Force requested that I work on this study.

I was quickly reassigned from my small contract job running the civilian side of the air base to co-chair the "Sea King Basing Study". Previous small studies had been done, but none of them had been blessed by the RCAF. This new study was convened by the highest authority in the Air

Force and it did have the weight behind it to take the recommendations that the team had made, bless them (or not) and turn them into action. The criteria we were to examine were as follows:

- The Operational Efficacy of a new location. IE: would it work;
- The Costs associated with such a move; and you may be glad to hear this;
- We were to look into every little detail of the human costs in reassigning Sea Kings to other than where they currently were, in Shearwater and Patricia Bay (Victoria) BC.

It is now known that our recommendations were to keep the helicopters at Shearwater NS and Patricia Bay, BC. These were not decisions that were taken lightly I can assure you. It was exacting work but it was done honestly and with an eye on ALL factors. By far the most challenging part of that study was examining in detail the Human Factors bit. I will forever bless one Captain Audrey Shortridge, the Shearwater Supply Officer who was tasked to do this part. To say it was challenging is an understatement, but I am convinced to this day that this was the tasty bit that really opened up the eyes of our Lord High Commissioners in Ottawa, as the human factors side of the equation were exposed.

Following this project, I became an employee of General Dynamics Canada and eventually the General Manager at GDC's Software Support Centre in Dartmouth from 2003-2013. I finally retired for the last time in the fall of 2013. And so we had arrived at the point where one has to decide what to do now? We looked at the West Coast (too expensive by this time) and as we travel a bit especially in mid-winter, staying in NS after retirement was really a no brainer for us. I was also appointed to the position of Honorary Lieutenant Colonel for the 1st Field Artillery Regiment in Halifax in 2016, a position which puts me back into the military business which I hold to this day.

I am proud of our community's collective accomplishments over the last 55 years. Commencing with carrier aviation, through the introduction of the Sea King helicopter to the flight decks of our small destroyers it has been challenging. The integration of the Armed Forces, command of a Squadron, as Chief of Staff Operations for the West Coast Navy and then Base Commander are definitely the highlights of my military career. My post military career also took me to industry from 2003-2013 where I was a member of the team that is bringing us the new Cyclone helicopters, which as a challenge ranks right up there not very far behind my previous military endeavours.

Not that much has changed between the introduction of the Sea Kings until today where Shearwater is working flat out training the technicians and aircrew who will fix and fly the Cyclones for the next 40 years. I have many vivid memories of doing exactly the same thing back in 1965 when I started my helicopter conversion and went to sea for the first time on a detachment in HMCS Bonaventure.

So there is a quick snapshot of my background and travels that bring me back to the Shearwater Aviation Museum Foundation. For those who may not be 100% sure what SAMF does, it is the fundraising Arm of the Museum pure and simple. I am still on a sharp learning curve at SAMF, but so far enjoying the ride. Working with Ms. Kay our Office Manager and Membership Coordinator has been a treat and she keeps me sharp and pointed in the right direction I can assure you. The collection continues to grow and under the leadership of Christine Hines who is the Museum Curator, we are poised for the next phase of our long range development.

THE FUTURE

So what is in our future? We intend to continue to drop the Warrior into your mail boxes with three issues per year as things stand right now. Part of that is a cash challenge and part is the availability of volunteers. Many of our members on the Board of SAMF are getting along in years, and they certainly have earned the right to finally STAND DOWN FLYING STATIONS should they wish to do so. I think it is important to institute a turnover process that will keep the volunteers at the Foundation fresh. This will be one of our largest future challenges.

NEW MEMBERS REQUIRED

So here we are and we have our work cut out for us. And that is dear readers, that we need new members to assist us in carrying out the work of slowly expanding enough to be able to house our entire collection properly. When done we should have the Sea King maintenance trainers, the weapons trainers and hopefully the Flight Simulator. It is our member dues which are utilized to slowly expand the collection, and we need them now. We actually have a fairly decent roster of Museum Volunteers who work on the aircraft under the supervision of John Webber our Chief Engineer. It is new members of the foundation where we require fresh blood.

New members are a MUST and we hope to attract a few of our readers to our team, both current and past members of 12 Wing and from our civilian neighbours who live in the Metro Halifax area. The annual dues are just \$50, a sustaining membership is \$100, \$250 annually for a Patron and a life membership costs just \$500 one time only, all income tax deductible. My friend and colleague Larry Ashley who has volunteered much time and energy to SAM and SAMF over the years has penned an excellent short note on just this subject which you will see elsewhere in this edition of the Warrior. It is thoughtful and heartfelt. Please check it out and give it some thought as well.

THE LAST CHAPTER HAS FINALLY BEEN WRITTEN

The last chapters of the Sea King which comprise 55 ½ years of service to Canada have finally been written. SEA KING 50 and SHEARWATER 100 have both come and gone, and Sea

King 12417 has just completed a round of service to the government and people of British Columbia as it scurried about carrying firefighters and supplies to assist in calming those huge fires in BC this past summer and early fall. She was useful to the very end of her days. And the HELAIRDET from HMCS St. John's returned from the last deployment in the fall with a Sea King embarked.

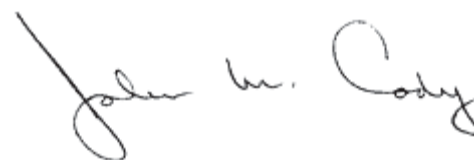
Our initial "experiment" of putting a small number of Sea Kings on the west coast in the 1990's a fair distance away from mother was wildly successful, as was the last flight of the Sea King made on Saturday 1 December at beautiful Pat Bay BC, where the last formal stand down ceremonies were held. It was an emotional event as the Sea Kings flew past at slow speed, the day being somewhat drizzly and gray. You could hear them coming from around the corner, clawing and growling their way to the front of the hangar where everyone in attendance got a good view of them, all the while trying to choke back salty tears. You had to be there.

We who are involved in preserving all of this from the past send along our best wishes for good health and happiness with this edition to each and every one of you. This is the magazine not only for those of us from past generations of aircrew, maintainers, deck handlers, fire fighters and supply Bob's, but also for the younger generation who are upholding the traditions of Shearwater and Maritime Air in the finest fashion. And I mean that most sincerely, as from the top to the bottom of the ladder it is an all hands evolution just as it was 55 years ago when the Sea King was introduced. I personally hold the new aircrew and maintenance folks in highest regard.

Bravo Zulu to all generations who have worked on the venerable CHSS-2 / CH 124 Sea King Maritime Helicopter so successfully. We salute you all! And to those who support from a distance in any number of ways, with your annual dues and the occasional little bit extra, we thank you for assisting us to carry the financial can at SAMF.

These are decidedly exciting times for our community, and we will attempt to do our very best to keep you right there as the future unfolds, while not forgetting our past. So please drop by and say hello and pay us a visit at the Museum if you are in this vicinity, or by all means keep Kay occupied with your welcome phone calls and short notes. It has been an era that will not soon be forgotten, just as we have not forgotten the Naval and Maritime Air communities and all that they did to pave the way for today's Cyclone Ops.

So long old friend! Welcome Cyclone!



John M. Cody
President
SAM Foundation

Members of HMCS Ville de Québec's CH-148 Cyclone helicopter air detachment (HELAI RDET) gather for a photo on July 18, 2018, before departing Halifax, Nova Scotia. The HELAI RDET's deployment with the ship on Operation Reassurance represented the first operational deployment of the Royal Canadian Air Force's new Cyclone. PHOTO: Master Corporal Andre Maillet, ET05-2018-0380-040



First Cyclone deployment “outstanding” - from the Royal Canadian Air Force

During Operation Reassurance, HMCS Ville de Québec's CH-148 Cyclone helicopter flew 170 missions including surveillance and maritime security patrols, anti-submarine/anti-surface warfare sorties, passenger/cargo transfers, and weapons proficiency.

After six months away on Operation Reassurance, 21 members of the Royal Canadian Air Force—who deployed as the first Helicopter Air Detachment (HELAI RDET) to operate and maintain a CH-148 Cyclone during deployed operations, returned to Halifax, Nova Scotia, on January 21, 2019.

Last July, the CH-148 Cyclone from 12 Wing Shearwater, Nova Scotia, embarked in HMCS Ville de Québec along with the ship's HELAI RDET. The detachment comprised eight aircrew, one mission support member, and 12 technicians from the aviation systems, avionics systems, aircraft structures, and air weapons trades.

HMCS Ville de Québec's embarked Cyclone flew more than 500 hours, and 170 missions that included surveillance and maritime security patrols, anti-submarine and anti-surface warfare sorties, passenger and cargo transfers, and general-purpose machine gun firing proficiency, as well as training for the HELAI RDET and for various teams from across many of the ship's departments.

“This first operational deployment of the Cyclone has been a great experience for the members of the HELAI RDET and myself, as we have all been involved in the Cyclone project for many years,” says Major Erik Weigelin, the ship's HELAI RDET commander. “The Maritime Helicopter community has long been waiting to finally see the Sea King replacement in action. The Cyclone has performed beyond our expectations for a first deployment, and that success is a

direct result of the motivation and dedication of the members of the detachment. To be the ones who deliver the new 'Wings for the Fleet' was a great honour."

Operation Reassurance is Canada's contribution to NATO's assurance and deterrence measures in Central and Eastern Europe. HMCS Ville de Québec, the HELAIRDET, and CH-148 Cyclone (call sign "Avalanche") were assigned to Standing NATO Maritime Group 2. In October, they participated in Exercise Trident Juncture, which provided the opportunity to work and train with naval ships, submarines, helicopters, and fixed-wing aircraft from Canada, Norway, Spain, Japan, the United States, and the Netherlands.

"To achieve this level of success and interoperability with our Allies on the first operational deployment of the CH-148 Cyclone is outstanding, and reflects the collective results of years of hard work," says Lieutenant-Colonel Cory Kwasny, 423 Maritime Helicopter Squadron's commanding officer. "The detachment set a strong foundation for 12 Wing to build upon as we continue to develop the capacity of the aircraft and, more importantly, has shown us that the future of maritime helicopter aviation in Canada is looking great."

This deployment was a collection of firsts for the Cyclone. For example, the HELAIRDET's technicians carried out the first-ever 400-hour inspection. This would have been impressive if they had conducted the inspection while operating at their home base. But these technicians were also faced with the unique challenges associated with operating in the constrained environment of the hangar of a warship at sea.

"It has been an incredible and rewarding opportunity to share the experience of the first CH-148 deployment during Operation Reassurance," says Master Warrant Officer Shane Ringer, the HELAIRDET's maintenance crew chief. "I am very proud of what the HELAIRDET has achieved specifically, ensuring that the CH-148 capability was readily available to Ville de Québec Command, and that the Cyclone program as a whole will benefit from our experiences.

"The HELAIRDET and its close working relationship with 12 Wing, the weapons system manager, the in-service support contractors, and Sikorsky personnel have proven that hard work, dedication, and determination enable extraordinary accomplishments."



Her Majesty's Canadian Ship (HMCS) Ville de Québec and its Royal Canadian Air Force helicopter air detachment (HELAIRDET) have completed their six-month deployment with Standing NATO Maritime Group Two (SNMG2)



The CH-148 Cyclone helicopter that deployed with HMCS Ville de Quebec on Operation Reassurance flies over Halifax Harbour as the ship returns to its home port on January 21, 2019. PHOTO: Mona Ghiz, Maritime Forces Atlantic public affairs

Operated and maintained by a highly capable helicopter air detachment, the Cyclone's performance on this deployment has proven it to be a state-of-the-art, combat-capable aircraft, which will do great service as the 'Wings for the Fleet' for the Royal Canadian Navy for years to come. I have no doubt that the CH-148 detachment deploying on HMCS Toronto will continue to make the RCAF proud."

The HELAIRDET and its CH-148 Cyclone helicopter flew more than 500 hours during 170 sorties, 54 of which were Maritime Security Awareness surveillance patrols in support of NATO's Operation Sea Guardian.

The HELAIRDET was able to improve existing shipborne helicopter operating procedures, refine tactics to fit the Cyclone's advanced capabilities and develop a robust integration of the aircraft with the modernized Halifax-class frigate, and validate the interoperability of the Cyclone with NATO Allies and partners.

The deployment of a Halifax-class frigate and CH-148 Cyclone maritime helicopter in support of NATO assurance and deterrence measures provides Canada with the flexibility to execute a range of missions across a broad spectrum of operations. The ship and aircraft support the international efforts in the region, including surveillance and monitoring, regional defence and diplomatic engagement, and capacity building.

I am incredibly proud of the hard work and accomplishments of the crew of HMCS Ville de Québec over the past six months. Since deploying in July 2018 as part of Operation Reassurance, we conducted highly effective patrols and participated in key NATO exercises in the Atlantic Ocean, the Mediterranean, and the Norwegian and North Seas," said Commander Scott Robinson, commanding officer of HMCS Ville de Québec.

"This deployment marks a historic moment for both the Royal Canadian Navy and Royal Canadian Air Force as we sailed with the highly capable CH-148 Cyclone helicopter on its first operational deployment. On behalf of the entire crew, I extend a heartfelt thank you to the families of all our sailors, soldiers and aviators who supported us during this six-month deployment. I also wish fair winds and following seas to HMCS Toronto as they replace us."

Since 2014, the Canadian Armed Forces have deployed a maritime task force with a frigate on a rotational basis on Operation

Reassurance. HMCS Ville de Québec began its support to NATO assurance and deterrence measures on July 19, 2018, and joined SNMG2 on its way to the Mediterranean Sea. SNMG2 is a naval task force made up of ships from various allied countries that work together for a common purpose.

HMCS Ville de Québec deployed for 190 days, sailing more than 32,800 nautical miles. The ship conducted 14 operational ports of call in 12 countries in Europe, Africa, Asia and the Middle East. During Operation Reassurance, the ship participated in Exercise Trident Juncture 2018, a multinational exercise consisting of approximately 50,000 personnel, 250 aircraft and 65 vessels from 31 NATO Allies and partner nations.

HMCS Ville de Québec also participated in five cooperative deployments with ships of the Japanese Maritime Self Defence Force and Tunisian, Algerian, Turkish and Egyptian Navies. The ship hosted events onboard on behalf of the Canadian Ambassadors to Tunisia, Algeria and Israel, helping to strengthen Canada's ties with the international community.

This deployment marks HMCS Toronto's second deployment as part of Operation Reassurance; the first was from August 2014 to January 2015.

ABOUT FOUNDATION TILES

When Things Don't Go Right

This past season was a learning one for me on several subjects related to the Tile Program. Both situations caused disruption in the tile coordinating process, leading to delays getting tiles mounted on the wall.

The first delay affected five client's tiles: to them I apologize. It turns out that I and the stone-works contact are dedicated workers and if one of us is sick or on vacation the process waits for us to return to work. This rare event happened this summer. I wish to thank our clients for their understanding and patience.

The second item is that I learned about logos and drawings on tiles. These add-ons come at a price and the Foundation must forward that increased cost to the clients. Bottom line is that if you want a logo, drawing, or etching, the tile will cost more. The added cost will be discussed with clients as appropriate and necessary.

Otherwise it has been a successful year.

Oh! I didn't tell you about a group from Air Asia (Taiwan) who were visiting IMP Aerospace on business and came to the museum on a Sunday morning. The woman in the group was so impressed with the Wall of Honour that she insisted on buying a tile for herself in support of the museum. She'll probably never see the tile but was ecstatic to receive pictures of it. You can drop by and see it for her. Her tile is on the wall at the end of the Atrium.

So how about you? Would you like to support the museum through the Tile Program? Anyone may have a Wall Tile!

Jim Elliott - Wall Tile Coordinator



Here is a picture of the last Sea King detachment ever, from HMCS St. Johns. The crest was donated to the museum by MCpl Regis Chretien.



FROM THE CURATOR'S DESK

By Christine Hines

My first draft at this column sounded remarkably like last issue's column, so upon further reflection, I wanted to take this opportunity to share just a few of my own thoughts on this rather busy

calendar year we've had.

2018 has been a most remarkable year! The Shearwater 100 events this past summer were all encompassing and, from my perspective, so successful! It was a lot of fun, and with the help of our stalwart volunteers, we were able to extend our reach and support as much of the Shearwater 100 committee's work as we could.

The induction of the two Sea Kings in our collection in August was a significant milestone, and together with the refreshed permanent Time Capsule and Victoria Cross exhibits, has truly invigorated the museum. I hope you'll be able to visit in the near future to see the transformation.

Having just returned from Patricia Bay and the Sea King Retirement events organized by the local arrangements committee and 443 MH Squadron, I can't say enough about the quality of the event, the hospitality of "12 Wing West", and the singular honour it was to be in attendance to witness history unfolding from a front row seat. Please see the photos elsewhere in this issue for coverage of the Sea King Retirement celebrations. You'll see why I had a lump in my throat most of the weekend.

During all of these big happenings this year, among many other smaller events, the SAM celebrated its 40th birthday. A going concern for many years, the SAM organized itself into a professionally-operating heritage organization in the summer of 1978. I would like to offer all of supporters and staff, Past and Present, my deepest, sincerest thanks for all of your support over the last forty years, standing with us shoulder to shoulder as we present the history of this amazing Air Station and the amazing people who have worked here conducting the business of Canadian Maritime Military Aviation; t's been a distinct privilege. Here's to many more...

Wishing you the happiest of holidays, and a prosperous 2019! ~ Christine

PLEASE READ CAREFULLY.
FROM CANADA POST.

THE NEW MAILING ADDRESS FOR
THE SAM FOUNDATION IS AS
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SHEARWATER AVIATION MUSEUM FDTN
12 WING
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Canada Post

LETTERS TO THE EDITOR

Christmas again and another beautiful Card from **Haruo Arai (Radm Ret'd JMSDF) OF JAPAN** wishing us all the best for the New Year.



In his card is a photo of a Japanese Sea King and a short note re the photo.

'Japanese Navy had used HSS-2 Helicopters from 24 March 1964 through 7 July 2003.

So, I read with deep interest the article "SEA KING - END OF AN ERA" reported in the WARRIOR Spring 2018 and I introduced the summary of that article to our Helicopter Family.'

(Thank you, Sir. Always enlightening. Ed)

Hugh MacLellan tells us we had wrong info:

In the recent warrior an item stating Brad Marchand's both grand dads were Naval Airmen . Gene O'Leary was an EA and Naval Air. Ray Marchand was Air Force. Gene was an excellent tech and a great person to work with. I will not comment on Marchand.

From **DALE LOUNSBURY** Just got my copy of titled publication, and was well pleased with the NA213 presentation---a motley crew to be sure.....great presentation, and fits the page perfectly. BZ... (PS--JIM

Cope was and is a musician, though he probably belongs in a museum, as do we all).

Just finished reading (and immensely enjoying) the /Debby's Doggy/ piece on the website. What a teller of tales and skilled wordsmith is George Plawski.

Regards, **DAVID DARWIN**

GREY CUP COMPETITION

By Patti Gemmell Collacutt

Barry Montgomery and Ted Gibbon have a yearly bet on the Grey Cup Game.

Barry's team lost this year - so he pays a donation of \$100 to the SAM Foundation. His credit card receipt is mailed to him.

Ted's team won - so he receives a tax receipt for the \$100 donation.

EVERYONE WINS! Barry wins - he feels good about donating to the Foundation. Ted wins, his team wins and he gets bragging rights - and the Foundation wins.

You're both winners!!! Thank you.

George Plawski writes

Please accept my thanks for publishing the outstanding memoir/Glowworm/ and its accompany/Salty Dip, Definitions and /Brief History.

What a wonderful read. I am enraptured by the writer's ability to encapsulate the atmosphere of the daily life of a matelot interwoven so seamlessly into a history Of Naval Air; and the description of the Glowworm flight had me groping for the same elevator cable to prevent me from falling out of my chair.

There is only one statement the author makes with which I violently disagree: it is his profession that he is not a writer of quality.

Though directing my thanks your 'name withheld' may not be as satisfying as shaking the author's hand, it does not dilute the pleasure of having been permitted to enter his beautiful mind.

Name proudly proffered, George Plawski

accident? Suds said he would take on that chore, which he did with great success. Everyone of course as well as the families of our classmates who passed were contacted with exception of AB Schofield.

PETER THACKRAY writes::

Remembrance day 2018

What follows is an update to the article (below) that appeared in the April 2018 edition of The Warrior.

After the article appeared in The Warrior I received a phone call from Bruce SUDS Southerland (classmate from VU 32) He had contacted Kay Collacutt to get my number

After some catching up which could have gone on for some time, Suds said he was glad I had written the article and said he often had thought about the accident and the three classmates who died that day in early Feb 1968. In fact, he said "What do you think of a reunion".

'The weekend was hosted by Suds and his wife Jill. On the Saturday night we had a meet and greet at Suds' home, followed the next day by the laying of four wreaths at the Cenotaph at Sullivan's Pond Dartmouth. Following the wreath ceremony we joined up at the Chapel in Shearwater for a brief service of remembrance conducted by LT (N) Haupi Tombing , Chaplain, and then a tour of the Shearwater Aviation Museum. At the Museum we unveiled plaque naming all four of these young men. Representing the families were Ollie Jensen (Preben's brother), Bill Boles JR (Bill Boles SR Son) and his sister Katherine.

The Sunday evening of Remembrance Day, we had what we might call a Mess Dinner at the Stadacona wardroom.....reception on the bridge and dinner in the Trafalgar Room. The Naval Toast of the day----- ABSENT FRIENDS was proposed by Commodore Darren Garnier. The Commodore did a marvelous job of capturing the spirit of occasion. This was a very special event for all of us and his presence and insightful remarks helped make the day

even
more
speci
al.



Sounded like a great idea and then he suggested we try to do it on the weekend of November 11th. How would we track down our classmates and the families of our four buddies and as well the crewman who was also killed in the

L to R: Daryl Rozon, Derek Carrier, Tony Halliday, Bruce Sutherland, Keith Ferguson, Pete Thackray and Mike Rodgers

We had front page coverage of our get together to remember this tragic event in THE HALIFAX CHRONICLE HERALD. Their article ran on Saturday the 10th of November, the day before Remembrance Day. On the morning of the 11th I received a Facebook instant message from Don Hunt who was a crewman at VS880 in 1968. He had seen the article in the Chronicle Herald, the day before, and through the magic of social media tracked me down and shared some very fateful news related to that 2nd of February 1968. What follows comes from Don Hunt...

Peter Thackray from Don Hunt's iPhone

I just finished reading the article in today's Herald regarding the crash in Toronto in 68. I was the tech crewman on your aircraft at the time. That Friday morning, I was assigned the Toronto flight on the afternoon launch. Around 10:30 AM Mike Schofield asked me if I'd mind switching aircraft (He had been assigned the North Bay flight). It was his grandmother's 80th birthday and his family had planned a party in, I believe, Mississauga, which he wanted to attend. I agreed and simply said "You owe me one". We flew to Montreal and fuelled up, then had a coffee. I did the start-up on Mike's aircraft and was likely the last person to speak to him. I do not recall the name of the tech crewman on the Montreal flight, but I believe he assisted me. As you know, we flew to Windsor and then on to North Bay. On our return flight we stopped at Downsview and viewed the wreckage which, if I recall correctly, had been moved to a hangar.

The day prior to the article being published in the Warrior,

' I had a discussion with one of my sons regarding the ironies of life and referenced the crash. Were it not for a five second decision on that day, none of my family would exist. I have thought of it often over the past 50 years; and I'm sure you have similar sentiments.

I wish you well with your reunion tomorrow. I will likely attend with my wife and, possibly, a couple of our sons.

Kind regards,

Donald Hunt from my iPhone

LEN WILLIS writes:

While perusing the latest edition of the "warrior" I recognized a familiar name, "In the Delta" section. The name "James Bond" gave my memory bank a jolt.

A few years back (55) in 1963 while serving aboard the "HMCS CAYUGA" our EXO was none other than LCdr. J Bond. Our travels took us across the Pond. One of our ports of call was to Portsmouth, Eng.

Before going ashore the ship's company was assembled and lectured by our EXO LCDR. James Bond about our behaviour ashore and that we were all "Good Will Ambassadors of Canada".

I remember my first pint of British Ale but not my last.

Next morning all were assembled on the jetty and resplendent in his Naval uniform stood the ship's EXO sporting a black eye. It seems a British Royal Marine had taken exception to his impersonating "007".

Our EXO apologized to us for his behaviour.

We were all some proud of our EXO, LCDR. James Bond.

As many of you already know, after he retired from the Navy, Mr. J. Bond went on to lead a distinguished career in education. He also became a pilot and President of the Halifax Flying Club and a life member of SAMF. Dead at the age of 91, at Camp Hill Veterans Hospital, Halifax, 19 Jan 2018.

I left the "fishhead" navy and became a "Naval Airman". Len Willis, RCN, PO2, Ret.

PS The real "Great Impostor", Fred Demara, also served aboard the HMCS Cayuga during the Korean Conflict.

Membership to the

Shearwater Aviation Museum

Foundation was due

1 January 2019.

Hope to hear from you soon.

Taxiing on Flight Deck for the first time.

By Marshall Dempster

I came up from Kingsville, Texas in September 1957, had some leave and joined VS 880 in HMCS Shearwater. The squadron was then commanded by LCdr (Buck) Buchanan. Prior to that Buck was the Canadian Naval Liaison Officer in Pensacola, Fla so I knew him fairly well. The Senior Pilot (the XO) was Eddy Myers. I cannot remember the other guys but I know some of you are still out there so please forgive me.

At that time VS 880 was in the process of changing over aircraft from turkeys (TBMs) to S2Fs. It was decided that they would not transition me to turkeys because the first S2s (trackers) were coming in.

In those days one anti submarine squadron, VS 881, was embarked on the carrier, HMCS Bonaventure while the other squadron, VS 880, worked up ashore getting ready to relieve the other.

I did a familiarization flight with Buck at the end of October and then various flights through November and December and into a few days in January!

At that time VS 881 was ashore but getting ready to embark on the carrier once again for Spring exercises in the Caribbean.

Suddenly one morning in early January 1958, some of us sub lieutenants were called to the CO's office and told that one of the sub-Lts in VS 881 was having trouble with his eyes and consequently could not make the cruise with the squadron. It was decided therefore that three of us junior officers were going to draw straws to see who was going to be transferred to 881. I cannot recall who the third Sub Lt was but the other I remember was Hank Bannister.

I did not draw the straw thinking therefore that everything was sorted out. To my surprise I was called to the boss' (the CO) the following morning and informed that for some reason the one who had drawn the straw could not go and that I was the lucky guy; consequently, I was told to immediately pack up my flight gear etc and report to VS 881 across the hangar. In those days both squadrons shared the hangar one on one side and the other on the other.

I must admit I felt pretty strange. I knew a lot of the pilots in 880 after being there since late September 1957 but no one in 881. 880 still had a couple of the old observers I cannot remember the exact date I left 880 but I think it was around 15 January 1958.

VS 881 was commanded by Lcdr (Dicky) Bird. The XO was Lcdr Doug Ross. The pilots and in fact the whole squadron was a great group. The USN exchange pilot was Lt. Joe Stanley. Some of the other pilots were Walter (Ugly) Brown, George Pumble, Bruce Baker, Dave Williams, Ted Keiser, Sandy Dewar, John Leckie, Ken Sheedy, Jerry McMillan, Ted Francis, Ian Webster, Ernie Lourme, Les Rosenthal, and Jimmy Dunn. Bob Arthur was our electrical officer. I cannot remember our engineering officer. There

were many more so if you are out there please forgive me and put it up to old age!

As far as I recall I was the only sub lieutenant in VS 881 on that cruise at that time; the remainder being Lieutenants and LCdrs.

Anyhow, ashore, I was immediately put into the squadron Shore flying program. I only had a few days flying (about a week if that) before we embarked in Bonaventure.

I flew out to rendezvous with the carrier 20 January 1958 as a copilot with Walter (Ugly) Brown. The other squadron embarked was HS50 flying Horses (H04S's) daytime flying only.

A little about the Squadron Duty Officer on the carrier. He was required to sit in the briefing room at a small desk which had a squawk box which could transmit and receive various pieces of information.

If some one called we were supposed to answer "881 squadron Duty Officer SubLt Bloggins here sir."

I got a kick out of that because I remember when the boss, Dicky Bird, had us all in the briefing room shortly after we embarked when he reiterated very strongly how we were to answer the squawk box: "881 Squadron Duty Officer Lt/SubLt whatever here sir". Dicky kept saying "be professional".

No sooner had he got those words out of his mouth when the squawk box went, "Briefing Room Flyco" (flying control where Commander Air was). At that time Ugly Brown, a Newfoundlander was the SDO and as soon as the message was received Ugly pressed the transmit button and said "Speak!". I will never forget the look on the boss' face and of course, the air turned blue!

He was not impressed to say the least. We had a lot of characters in that squadron but very good people.

Anyhow I regress

One of the other duties of the SDO was to man the spare aircraft on the flight deck. For example if we had a launch of four or whatever number of aircraft scheduled the SDO would man the spare aircraft by doing the walk around then start it up, spread the wings and do all of the checks including the run up. If one of the other aircraft went unserviceable for something or the other, the crew of that aircraft would go to the spare and the SDO would then man the unserviceable (the u/s) aircraft and then taxi it to the required spot after all of the aircraft had launched.

Well here I was my first time as SDO and it was a night launch. I don't remember whether I had in fact flown off the flight deck yet but I think maybe I had. I know one

thing I had not ever even taxied on the flight deck yet and here it was a night like ink

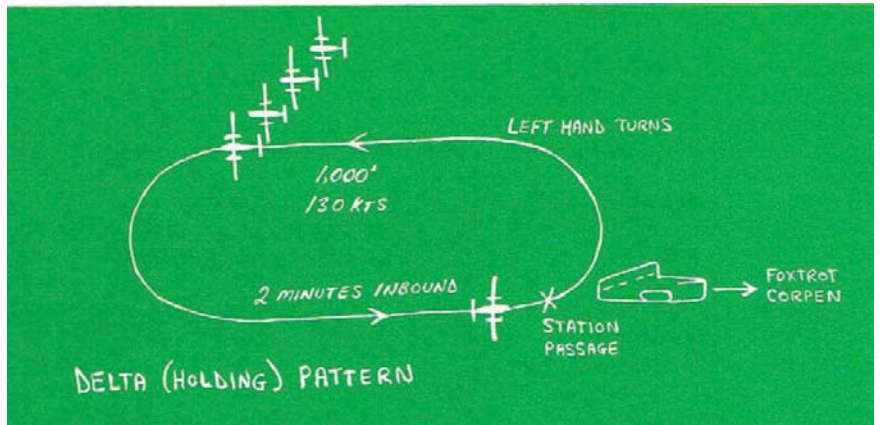
"Anyhow the launch got off; and, as I said, it was a black ass night!". The flight deck officer at the time was LCdr Bob (Willy) Williamson who would eventually be my boss in VS 880 and my CO in VU 32 squadrons year's later.. He started taxiing me forward on the flight deck . I responded by going very slow(I mean very very slow). All I could see was his wands and little more. The flight deck was going up and down and it was really really dark and I admit I was very very nervous!

Of course where did they want me to go but to ' fly #1' as far forward as you could go without dropping off the bow! I cannot recall where we were; probably in the Gulf Stream so it was not that cold and the ship was not rolling that much. I remember after being secured in Fly#1 looking out of the front of the cockpit and all I could see was sea and waves!

Eventually I made it but had to enjoy Willy's (Bob Williamson) screams. Every now and then I could see Willy's face and read what he was yelling. Something like you @\$&*! He was not Impressed to say the least. Years later we would go over it over a beer and have a big laugh.

Anyhow that was my first time taxiing an aircraft in the middle of the night on the Bonnie. I had not even done it in daylight if I recall!

The next exciting times was doing initial carquals(carrier landing qualifications) and especially night carquals . If you know any pilots who went through them, ask him how he felt doing these initial qualifications and the pucker factor but that would be for another time!



IN THE DELTA

BENNETT, Geoff
BIGGS, Mary 'Jane'
BISSETT, Bob
BROWN Ken
CHRAPCHYNSKI, Roy
CLEMENTS, Dan
COGDON, David
COTTINGHAM, Anthony 'Tony' F.
COWELL, S
DAVIS, Sheila
DELONG, Max
DORNAN, Steve
FAIRBAIRN, Wayne
GRAY, Pam (Gord)
GREENAWAY, Ron 'Tex'
HORNER, Al
JACKSON, Stonewall ("Stoney")
LAURIE, William
McBAIN, A. Ross
McKINNON, Ron
MOORHOUSE, Brian
OXHOLM, Bendt
PUMPLE, George
SCOTT, John
SHORTRIDGE, Ken
STEVENSON, Jav
WITHERS, Calvin



Voices of the First World War: The AIRFAX

By Christine Hines

In mid-September, after our pace at the museum had settled down following Shearwater 100 events, we had a visit from Dartmouth resident Mr. Jim Gesner, and his son Stephen. Stephen was on leave and came home to Dartmouth for a visit; both gentlemen having been members of the Shearwater Flying Club, they thought they would visit the Wing and museum to see what was new.

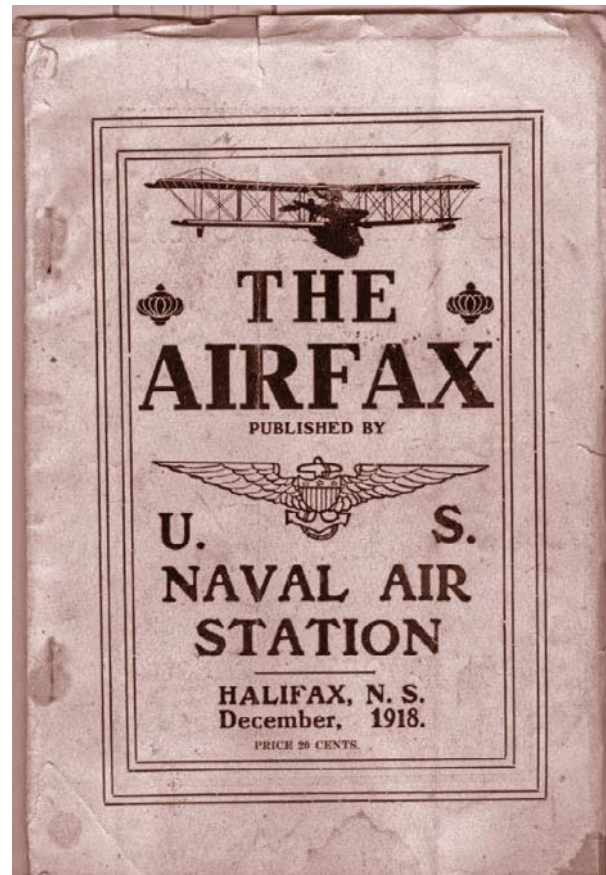
During their visit, the Gesners happened upon our new "Time Capsule" exhibit that was installed as one of our Shearwater 100 projects. This new exhibit features a lot of imagery from our archival collection of photographs and other documents, and very quickly, Jim's eyes went to a digital reproduction of the cover of "*The Airfax*", a "cruise book" produced by the United States Navy personnel who opened United States Naval Air Station Halifax in August of 1918.

Mr. Gesner was pleased to see the image as part of the new exhibit installation. Mr. Gesner's grandmother, Mrs. Edna Donaldson, was the original owner of "*The Airfax*" magazine we have in the archive collection. It had been given to her personally by the USN Station Commander, Lt. Commander Richard E. Byrd. They had met often as Lt. Commander Byrd walked his dog, Violet, on Hines Road, past Mrs. Donaldson's house, which still stands on the corner of Main and Hines Road, within view of the museum.



*Jim (seated) and Stephen Gesner
examining "The Airfax".*

This copy of "*The Airfax*" is reportedly the first issue printed, and given in friendship to Mrs. Donaldson, a long-time Eastern Passage resident. "*The Airfax*" was donated to the Shearwater Aviation Museum by Mrs. Donaldson in 1995, and has been an extremely helpful document to us during the Shearwater 100 celebrations. Special thanks go out to the Donaldson/Gesner Family for their generous and thoughtful support of the Shearwater Aviation Museum.



The Airfax credit:

*Front cover of "The Airfax", published by the
Officers, Chiefs and Petty Officers and Sailors of the
United States Naval Air Station Halifax, Dec 1918*



(A very young Dave Tate.)

Colonel (Ret'd) Dave Tate's Daughters Make a Visit to SAM in October

From Edgeley Saskatchewan, Dave joined the RCN in 1950 as a Pilot. He was one of Shearwater's own sons, who excelled at everything he did while he was flying from Shearwater, HMCS Magnificent and Bonaventure during his years here at Shearwater, and while serving with the RN on his Test Pilots course. How fortunate the young folks who were undergoing Pilot Training at Moose Jaw in 1976 were to have him as their Base Commander. A man of good humour he would have had a smooth

running operation during these years, peppered with plenty of humour and respect for this man by all who ever knew him. He had been the CO of VS 880 Squadron in 1969 between a flurry of sea and shore billets as all Naval Aviators in those days did. His accomplishments as Ops Officer, Weapons Officer and Watch Keeping Officer on every sea appointment he received were second only to his love of flying.

He was a graduate of the British Empire Test Pilots School in 1957, served at Boscombe Down on the Naval Test Squadron, Shearwater at VX-10, Cold Lake as Senior Test Pilot in 1971 then served at the National Defence College of Canada as a student and subsequently on the Directing Staff in 1975. In 1980 he was the Program Manager for the acquisition of the Aurora Patrol Aircraft in Burbank California. He amassed a total of 6,000 flying hours during his stellar career: 245 day and 19 night deck landings, with approximately 60 different aircraft types in his log book. After his service in 1981 he enjoyed a multi-faceted career and full career in industry.

We got to know his daughter Julia Burlingame during the run up to Shearwater's annual memorial service on the 13th of May 2016. She gave a humorous and thorough explanation of just who her dad was and acquitted herself in a manner that Dave would have been extremely proud of. What we knew of the service member she very thoroughly confirmed for us along with tales from around the dinner table and their travels around the world. Anyone who had never heard of her dad would certainly have had a good picture in their minds eye of Dave Tate had they heard that brilliant eulogy to him that bright sunshiny day in May. Julia...you stole the event that

fine day. And what a day it was to remember this truly fine man.

But the story didn't stop there. In October of last year she and her sister Jane Peart who lives in Yellowknife NWT, along with Jane's husband visited the museum and surprised the few folks who were there that day, by making a presentation of a sizeable cheque to the Shearwater Aviation Museum Foundation. Fortunately, the Curator Christine Hines and a small staff were in house that day. They made the Tate daughters feel most welcome, and along the way managed to take a few photos of the visit. Pictured here are Julia and Jane next to CS2F Tracker aircraft during their visit here as well as standing beside his memorial tile on the Wall of Honour. What fitting backdrops for this visit as they presented the cheque in memory of their Dad's life and times at Shearwater.

Julia and Jane: many thanks for this most generous gift. It touched us all and made us feel all proud once again as we had the chance for a few more minutes to remember the life and times of our Dave Tate all over again. Fair winds and following seas to you both as you both continue to make your own marks on the world.



**L - R JANE PEART AND JULIA BURLINGAME
DAUGHTERS OF DAVE TATE**

RETIRED SEA KING PILOT REMINISCES³



Larry McWha

Who's got better stories than old Sea King pilots?

Even when their helicopters functioned perfectly, these guys were doing things like landing on small ships in 10-metre seas, heavy rain and high winds. In the pitch dark.

And, of course, there were the all-too-frequent days when the Sea Kings, going into retirement Friday on the East Coast after more than five decades of service didn't function perfectly.

"We had smoke in the cabin one day, we were flying at about a thousand feet and we started losing altitude," said Albert Bohemier, who retired as a captain after more than 1,200 hours in command of a Sea King. "The other pilot, instead of flying, was trying to help me because we thought we were on fire. We were both pulling circuit-breakers, trying to figure out where the smoke was coming from, and the crewman in the back tapped me on the shoulder and I looked at the altimeter, and it was winding down at great speed. We were losing altitude pretty fast and probably would have impacted within 30 seconds, so I just pulled on the collective and went back up. I learned from that, that one of us always has to be watching the dials."

Not without incident

Larry McWha's logbook dates back to his maiden flight.

Larry McWha flew Sea Kings from 1967 until 1994, logging more than 4,500 hours, and still has his log book in which he recorded details of each flight.

During his first flight as crew commander, "there was an incident" on a daytime training trip.

"We were about 30 miles out and all of sudden we could smell fuel, and the guys in the back said we were leaking fuel from the overhead, coming in very quickly," said the former colonel. "We couldn't tell which engine compartment it was coming from, so we immediately high-tailed it back to Shearwater and we got back and shut it down. What had happened was one of the main fuel lines had ruptured. In fact, it was the same type of failure which occurred years later near Saint John, New Brunswick and the aircraft caught fire in flight and was lost."

McWha said the incident didn't affect his confidence in the aircraft, though he admitted he might have felt differently had the helicopter ignited.

Bohemier made more than 300 night landings on ships and expects to shed a few tears on Friday. He credits his years in the military with giving him the skills and the toughness to later become a success in business.

"One night after I had landed and it was raining with fog and drizzle and there were 20- or 30-foot seas, the ship was heaving and it had taken a while to get it down, I remember thinking 'In the last five minutes I've earned my month's pay.' It was a very challenging, exciting life, flying a Sea King. The Sea King had its problems but it was a great aircraft," said Bohemier, who decided he wanted to become a pilot while plowing fields on the family farm in Manitoba.

"The heat from the tractor radiator would create an updraft and the seagulls know when you turn the ground, there are grubs. So they hover in this updraft, right above my head and wait until they saw a grub, and then they would dive down, grab it and come back up. Sometimes there were two or three of them, and I used to sit in the tractor and look at their wings and think, 'I want to fly so bad, I want to be a pilot, to be in the air and glide and turn and go up and down.'"

GALLERY: The highs and lows of the retiring Sea Kings
Everyone has their issues.

In his workshop Larry McWha has a hat with a patch from the HS 50, a new helicopter squadron formed on July 4, 1955 at Shearwater. The squadron began to provide anti-submarine capability for the aircraft carrier, HMCS Magnificent. (ERIC WYNNE / Staff)

Bohemier said the Sea Kings did great work in their search and rescue and anti-submarine roles, but that

some of the criticism of them was fair.

“Well, there were always electronic issues with the Sea King. As an airframe, it was a good airframe, some of the avionics, well . . . if you bought a computer 10 years ago and tried to work with it today, it would drive you insane. The Sea King had old avionics,” he said. “When you were looking for submarines, you were supposed to hover at 40 feet but the sea underneath you, as you can imagine, is moving up and down. Well, the helicopter thinks it should stay at 40 feet, so as the wave comes up the helicopter thinks it’s too low, so it goes up. Then when the wave goes down, it thinks it’s too high and if you have a 10-ton helicopter going up and down, it overshoots, so a couple of times in high seas, we went quite low. We never got wet.”

When McWha joined the navy in 1965 at 18 he was already a pilot, having earned his wings and a commercial licence through the air cadets. He originally had plans to be a bush pilot but decided it was too dangerous.

Ironically, after finishing first in his qualifying course, he was soon a Sea King pilot.

“Prior to Sea Kings, helicopters didn’t fly much at night or in bad weather. So the tendency was to take the pilots who did not perform well in their wings training and send them to helicopters,” he said Thursday in the retirement home he built after coming home from the Gulf War. “When the Sea Kings came along, that changed.”

McWha said he never considered the Sea King unsafe. Extremely unreliable, yes, unsafe, no.

“About the only thing you could rely on was that something would go wrong, or something would break,” he said.

Bohemier, who looks military fit at the age of 67, sells crash simulators worldwide. While he was a Sea King pilot, he told his wife that if he died in a crash she should remember that he died happy, doing what he loved.

“It’s part of my fabric, I guess. It’s like a tattoo.”

Retired pilot Larry McWha remembers his days in the cockpit of Sea King helicopters during his years in the Royal Canadian Navy. McWha will be in Halifax to watch as three Sea Kings fly for the last time as the 50-plus-year-old helicopters are retired. (ERIC WYNNE

/ Staff Courtesy Chronicle Herald)

SANDY KERR (Col Ret’d) writes:

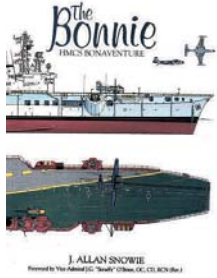
I was having a glass with a few senior HS types (Myrhaughen, Davis, Eady) and mentioned that my kids had been after me to write down some of the stories they had heard me tell over the years. I told them that it really was time (seems to me you have been pleading with us to do it for years), and I said I would start the ball rolling and send the stories to them and their compatriots for comment and to hopefully inspire them to write down some of their own great tales. I mentioned that I would gladly act as a sort of a clearing house and would send those deemed suitable to the Warrior for publication to the wider Naval Air HS Community.

In addition Col Kerr stated: - please publish whatever you want, whenever you want. I am writing the stories so eventually they will be a "to be continued" life history series for my kids/grandkids, but am jumping around chronologically as I am writing - hopefully I will eventually arrange them in chronological order, but now I tend to follow a particular track for a while and then shift as the memories are stimulated by previous/other person's tales.

I have attached the first of my stories for your consideration and publication if you so wish, and will forward more as the initiative hopefully spreads.

HS 50 - 1968

After completing Sea King conversion at HU 21, on April 19, 1968 I was posted to HS 50. At morning briefing Ted Francis, the Squadron XO, called us to attention as the CO, John Hower, walked in and I and my course mates were welcomed to the operational HS family. There I was, rubbing shoulders with the senior figures in the HS world: Barry Montgomery, Dickie Bone, Jimmy Williams, Jean Verraneau, Nick Winchester, Danny Munro, Goose McLennan, Ted Cruddas, and the wave of established crew commanders like, Lorne Reynolds, Terry Wolfe-Milner, and Howie Meneley. From that moment we commenced training for embarkation on HMCS Bonaventure for the upcoming fall NATO exercise.



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

The options are:

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

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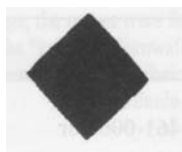
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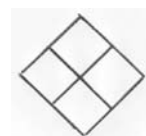
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Option B & C

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Option D

\$600

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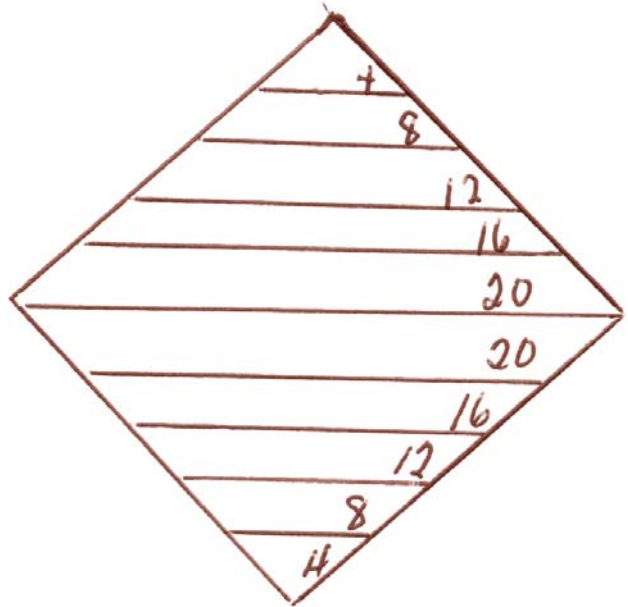
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Breaking News



The foundation has had something truly nice happen. A beautiful handmade Quilt has been donated to us as a fundraiser for the museum. It was made by Mrs. Jean Amos from Springdale Newfoundland. It has been decided to auction it as a fine piece of work at this year's annual Foundation Dinner Auction.

We will have more on this in the next issue of the Warrior. The date and place the Dinner Auction is to be held should all be settled by then. We are looking for a new venue which will freshen up this old friend of the Foundation. So watch for news of it in the next edition of the Warrior.

As you all know there was a huge amount of activity at 12 Wing over the last few months. In addition to the Wing standing down Sea King operations and standing up Cyclone Ops, the last edition of the Warrior went to press within days of the Shearwater 100th Anniversary. There simply wasn't enough time to get full coverage of that marvellous celebration of Shearwater's 100 years of service to Canada and Canadians. And what a party it turned out to be. Full of pomp and circumstance, a parade, a grand historical conference and closed out by a wonderful dinner at the brand new Halifax Convention Centre in downtown Halifax. We will have additional coverage of those events in the next issue.

And of course the last flight of the Sea Kings which took place at Pat Bay airport in Victoria, the home of 443 Squadron's beautiful new Hangar and all of the last flight events which are covered in some depth in this issue. A decision was taken to delay this issue in order to get full coverage of these events long. So along with our apologies for being a bit late with this issue, we hope you enjoy the coverage of the tremendous show the folks from 443 Squadron cobbled together for the many visitors who descended on their new facilities. Perhaps a last time event that many of us will ever see that group of great veterans from the Shearwater era of 443's existence.

In order to give the full coverage that has been enjoyed by the Sea King's 50th Anniversary activities in August 2013 and December's activities at Pat Bay, watch for all the news in next month's edition which will feature stories covering the events from Shearwater's 100th Anniversary which was an equally great event.

***John Cody
President SAMF***

In early June I was fortunate enough to be sent to a sea survival course at the RN training facility in Plymouth. We flew by Argus from Greenwood to RAF Station St Mawgan in Cornwall with a crew from 415 Squadron. It was my first venture outside of North America and I can still remember the excitement of visiting the local pubs with their full pints of marvellous beer, the various English accents, and the fish and chips wrapped in newspaper. Fortunately the Argus went unserviceable on takeoff for the return flight and we were forced to spend three extra days in Cornwall playing golf at Newquay before heading home.

In late July, a group of us were sent to the USN base at Key West, Florida to do some water landing training in the USN "water bird". We flew to Miami, rented a car and drove down the highway through the Keys - another great international travel experience! It took a couple of days for all of us to get in our waterbird flight so we had time to explore many of Hemingway's haunts.

A side note here - There is a famous phrase describing the importance of our wives during our HS careers: "There's No Wife Like It!" In humble recognition of the huge part they played in the many stories, I will try to include some of my wife Terry's experiences as we journeyed through the adventure together. In August the CO and XO hosted a pre-deployment barbecue - they lived in close proximity to each other in Dartmouth and together welcomed what seemed like hundreds of people for a marvellous evening. Although I had been around the hangars with the men, it was the first time Terry had met most of those in attendance. We were both overwhelmed as, coming up the walk, we were personally welcomed by John Hower who shook my hand and said "Hi Sandy, and this must be Terry - it is so nice to meet you, welcome to the squadron." He had obviously taken the time to learn the name of every wife and made a point of personally making them feel part of the HS family. It was a valuable lesson in leadership that I will always remember and attempt to emulate.

On August 30th, Barry Bowen and I landed side number 4010 on board HMCS Bonaventure and we were on our way to European waters to take part in exercise "Silver Tower". The first few days went by in a blur as I became familiar with the ship and the routine. Ted Cruddas quickly became known as "The Sheriff" for his cheery presence first thing in the morning, rousting out the junior co-pilots from their warm bunks, and the ship's XO, CDR Vondette,

attempted a strict monitoring of the amount we consumed at the active wardroom bar. The rivalry between HS 50 and the Tracker crews from VS 880 became immediately apparent and there was always a fight for the best seats for the evening movie when we weren't night flying. I was very fortunate to have Garth Gordon as my crew commander, with Blair MacMillan as our TACCO and Gerry Straeder as our Observer, and we spent the first couple of weeks honing our skills during crew trainers as the exercise approached. Finally, Silver Tower commenced and we began the demanding routine of sustained round-the-clock operations.

After a week of the intense activity I became increasingly aware of the professionalism of all involved. The choreography of the flight deck crews was something to behold as they ranged aircraft around the flight deck: preparing; launching; and then recovering the fixed wing Trackers to meet their hectic deck cycle. The Sea Kings operated in the various times and physical spaces left in the cycle. Once airborne, it was out to our screening station, into the dip, watching Trackers and the occasional Argus weaving through their mad traps in close proximity, then rejoicing in a contact from our own sonar, breaking dip to get closer, the growing excitement of regained contact, then vectoring in another Sea King or Tracker for a simulated attack. What incredible teamwork, what a rush to be part of the action!

I suffered a bit of a blip in the area of professionalism during our first night sortie. As Garth was signing out, I departed the island out into the dark to find our aircraft and do the preflight inspection. As luck would have it, the Sea King was ranged on the spot furthest aft, and it was virtually impossible to see as I started toward it. As I got closer I could finally see it with my flashlight, and then my flashlight failed and the world instantly became very dark. I quickly remembered that there was a flashlight in the aircraft cockpit so I continued toward the now extremely vague outline of the Sea King. As I came up to the personnel door I became aware that the door was closed. This was unusual - in fact I couldn't remember ever personally opening the door. However, I knew that the recessed door handle was activated by a recessed button on the end, and that all one had to do was push the button, feel the handle pop out, turn the handle, and the bottom part of the door would open. So, I reached up, found the recessed handle, moved my fingers forward until I found the button, pressed it, grabbed the handle as it popped out, turned the handle, and found myself standing there with the copilot's window in my hand.

Just then Garth and the maintenance Chief walked up with their flashlights, took one look, and started laughing. Their laughter was quickly stilled by the booming voice of Davie Williams who, as FLYCO, had just been informed that the Sea King was now unserviceable, and would have to be ranged down below to the hangar prior to the impending Tracker recovery. Needless to say I was not popular with a number of people for a while.

However, the incident quickly faded (except in my memory) and finally on Sept 26th we flew our last exercise sortie and Bonaventure soon sailed into Rosyth for the debrief and my first "run ashore". After enjoying the fabulous sights and pubs of Edinburgh, we sailed for a number of smaller exercises interspersed with visits to Portsmouth (touring HMS Victory, pints of Watneys Red Barrel at the Kepple's Head pub, a 48 hour pass and train up to visit magical London for the first time with Rick Walker), then on to Copenhagen where our Danish Canadian, Art Nielsen, set up a great visit to the "Vin & Olgood", ending up with VS 880 and HS 50 aircrew ranged along several trestle tables downing flagons of Danish beer. Attempts to capture the small mermaid at the harbour entrance were foiled and it was then on to Tivoli gardens.

During our time around the waters of UK we were visited by some representatives of a trading company named Ocean Traders who set up a wondrous display of duty free goods in the hangar. My Christmas shopping was quickly complete with Irish linen tablecloths, Wedgewood and Belleek china, and Pringle woolen sweater set and skirts for various family members at what seemed like ridiculously low prices.

Around the same, our Wardroom Wine Caterer discovered a fantastic deal on Courvoisier gun carriages - a 55 oz bottle of Courvoisier cognac forming the body and barrel of a beautifully made wooden gun carriage. Needless to say, a number of these were snapped up. In late October, Bonaventure headed for home and plans were set in place for the flight ashore to Shearwater. Tradition dictated that the Tracker aircraft would lead the way, departing the afternoon before the ship was due in Halifax, and meeting up with a flight of several aircraft launched from Shearwater to conduct a welcome home flypast over the city of Halifax prior to landing. Due to their shorter range, the six Sea Kings were to launch after the Trackers and land on at Shearwater about the same time. I was lucky enough to be scheduled to fly

ashore as copilot for Howie Meneley. The morning of the flight Howie informed me that we were going to play a joke on his buddy, Goose McLennan. Goose was the Detachment Commander of HMCS Annapolis, one of the DDHs in company, and unfortunately for him, his Sea King (side number 040) had been flown to Bonaventure for repairs that would not be completed in time to fly ashore. Howie and I were going to fly side number 010 ashore and Howie had arranged with the ground crew to temporarily change the side number of our Sea King to read 040. We launched successfully and did a quick unscheduled flypast of Annapolis to show off our side number to a crestfallen Annapolis air detachment - my last sight of the Goose was him shaking his fist our way, then bending over on the flight deck, pulling his trousers down around his ankles, and mooning us as we flew away.

As we approached Shearwater the subject of customs and our Courvoisier gun carriages came up, and we debated whether to declare the extra few ounces of cognac, pour it out in front of the customs officer, or drink it on the spot. Luck shone upon us because as the Trackers ahead of us approached Shearwater, the cloud base became too low for the planned joint flypast and the aircraft landed early. The customs officials were used to the flypast tradition and had scheduled their arrival at D hangar to meet the disembarking aircraft accordingly. Thus, as the Tracker crews made their way into the hangar, the customs officials were not yet present, so the crews gave their customs declaration forms to the Duty Officer and proceeded home. The Sea Kings had been alerted to the events and so when they landed on, as expected, the customs officials were now on their way to D hangar to meet the Trackers. The Sea King crews quickly gave their customs forms to the duty officer and they too headed home as the customs officials were leaving D Hangar for the Sea King flight line. The beautiful Courvoisier gun carriages were prominent in the living rooms of many naval aircrew for years after.

A quick additional note. Terry had been several months pregnant when we sailed away, but was not showing very much. However, upon our return her pregnancy was now obvious, and it was easy to pick her out of the crowd of wives and sweethearts waiting for us on the hangar line. It was a different perspective for the them. All they initially saw was six Sea Kings coming to rest in a line in front of them, then a

formation disengagement and shut down, followed by four virtually identical figures in immersion suits getting out of each aircraft and heading toward them. As Terry says, the question “which one is mine” was on virtually every lip until we were close enough to each recognize the correct partner and get a welcome home hug.

A short time later a post-deployment party was held at the Shearwater wardroom. In honour of the squadron colours (gold and black), all of the HS 50 officers wore black pants and gold tops while the wives/sweethearts wore matching gold skirts and black tops. Each lady wore around her neck a small box with a slot cut in the top, with a small electrical wire leading from the box to a small light fixed in her hair. The men all wore a chain around their necks, to which was attached a large English penny (souvenir from Portsmouth). When the couple was dancing, the drill was for the man to insert his penny into the slot, which would then close the electrical circuit and make the light on the top of her head come on. The plan worked well for a short while but unfortunately, I don't think there are any pictures still in existence. In any event, a great time was had by all.

In early December I was attach posted to Annapolis Helairdet under command of the infamous Goose. After a quick welcome (and forgiveness for the flypast disembarking from Bonaventure), and a crew trainer to confirm I could read the checklist, the first order of business appeared to be planning for the Christmas “Dine the Ladies” to be held in the Annapolis wardroom. Terry had never been to such an event in the relatively small space of a DDH wardroom and this one was magical. The XO, LCdr Bob Wilson, and the other wardroom officers and their ladies made us feel genuinely welcome and the intimate setting, the proud naval mess kits and lovely dresses, the decorations and wonderful meal, all came together to make it a truly special gathering. The evening was topped off when Sheila Wilson hugged Terry and told her she would happily volunteer to babysit our new baby any time. That promise coming from the wife of the XO really brought home that we were among not only friends, but family. I only wish all other HS wives, especially those now serving, could experience such an introduction to the HS world. To be continued..

(From the President - you can look forward to seeing more articles from Sandy Kerr in future editions of WARRIOR.)



Sea King 12426 saluting the many who perished during times of conflict and peacetime accidents who have no known graves as it fly's by the Sailors Monument at Point Pleasant Park in Halifax.



The crew of Sea King 12417 practice their slinging techniques during the height of Op Lentis while assisting the BC Government in controlling the wild fires that broke out that summer.

VENTURE Part 3

Hi All,

I had intended to start a series of stories about my time at Venture somewhat later in the month, but Gerry Conrad's latest story involving a whaler immediately brought the attached tale to mind and it seemed appropriate to send it on now. I titled it part 3 because I think there are a couple more memories of earlier Venture episodes stirring in my pea brain. Anyone else for tales of early Venture/military college days?

Cheers, Sandy

VENTURE (Part 3)

After the preliminary "welcome" by Chief Cadet Captain Wolfe-Milner and the other senior cadets, life became a blur of shouted orders, confusing schedules, learning how to dress in various uniforms in quick time, introduction to BC Grade 12 level classes taught by naval "schoolies", introduction to navy rules and regulations and traditions / procedures / requirements, endless hours on the parade square, all done while "at the double".

One of the new points of focus of the education was the emphasis on the rivalry between the stalwart, fearless, triumphant Venture Cadets and the "roadents" - the "diseased" cadets at the Royal Roads Military College across the harbour. We were warned about any contact with these "low lifes", building up an increasing dislike which would become supremely justified with the anticipated Venture victory in the upcoming annual Hibbard trophy rugby game. Our Cadet Captain (Grant Smith) and Cadet Lieutenant (Wayne Halladay) then pointed out that if we were to progress at all beyond our present dismal existence at the bottom of the human spectrum, we would do something to show our disdain for the rodents, like making an assault on Royal Roads and leaving a physical reminder of our presence somewhere on their hallowed grounds.

As luck would have it, we had just been introduced to the small fleet of whalers and other small boats stored in the boatyard at the Venture end of Esquimalt harbour. Cliff Brown and I looked at each other as the same idea came to our minds - we could get a small boats crew together, along with the necessary paint and brushes, and during the night, row across to Royal Roads to paint a large white V on their sacred parade square. Without being too obvious (or so we thought) we investigated the whereabouts and access to a paint locker, and quickly determined that it would be fairly easy to get our hands on a container of white paint and the requisite brushes/rollers. We then canvassed our group for volunteers and came up with the crew - Cliff, myself, John Goyeche, and two others - and set the plan in motion.

After "pipe down" on the chosen day, we waited for an hour or so, then stole away to the boatyard, via the paint locker, and clambered into the outboard whaler secured alongside the boatyard jetty. Trying to be quiet we began to row up the harbour, remaining as far away as possible from the large frigates and destroyers berthed alongside the harbour jetties. At this juncture I should point out that no one in the crew was from the Victoria area - indeed none of us had ever been to or even driven past Royal Roads. So our collective sense of the navigation required for the mission was sadly lacking - all we had been able to ascertain from a provincial road map was that Royal Roads was fronted by a large lagoon situated to the right of the harbour entrance as one departed for the Strait. This lagoon supposedly contained a jetty to provide access to the lower sports field of the college which, in turn, was fairly close to the parade square.

As we continued up the harbour, we began to realize that visibility outside the whaler was somewhat limited by the dark sky and our proximity to the water. However, the lights of the ships and the harbour provided a reliable reference for the passage so we happily continued on.

Then, upon approaching the harbour entrance we were relieved to see the lights of Royal Roads on the right of the horizon, and began to pull away in earnest, anticipating that it wouldn't be long before we were successfully alongside Roads and starting to "decorate" the parade square.

Unhappily, when the harbour lights began to slip behind us, we began to encounter a swell in what had been a calm sea surface, and as hard as we were pulling, we didn't seem to be making any progress towards the distant lights. After a few more minutes, we were starting to have second thoughts about the whole idea and then the crutch for one of the oars broke and we slewed around in a flurry of uncoordinated attempts to synchronize our stroke. As we looked back towards the harbour we realized that we had not been heading toward Royal Roads at all - in fact we had been heading for the town of Port Angeles, Washington, directly across the Juan de Fuca strait but many long miles away!

By now our spirits were severely diminished and our wet, cold hands were suffering from the unaccustomed demands of pulling on the increasingly heavy oars. So, as we slowly made our way back into the harbour, our attempts to be silent gone for nought, the duty watches of the large ships easily heard us, issued the predictable challenges, and then shone lights on us as we progressed back to the boatyard. When we finally came alongside we were met by the welcoming party led by Petty Officer Breen, who was quite scathing in his assessment of our intelligence, planning abilities, seamanship, and various other aspects of our characters. We were certain that we would soon become even better acquainted with the joys of "A" punishment, including the agonies of frog-hopping across the parade square. However, after watching us

secure the whaler, paint, etc, he then marched back to the parade square and directed us to our bunks with the warning not to brag about our experiences. He stressed that failure was not something to celebrate, only to learn from, and if (God forbid) we succeeded in another similar venture we could then proudly talk about our triumph. He went on to emphasize that we should now realize the importance of planning and proper preparation prior to acting on the spur of initiative, and not to expect to be let off so easily in the future. He then gave us that infamous "smarmy" grin of his and with a chuckle disappeared into the night.

The next morning not much was said by our seniors about the evening's activities; however, our Cadet Captain and Cadet Lieutenant quietly let it be known that we had displayed some welcome initiative and that there might be some vestige of hope that we could eventually be elevated above our present level of "dogmeat". Indeed, it might even be possible for some of us to reach the exalted status of "Venture Cadet"!

To be continued...

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BEARTRAP - A HELICOPTER LANDING DEVICE IS BEING FITTED TO RCN SHIPS





VFS Photo by Kenneth I. Swartz

Honouring the Sea King on “a day like no other”

*From Lieutenant-General Al
Meinzinger*

*Commander, Royal Canadian Air
Force*

On December 1, 2018, Lieutenant-General Al Meinzinger, commander of the Royal Canadian Air Force was the keynote speaker at the ceremony held in Patricia Bay, British Columbia, to bid farewell to the CH-124 Sea King. The Sea King will end its service with the Royal Canadian Navy and the Royal Canadian Air Force by the end of December, after 55 years of providing “wings for the fleet”. Here are Lieutenant-General Meinzinger’s remarks.

Wow, what a wonderful turn-out as I look left and right here this morning and what an amazing weekend of events.. My sincere thanks to all of you this morning. It is a real privilege and honour as the commander of the RCAF to be part of this fantastic celebration.

This day is certainly like no other.

Today we say farewell to an aircraft that has seen more than a half century of service and has become an icon to both the Royal Canadian Navy and the Royal Canadian Air Force.

Where do I start to pay tribute to this great aircraft—the CH-124 Sikorsky Sea King—its aircrew, its maintainers, its support personnel and of course its manufacturer.

Over the 55 years of proud Sea King operations, hundreds of thousands—and perhaps millions—of words have been written or spoken about this particular phenomenal helicopter.

So I’m not going to repeat the full history of the Sea King. We’d be here until tomorrow, and there’s a great gala dinner planned, so I’ll try to be brief.

But consider this if you would: when the first Sea King took flight in March 1959, the Cold War was in full swing and the Soviet Union was our primary threat.

On May 24, 1963, when the Royal Canadian Navy accepted its first Sea King for shipborne anti-submarine warfare activities, President John F. Kennedy was assassinated and the Beatles released their first album. And the year before, the Cuban Missile Crisis had brought the world to the brink of nuclear war.

And yes, I was not even born yet! Since 1963, the Sea King has provided Wings to the Fleet, serving Canadian interests at home and abroad.

During its service, our Sea King crews have flown a miraculous 550,000 hours. At cruising speed, helicopter cruising speed I might add, that’s is roughly equivalent to flying 7,200 trips around the globe or—for those astronomers in the crowd—the shortest distance from Earth to Mars. Simply amazing!

Following the unification of the Canadian Armed Forces, the Sea King traded its Navy roundel for the Air Force roundel.

But even though this maritime helicopter became part of the Air Force family, she remains integrated with the Navy, and we are proud to provide Air Power to our sister service.

After the Cold War ended, the Sea King became a multi-purpose naval helicopter, serving in places ranging from Somalia, to the Persian Gulf, to Libya, the Baltic Sea, the Caribbean and many more, conducting counter-piracy operations, counter-narcotic operations, counter-terrorism work, and humanitarian aid missions, and even supporting search and rescue here at home.

During the First Gulf War, the Sea King took on a new role: anti-surface warfare. The Sea King was already 28 years young at that point and replacing her was a topic for discussion in Ottawa. Little did we know, she was only half way through her journey with plenty of magnificent contributions [remaining] to deliver for Canada.

I could go on, but I'll simply say: What an amazing aircraft!!

Over the years, tremendous people, including amazing leaders, have been associated with the Sea King. The success of our maritime helicopter operations is really a tribute to them.

One of my predecessors, Angus Watt, was a former Sea King member. Along the way he commanded Joint Task Force Southwest Asia during Operation Apollo and was deputy commander of ISAF in Afghanistan.

Anyone [here in the crowd] know Bruce Ploughman and Sam Michaud? Of course you do! They flew in the harsh Mogadishu area of operations, carrying out ISR [intelligence, surveillance and reconnaissance] missions and medevacs, and transporting cargo and personnel. During one fateful mission, they came under fire but, in true warrior fashion and true warrior spirit, these two aviators and their crew continued onwards. For this and a second similar mission a couple of nights later, Sam received the Meritorious Service Medal from the hand of our Governor-General, which he said, with humility, he accepted on behalf of his crew.

Lise Bourgon was my Director General Operations in the Strategic Joint Staff . . . but, before that, she commanded Joint Task Force-Iraq during Operation Impact.

I suspect Lise might say, however, that the most rewarding years of her career to date were spent commanding 12 Wing and not working for me on the Strategic Joint Staff. Lise's sterling reputation within the contemporary maritime helicopter community is but another example of the great leaders that have contributed to the many successes over the years.

And of course, I can't forget Lieutenant-General Larry Ashley, who joined the Navy but also ended up as our air commander. He was the first commanding officer of 423 Squadron when it was re-established as a maritime helicopter squadron.

Our Sea King even has a connection with our future King: Prince William. A Sea King pilot, Prince William underwent water bird training in Prince Edward Island in 2011, under Sam Michaud's careful and cat-like supervision.

And in fact, this summer, while I was in the United Kingdom for RAF 100 celebrations, his father, Prince Charles, asked me if we were still flying the Sea King. Of course I proudly said, "Yes, Your Royal Highness". Clearly our Sea King is famous—from the streets of Halifax-Dartmouth and Pat Bay to downtown Mogadishu to Buckingham Palace!

As we celebrate the Sea King and its incredible team, we must also remember those whom we have lost.

You may know that I'm from the helicopter community . . . but my background is flying Twin Hueys and Griffons. I confess that I only flew in the back of a Sea King once.

In 2007, we were very concerned about flooding on the lower Fraser River and we were planning for a potential disaster and subsequent Canadian Armed Forces response. I was designated the air task force commander for this contingency operation that would have seen us cobbling together a good portion of the RCAF had the Fraser River spilled over her banks, thankfully she did not. Intending to mount our operations in Abbotsford, I flew in a Sea King for a recce [reconnaissance] of the river.

My battle buddy for this trip was my designated maritime helicopter liaison officer—Captain Tim Lanouette—whom I met in Abbotsford upon arrival.

He was an absolutely super fellow who I befriended immediately after meeting him. We spent the day together and I recall thinking how fortunate I was to have met such a personable and outstanding Canadian. I felt as if we could have been best friends.

Sadly, Tim later tragically died in a helicopter crash in Newfoundland. So although Tim was not lost during Sea King service, he is very much on my mind today.

As we individually and collectively reflect on 55 years, I am sure many of you will be toasting— and telling many stories about—the 10 aircrew who retired Colonel John Orr has determined were lost during maritime helicopter operations.

- Sub-Lieutenant Allen Atree
- Petty Officer First Class Ron Greenbury
- Commissioned Officer Claire Tully
- Petty Officer First Class Douglas Mander
- Lieutenant Lawrence Ostaficiuk
- Naval Lieutenant Allan Dick
- Leading Seaman John McCrea
- Naval Lieutenant Kenneth McDonald
- Major Wally Sweetman
- Major Robert Henderson

We will forever remember these brave souls. Lest we forget.

As we honour all Sea King aircrew, past and present, I must offer my highest praise to the technicians who have kept this Cold War warrior flying—and relevant—to this very day.

Maintainers make up about two-thirds of the 12 Wing team and their work has been incredible on terra firma—and [they work] even harder at sea. Of course, maintaining the venerable Sea King became more challenging as it aged, as you know.

Our techs enabled us to bridge seamlessly to the CH-148 Cyclone. Their dedication and professionalism are incredible.

During the first Gulf War, when a handful of our incredible technicians looked to transform the Sea King from an ASW platform to a surface surveillance platform, the first prototype was amazingly ready in a week and all five were operationally ready within a month.

Our world class technicians: they are miracle workers and we pay tribute to their remarkable contributions over 55 years. I'm very proud of all of you for the work you have done to keep the aircraft flying— for your creativity, for your dedication and for your skill.

Bravo Zulu!

In conclusion, as we say goodbye, all I can say is “Well Done” to everyone who has flown, maintained and supported the Sea King throughout the decades.

Thank you to everyone who had a hand in arranging this magnificent farewell and thank you to everyone on parade, for the super turnout.

And to our magnificent Sea King: though an inanimate object, you are like a living presence in the lives of so many, including my Chief Warrant Officer, Denis Gaudreault. We will certainly miss you, but I know the Cyclone will continue to do you proud.

My sincerest thanks to all that have contributed to this amazing chapter within our Air Force and our Navy history. You have fulfilled the Navy's motto, as my good friend and colleague Rear Admiral McDonald would say: Ready Aye Ready. Enjoy this incredible weekend, ladies and gentlemen, Sic itur ad astra!



Lieutenant General Larry Ashley (Retired)

Your Honours, General & Mrs. Meinzinger, Wing Commander, Distinguished Guests, Sea King Colleagues and All Our Families here together this evening or in our thoughts, Ladies and Gentlemen.

Well this is quite a night. Please know how honoured I am to have been invited and have the opportunity to say a few words. There are many aspects of this whole year that have been inspirational: the celebration of the 100th anniversary of the end of the Great War and centennial of the birth of naval and maritime aviation in Canada which all started at Shearwater, the superb AW 100 festivities last summer culminating in the dedication of Sea Kings 12401 and 12402 into the Shearwater Aviation Museum – all memorable - but the heartfelt emotion underpinning yesterday and felt here tonight and the camaraderie of this occasion are quite extraordinary.

Tonight we say farewell to an old friend – not a person but a machine. It's a bit unusual to embrace the occasion in such endearing terms and feelings but after 55 years – after touching and influencing and changing the lives of so many across our great country and around the world - it makes perfectly good sense. But it is truly hard to say goodbye. - I first saw the Sea King from the Weapon Division School at Stadacona. It was arrival day 1963. We were alerted that a formation of 4 new helicopters rather grandly called Sea King would be flying up the Harbour by the Flag building so we were outside ready for the show. Shiny and new in formation, they were a wonderful sight but for me it was a bit frustrating. I was a 25 year old brand new Lieutenant on the yearlong Pre Fleet course learning to be a naval officer. That was how it was done back in those days. It was my reward after completing my first HS tour in HS50 flying Horses from Bonaventure! Not all you.... but some may find it interesting that back in those days being in the Navy meant being in the Navy and getting a watch keeping qualification was expected even for aircrew. Although I doubt that I was aware back in 1963, 17 of the Fleet's Captains, the operational ship's Cos and XOs were naval pilots or observers – just under 30% of the entire command leadership of the Fleet on both coasts and when you considered the Flag and senior officers also with naval wings on their sleeve, it should not be a surprise what an influence they had on Naval decision making – and I contend a fundamental force in the

eventual selection of our beloved Sikorsky Sea King. Anyways, who would have guessed that 20,000 days later we would be here tonight closing the book on that selection – on the Sea King chapter of Canadian aviation.

I have no illusions that in the next few minutes I can do justice to all the enduring Sea King thoughts and emotions that fill this room tonight. Even in this beautiful and serene Vancouver Island setting which, by the way Gail and I have coveted forever but no one listened – pause - saying goodbye to an old friend is not easy – it's a personal thing – for some it was the Sea King's influence which formed the initial templates of our careers – the bedrock from which we took our first steps into the profession of military aviation, for others it was a stepping stone in our personal development – where we learned to be leaders, to develop self-confidence, the meaning of responsibility and team play. I am sure to some it was more specific and visceral – long periods away from home and family and that joy of homecoming – the adrenaline rush of that first night recovery to a pitching deck in a North Atlantic storm or flying into a high risk combat zone in pursuit of the mission. No matter how I try or what I might say.... my salute to the Sea King will not adequately capture many of your thoughts. The distance travelled from 1963 to 2018 is too great – too many generations are involved and too many Sea King stories woven into the fabric of our collective Canadian aviation history.

At the AW100 ceremonies last August, I reminded folks that the Sea King was not just another military airplane – it had the distinction of performing operationally at a high level throughout 55 years of the entire 100 years of Canada's military / naval aviation history- longer than the venerable T-33 and even the iconic DC-3. It performed in multiple wars, in conflict zones around the world, it was the master of metamorphosis – like a chameleon – one day an effective Cold War sub chaser and the next an indispensable weapon in combined operations in support of the UN or NATO. It was even effective on the recent BC fire line – doing what anyone who knew this aircraft expected – it wasn't in some geriatric queue waiting for this day of retirement but out front crewed by professionals and simply doing its duty in service to our country.

As we celebrate this evening, it is important to consider just how these 55 years came about. We all know that Sikorsky builds a fine helicopter but back in the late 50s just how did we get from the rudimentary S-55 Horse to the at-the-time state of the art Sea King – this folks was a giant step for Canadian military procurement. I am not sure that historians agree but my take is simple. The RCN recognized after the experience of WWII that submarines were the naval weapon of the future and global threat of the future. The reality of our strategic position in the free world and our geography - huge ocean bounded land mass - and our modest economy convinced the Navy that it was necessary to become a leader in anti-submarine warfare. The Navy was not without opposition from both outside and within National Defence but the Navy Board stood firm in its commitment.

The future would be focussed on anti-submarine warfare and the Fleet would comprise air capable ships..... mostly helicopter destroyers and after several prototype design considerations, HMCS St. Laurent was the first to be converted. It was actually in construction when the Sea King was selected and frankly, Sally was designed for a smaller and lighter helicopter. In the run up to the final selection, there were several possible contenders for Canada – not least the Kaman Sea Sprite – but trials of a new emerging Sikorsky helicopter- the HH-2 Sea King – were impressive and being carefully watched by our naval air test and evaluation team. Their analysis and recommendation lead to the final Naval Board decision to buy the Sea King. It was bigger and heavier than planned; more expensive than budgeted and would not fit into the Sally conversion already well underway!! On top of all of that, it even put into question the overall ship weight and stability - BUT it was selected. It was the right operational choice. The Navy's thorough operational analysis and robust defence of their selection and clear demonstration of vision saved the day. Surely a good lesson for military procurement today.

I have a friend who loves the expression when asked about his age and health: "I'm in pretty good shape for the shape I'm in!" I have taken great pleasure over the past decade or so to listen and quietly counter anyone who questioned the safety and operational relevance of the aged Sea King. Some high profile critics who should have known better and should have taken the time to seek real facts before speaking out were wrong. Of course, technological advances made the Sea King obsolescent in many respects – hell even my smart phone becomes obsolete before I know how to use it – but the point is that you didn't know the Sea King unless you knew the team behind her. The men and women who nurtured every component to achieve optimum performance, the trainers and operators whose skill and innovation kept her relevant and the families who, over decades, supported their men and women who made it all a well-oiled machine.I could spend a lot of time this evening talking about each vital piece of this team and the false criticism they endured but I don't need to for 2 main reasons: first, Ian Lightbody said it all eloquently in his well-written rebuttal essay some months ago – Ian for several reasons not least your dedication and passion for our profession, I salute you and your leadership proudly tonight – and

secondly, my colleague John Madower will be up here in a few minutes speaking to this very subject – the quality, sacrifice and fortitude of our maintainers and logistics folks and their families. But without infringing on your territory John, let me just say on behalf of the operators, how proud we were to have worked with you all over what seems a life time and know that whatever the mission, you always had our backs.

You know growing up in a military community like the HS/MH one is pretty special- I would go so far as to say unique – but to be honest – it did suck at times but let's overlook that tonight and agree that mostly it was challenging and exciting – I know this might come as a bit of a stretch but let's face it – how could one deny the chance to travel and see unknown parts of the world, the chance to periodically get to touch and feel new state of the art equipment- not often mind you – but when you did ---- there was a bonus – you also got the chance to innovate and figure out not only how to use it for best results but how to keep it going, and going and going so you could pass it off to the next generation. That was the Sea King story – new became old, old became a challenge and innovation became necessary. Through all of this- personal bonds were formed – a family emerged – and a loyalty which were all part of the uniqueness of our HS/MH community. I thrived on that community – I am a product of that community and tonight I am deeply nostalgic and proud to be here with Gail, son Chris and his wife Stephanie to share with you this final curtain call.

With the comfort of this camaraderie, of course, can come some challenges – some surprises which can test one's character!! I discovered early on that with the combination of my own personality and the rather relaxed grass roots closeness of our community, that as my career unfolded, I needed to be nimble on occasion, lean on my sense of humour and be humble (and fortunately, not being a fighter pilot I knew that was possible). So let me set a scene for you where humour and humility figured prominently. It's 1986 – OK – 1986 for those not yet born or in grade school just pretend you can imagine what it was like back then - I am the brand new Commander of Air Command. Days into my appointment my staff recommended that for consistency, I adopt a cookie cutter arrival format when visiting each of our Air Bases and Stations – there were 26 of them at the time so it was a good plan – and they suggested that we trial the procedure the following week at Portage La Prairie just down the road from Winnipeg.

So we did. With full bib and tucker, I arrived by my Cosmo on the appointed day, alighted from the plane and was met by the Base Commander. I mounted the dais, received the salute, inspected the guard and so on. It went without a hitch. After dismissal, the Base Commander invited me to the staff car and with my pennant flying resplendently in the prairie breeze, we drove off. So far so good. For those who know Portage, it was an absolutely straight one half kilometer drive from where the vehicle was parked to a final right turn into the Officer's Mess where I was to speak at lunch. Off we went. The instant we were clear of the hanger line, I noticed a change, a look of fear emerging on the BComd's face as he sat rather rigidly to my left. I looked ahead and there turning out of the mess and heading our way was a dilapidated pickup truck being driven by someone who appeared to be in an equally shabby gray flight suit, no hat, sleeves rolled up and bare arm out the window. Got the picture?? The next moments were almost ethereal – as we approached, the BComd slumped further and further down in his seat, our vehicle slowed exactly as the oncoming truck slowed. At 10 meters or so we were both stopped. Not a word had been exchanged. I asked the driver to lower the window as Naval Lieutenant (P) Hughy Fisher, formerly of Shearwater and a character of almost legendary proportions, dismounted and walked our way. I leaned forward as Hughy stuck his head in through the driver's window, he looked me straight in the eye and said (forgive my language folks but I quote) “Jesus Christ Sir! The next thing you'll be Queen”! It gave humble a new meaning!!! I put out my hand and said, “how's Shirley?” He replied, - “Fine Sir, I just wanted to congratulate you knowing I wouldn't get another chance!” As he saluted awkwardly and withdrew, I returned his salute and thanked him and then we drove off to the next event. The Base Commander did recover. And Hughy (?) you might ask - be assured the late Hughy Fisher remained Hughy – but also know that the Hughey's of our community although unorthodox characters were invariably professionals who earned and deserved our respect providing important sinew and character to our long enduring family.

Last August at the Shearwater ceremony I related the farewell flypast for Colin Curleigh when he turned over command of HS50 to Frank Willis. We were struggling at the time to meet our operational commitments for a host of reasons not least insufficient spares and manpower shortages at all levels. Ait was aggravated in part by the lingering impact of Integration. This eventually culminated in the split of HS 50 into the two MH squadrons we have today. But that is not this story. It was May 1972. I was the senior major in the Squadron and designate Iroquois Detachment Commander for her forthcoming commissioning. I recall being approached by CPO Fred Snooks in April – one of our many remarkable maintenance Chiefs – he said, “Sir, Colonel Curleigh is leaving HS50 next month and the ground crew would like to salute his farewell properly. “Go on Fred, I said. “ Well, Sir, we think we

could launch a 20 plane formation for the flypast.” “Fred”, I said, “we can hardly get 2 or 3 birds in the air each morning let alone 20!” “Leave it to us Sir, and Sir, this is to be a surprise!” On the day our late Colin turned over his command of HS50 we launched 21 Sea Kings for the big occasion. I had the privilege to lead that formation and the photo of that day’s accomplishment hung on my office wall when I became Commander of Air Command. To me, this is the testament to why people and not machines are the key to an organization’s success.

This has been quite a year! It is one thing to celebrate 100 years of naval and maritime aviation in our nation which is hugely significant for many reasons but it quite another to celebrate the retirement of an old friend who performed faithfully and reliably for 55 years of that incredible century. You don’t give medals to aircraft for outstanding performance which is a shame. But Canada came close when the Canadian Aviation Hall of Fame awarded the Naval Air Branch the Belt of Orion in 2016; it was in no small part recognition of the enduring role the Sea King played as part of the Naval Air Branch’s successes through decades of the Cold War. As most of you know well, Bud MacLean spearheaded the nomination and by the time of the award, he had joined the Delta. By your request and in honour of Bud, his wife Millie was asked to accept the Honour on your behalf in the grand Hall of Canada’s Aviation and Space Museum. When the time came for me to take her arm and escort her up onto the stage, she took a few steps and whispered somewhat discreetly, “I don’t do steps!”- somewhat discreetly back I replied,” Millie you’ve got to do steps”. Rather forcefully she said, “I will not!” Like a lightning bolt, Major General John Madower representing the CF that evening for the awards, bounded down from the stage - he grabbed Millie’s port side and I the starboard and in a flash she was standing proud and serene on the stage ready for action. The ceremony was moving and Millie expressed all of your appreciation eloquently. So tonight in addition to passing Millie’s warm greetings and honouring Bud, I want everyone to know that not only is John Madower a fine officer and gentleman who served our community with skill and dedication but he has perfect hearing, impressive strength and an impeccable sense of timing! We’re looking forward to your remarks later John.

Of course, the award was for predominantly the Cold War period but for the Sea King it did not stop there – the fall of the Berlin Wall and collapse of the Soviet Union was just the shot in the arm- the new challenge required for the Sea King to demonstrate her true operational capability and flexibility in diverse theatres around the world. And as I mentioned, I was enormously proud to hear that only weeks ago 12417 was on the BC fire line continuing to serve Canada.

So tonight we are saying goodbye to our old friend – and after a lot of years it is hard. She did some extra duty until the Cyclone arrived which delayed this day a bit but now it is time to say some heartfelt words of farewell and to reserve some spaces in our national museums for this iconic machine. I proudly attended the dedication of 401 and 402 into the SAM last August and while I stood there in that shrine of naval and maritime aviation history, I frankly had a lot of trouble to digest the reality of 55 years of continuous operational and social history. She’s just a machine but you ladies and gentlemen gave her life together with thousands of others, you formed a bond and made history. Not just a history of longevity but one of service to our country – at home and abroad wherever the call required. You pioneered – you innovated and impressed the world not only from the pitching decks of small ships but on the battlefield- your tactical acumen developed over decades of naval operations and passed to your successors was a fitting complement to your faithful helicopter. Yes, you were all quite a team and tonight we celebrate that team – and as this chapter ends, a new one begins to repeat the cycle built on quite an incredible legacy - the legacy of an old warrior who made us all proud.

With Gail, It has been our true honour to be with you all here tonight. Thank you for your decades of friendship and for the honour you have tonight bestowed on our beloved Sea King. A fitting farewell to a loyal friend. To you all - God Bless.



MGen John Madower

Distinguished guests, ladies and gentlemen, it is a tremendous privilege to pick up from General Ashley and speak about the “Middle Kingdom” - ie the post RCN formative years up to the December of 1999...remember when we all thought that was so far into the future? Where has the time gone? I've also been asked to speak about our miracle workers, who served with excellence, not only in the this era, but throughout the entire life of the Sea King, and in reality, we are all here today, celebrating the amazing 55 year career of this incredible front line helicopter that was able to successfully serve with distinction in the most punishing operations and environments largely because of them...and of course I am referring to our exceptionally professional aircraft technicians. Without their dedication, and sheer hard work, we would not be here today. I think they deserve a big round of applause!

Though the White Ensign no longer flew over the Shearwater, home to Canada's shipborne aviation, the RCN legacy remained strong. Most technicians saw themselves as having “vested rights”, many sported beards and still went by their old Navy ranks despite the CF green uniforms we wore. The Sea King too sported a creamy paint scheme with bright colours of red and white for the Canadian Flag, red, white, and blue for the roundels, and yellow and black for the caution markings.

Although there was a hierarchy to the Base, in 20/20 hindsight and with the wisdom of a few years, I now realize that things in my world, the maintenance world, were strongly influenced, and in many ways out and out run by the Chiefs. And they spoke a language I had not known before, especially when it came to helicopter parts. “Grimes Light U/S, oleo fescalized portion flacking, chummy...and if you looked back in the technical manuals far enough, you'd find a MICN, or Maintenance Instruction, Canadian Navy, to guide your work.

At this time, Sea King operations were still all staged out of the East Coast. In these Cold War days, we were all focused on the Atlantic, which was the operational sphere. We polished, practiced, and perfected our plans. Could we keep the sea lines of communication open between North America and Western Europe long enough to send in re-inforcements before the Soviets steam rolled through? At sea, Canada's contribution to this effort was the 205/265 Class steam driven destroyer escorts, known as Cadillacs when they were first constructed, space age 280 Iroquois Class destroyers, and 509 Protecteur Class AORs. These ships and their intrepid helicopters formed vital ASW screens for NATO formations. Anti-Submarine Warfare...that was our exclusive focus. It was all about ASW screens, the GIUK Gap, barrier ops, the Vest Fjord, etc. Meanwhile, the West Coast Navy at this time was dedicated almost exclusively to training. HMCS Provider, AOR 508, the only helicopter capable ship on the West Coast, sometimes would embark USN Reserve Sea Kings during training exercises just to keep things interesting.

Although there was lots of sea time for everyone, one ship was constantly assigned to the Standing Naval Force Atlantic, and this 6 month deployment in North American or Western European waters, replete with the mandatory cocktail parties, was considered an endurance test. Every winter the Canadian Navy migrated south to Roosevelt Roads in Puerto Rico for gunnery and missile shoots. One year I counted 18 Canadian Sea Kings, disembarked from their ships, on the ramp at Rosy Roads. Think about what it would take to put 18 helicopters to sea today.

The mid-1980s saw the Sea King, after 20 years of service, start to rotate through a Third Level Inspection and Repair program at IMP on a five year cycle. When complete, they sported the new subdued grey and black paint scheme we are currently familiar with. Of course many of our former technicians worked at IMP after they retired and a visit to the plant was often like going to a reunion. This became significant whenever there was a crisis because they became a strategic reserve that we could always draw upon. The New Shipborne Project was in full swing, new destroyer sized Halifax Class frigates were being

constructed and the Canadian multi-purpose Task Group concept was introduced. A Helairdet deployed to HMCS Provider on the West Coast as a trial and when deemed successful, 443 followed in entirety as part of the plan to better balance Canada's naval forces. As 443 began operations in West Coast operations in earnest, we rapidly became familiar with the vast expanses of the Pacific. In our first year of West Coast operations, we figured prominently in the at sea rescue of Vietnamese refugees who were in desperate condition after fleeing persecution.

Then without warning, the paradigm shifted. The Soviet Union collapsed and the world we once knew became destabilized. Not long afterward, we would have mere weeks to completely change the equipment, role, tactics everything... as we jumped into a completely new surface surveillance role during the First Gulf War. Canada's Sea Kings were on the front lines of a shooting war, it was not until later that other aircraft, like the F-18 were committed. Operating so far from home took special skill and planning to support. To lessen the draw on an extremely stretched and fragile supply line, we embarked technicians with 2nd and 3rd level shop experience who could do things not normally done at sea like re-configure engines from left to right, or vice versa, perform repairs that would normally require the engines to be returned home, which was more than 8,000 miles away. Similarly, we embarked a machinist, NDT, Vibration Analysis, metal, and refinishing techs who enabled us to replace MGBs, tail pylons, repair cracks at Station 290, the aft main lifting frame, conduct embarked periodic inspections, redesign chaff and flare dispensing mounts that developed cracks soon after arriving in the Gulf, and change the sleeve and spindle assembly on a rotor head amongst many other things. Similarly, we had Avionics Techs right off the repair benches in Shearwater. They would take multiple U/S radios, as an example, and make one serviceable. The Helairdets, aircrew and maintainers, as we mostly do at sea, meshed together like a well-oiled machine - we were a band of brothers and sisters and there was nothing we could not do! We had amazing support from ashore and from back in Shearwater. To circumvent the long supply line challenges, it was not uncommon to get critical spares sent through personal mail...because everyone knew that if there was a way, the mail always got through. The entire team produced impressive results...and the proof is in the stats...to quote Larry McWha in Certified Serviceable "the Detachments of Protecteur and Athabaskan had achieved a mission and availability rate of over 98 percent, one of the highest rates, if not the highest, achieved by any air unit in the Gulf."

Little did we know it, but the heady days ushered in what was to become the new norm. Less focus on the Strategic and more on Regional and asymmetric operations. Somalia, East Timor, Former Yugoslavia followed and the Sea King, her operators, maintainers, and support teams continued to distinguish themselves and make our country proud. Who would of thought we'd ever see Canadian Sea King's operating from Navy ships flying over Mogadishu, and who can pick out East Timor on a map? These were fiscally challenging times as well. The Air Force, in the drive for continued efficiency, amalgamated 13 Aircraft Technician occupations into just 3. As difficult as it was, the Maritime Helicopter community actually weathered this storm better than most because of our on-going, persistent need to train new personnel for the Helairdets. Notwithstanding the challenges, with the help of folks like John McManus; we were still able to successfully introduce the "B" model Sea King, and many upgrades were unleashed as a result of the cancellation of the New Shipborne Aircraft project - they included such things as a new Tac Nav computer, introduction of an ILS system to aid in West Coast operations, up-rated engines, Main Gearbox, a strengthened centre section that replaced the main lifting frames and more. We also had our sobering times in this era as well, like the tragic loss of 425 and her brave pilots over the Bay of Fundy.

By the end of the 1990s, Canada's Sea King helicopters, now home based in Patricia Bay and Shearwater, comfortably operated from Australia to the Arabian Gulf (the long way around) and from the Caribbean to the Northwest Passage. What had begun as an Atlantic, ASW focused view was now truly global and multi-capable. It was our exceptionally talented aircrew, maintainers, and support personnel, who never stepped back from a challenge, who embraced what others thought impossible, who enabled the continued innovation and evolution of this amazing helicopter and its operations, and set it up for success in its' golden years. Sid, you have control...

The Shearwater Aviation Museum Foundation – A Shared Mission

This has been quite a year for naval and maritime aviation in Canada. Not only are we celebrating the centennial of this remarkable history but the performance of the Sea King helicopter throughout 55 years of that history. The common denominator of these celebrations is that it all started at Shearwater which back in those days was called Naval Air Station Halifax located at Baker's Point. One war had just ended and two more were to take place before the idea emerged that it would be nice to have a museum to capture some of the memories and preserve some kit.

I recall the humble beginnings of the Shearwater Aviation Museum in the 60s and HU21's Francois Delisle stashing what most of us called junk in the back of C hanger. But the idea gained support and in the 70s pioneers like the late Wally Walton, Eric Edgar and Doug Peacocke and other dedicated colleagues who followed took the idea a step further and moved the Museum into the basement of Warrior block. It was not much but it was semi-permanent and home. The collection grew quickly – so quickly that space became an obstacle to ensure that treasures such as the Fairey Firefly, Swordfish, Sikorsky Horse, McDonnell Banshee and Grumman Avenger were given shelter from the elements.

Finally, in 1995 the SAM moved into new facilities at the bottom of Bonaventure Avenue which many will recall had been variously a Rec Hall and later a Canex. Out of necessity, it continued to expand as the collection grew - a new hanger and an attractive Atrium - and today it is an impressive complex filled with a precious collection of aircraft and artifacts with 100 years of memories.

In 1987, the SAM Foundation was formed with the mission to support the Museum as it grew and expanded. Specifically, the charitable Foundation's purpose was to independently raise funds through membership and other initiatives to permit the museum to accommodate, acquire and restore new aircraft and artifacts for its collection. The SAMF has been indispensable in raising millions to achieve this goal over several decades. Most recently, it has been focussed on raising funds for a further expansion of the SAM to accommodate Sea Kings 12401 and 12402 which took up a temporary place of honour on 1 August, 2018.

This is proving to be a difficult task for many reasons not least declining revenues because of declining SAMF membership and an increasing difficulty to compete for scarce charitable donations. An obvious solution to both would be to reverse the declining membership and seek out new members and new sources of charitable donations. As time passes many of our long standing members are entering the delta. While many of their families continue to support us, it is essential that a new generation of members on both coasts pick up the challenge, step forward and help shape our future together.

The Board recognizes that 2018 marks the end of an era which started back in post WWII. For 55 years the Sea King soldiered on and now it has been replaced by the new Sikorsky Cyclone: a state of the art successor which will now lead us into the future. With the Cyclone comes a new generation of young men and women who will inspire us, make history and new memories. The cycle repeats. At every Foundation meeting in recent years, it has been the consensus that the publication of the SAMF's Warrior magazine is critical to our future with a twofold mission: to continue to provide a window into maritime/naval history and memories and to record and tell the story of the new generation of aviators and maintainers who continue to "fly over the sea". This issue of Warrior is a testament to that twin commitment.

On behalf of the Shearwater Aviation Museum Foundation, I thank you all for your loyalty over the years. I enlist your support to expand our base of membership and donations. I would particularly appeal to the new generation of RCAF airmen and women who now carry the torch for your support as we go forward together to record tomorrow's history and memories.

Larry Ashley

SAMF Board Member

Sea King Retirement 2018

John Orr

The Royal Canadian Air Force officially bade farewell to the Canadian Sea King helicopter during a ceremony held in Victoria, British Columbia, on Saturday, December 1, 2018.

Over the years, the arrival of a replacement helicopter had long been promised but, for a variety of reasons, political as well as technical, never achieved. In fact, the delayed arrival of a replacement aircraft grew into a standing joke in the Sea King community and the helicopter's continued service became the focus of several articles in the press which sought to criticize the procurement processes of the Government of Canada.

In February 2013, Colonel Ian Lightbody, then Commander 12 Wing, wrote a rebuttal to one of these articles which appeared in the National Post and was penned by Messrs. Michael Byers and Stewart Webb. Byers and Webb referred to the Sea King helicopter as "unsafe" and speculated that "...their dilapidated condition poses a daily threat to the lives of Canada's naval aviators."

In his reply, Lightbody carefully dismantled each of the "facts" presented by Byers and Webb and concluded by stating that:

"When [the Sea King] does retire, we will not be ushering the Sea King shamefully out the back door. Rather it will be accorded a place of honour with a ceremony befitting any veteran who has served Canada with honour in so many conflicts."

Fast forward a few years and Colonel (Ret'd) Lightbody, now retired from the Air Force, found himself as the Chairman of the Sea King Retirement Committee planning for the official retirement of the Canadian Sea King. Talk about karma!

Over several years, the Committee laboured long and hard, taking care of the myriad of details involved in planning an event of this significance and complexity. Finally, the call went out for those who had supported, maintained or flown the Sea King to come to Victoria to celebrate the 55 years of the Canadian Sea King's service to Canada and Canadians. And they came; "The Good, The Bad and The Ugly." (You know who you are!)

The 'pre-action calibration' was a Meet and Greet on Friday at the Naden Wardroom Officers' Mess. All eras of the Sea King community were in attendance – even some who were there at the very beginning. The sea stories, polished over the years in maintenance spaces, ready rooms, and bars around the world, came tumbling out. "Do you remember old so and so?" "Did you hear the one about ...?" And on and on.

Finally, the Meet and Greet broke up in preparation for the main event on Saturday. First up was a formal parade with the standards of all three Sea King flying squadrons proudly marched on to the hangar deck at Arundel Castle, 443 Squadron's home and the current Hornet's Nest. Following an inspection of the parade, both Lieutenant-General Al Meinzingler, Commander RCAF and Rear-Admiral Art McDonald, Deputy Commander RCN, addressed those on parade and in the audience. Both set a rare high standard – but how can you go wrong by praising the Sea King and its 55 years of service?

Following the parade, the hangar doors were opened and as those in attendance moved outside, a three-ship Sea King formation flew by. This was it! The last chance, for most of us, to say good-bye to our trusty, venerable Sea King. When the 12 Wing Pipes and Drums played "Auld Lang Syne" and the helicopters saluted those on the ground, there was nary a dry eye and many lumps in the throat.

That evening, also at Arundel Castle, more than 500 of us sat down to a Gala Dinner and had a superb meal in the unique surroundings of the squadron hangar. (Now we know why the hangar is so large.) Following the usual preambles, there were several addresses. Lieutenant-General (Ret'd) Larry Ashley regaled us with accounts of how the Sea King community was really a family and that our success was driven by the closeness of that family and its interconnections. (See the remarks about The Good, The Bad and The Ugly above.) Major-General (Ret'd) John Madower then gave a stirring tribute to the Sea King maintenance personnel and their key role in the Sea King's many achievements. Colonel (Ret'd) Brian Akitt reminded us that our history came at a cost – and we raised our glasses to those of the Sea King Community who gave their lives in the service of their country over the years. And finally, Colonel Sid Connor, the Commander 12 Wing, wrapped things up by paying tribute to the excellent work done by the Sea King Retirement Committee in planning and executing the ceremony.

As the evening wound down, various groups had their photos taken in front of the two Sea Kings which had been carefully chamfered up ('cleaned up' in sailor talk) for the occasion and flanked the speaker's podium. Intriguingly, Sea King CH12417, in its retro RCN paint scheme, was by far and away the most popular backdrop.

At last, the retirement ceremony ended and people returned to their home stations, saddened by the thought that such a stalwart warrior of the RCN, CAF, and RCAF was being retired but heartened by the fact that the Sea King Retirement Committee had managed to pull off "...a ceremony befitting any veteran who has served Canada with honour in so many conflicts."

BRAVO ZULU Sea Kings.



This is the pipe band just before the final flypast.
They played Auld Lang Syne... there wasn't a dry eye in the house...



The following personnel, former members of the
Canadian Sea King Community, have lost their lives on flying duties:

22 December 1964

Sub-Lieutenant A.L. Alltree
(Exchange duties, USCG)

21 March 1974

Lieutenant (N) K.J. McDonald
(Exchange duties, RN)

1 February 1976

Captain Paul Bow
(CFB Bagotville)

17 November 1977

Captain David Breen
(417 Squadron)

21 September 1982

Captain Stan Jespersen
(414 Squadron)

16 November 1982

Captain Terry Harper
(435 Squadron)

18 July 2002

Captain Julie-Ann Mackenzie
(444 Squadron)

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