



HMCS Shearwater the birthplace of
Canadian Naval Aviation from 1948-1968

REMEMBRANCE DAY Contest



Congratulations 1st place- Primary Color Remembrance Day Poster Contest goes to

Arianna Jessy Earle-DePetris

The contest was held by the Royal Canadian Legion

Centennial Legion Br. 160

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Submissions: Text submissions can be either paper, email or electronically produced in Word.

We will format the text for you. No need to centre headings, indent paragraphs etc. Graphics are best submitted electronically; they should be 300 dpi and a .tif file. A jpg file at 300 dpi is acceptable if no compression is used.

We will attempt to use any pictures, whatever the format. NOTE WELL: When sending mail of any kind, newsletter articles, letters, membership renewals, donations etc., please ensure the envelope is addressed correctly to:

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 or SAM Foundation 12 WING PO BOX
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Deadlines for receiving submissions are:
Spring 1 March
Summer 15 June
Winter 15 October

Stories should be no more than 6 pages long. Send only when you have finalized.

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COVER PHOTO: Shearwater Aviation Museum Archives.

Inside Front: Drawing of remembrance / Contest Winner by:
 Arianna Jessy Earl-DePetris

Inside Back cover: Shearwater Aviation Museum Archives

Back Cover Photo: Shearwater Aviation Museum Archives

****WE NEED YOUR SUBMISSIONS.**
 Please send us your stories, pictures etc. We look forward to hearing from you. Any opinions expressed herein are deemed to be those of the author(s) and do not necessarily reflect the opinions of the Shearwater Aviation Museum Foundation, its members, the Shearwater Aviation Museum and or 12 Wing Shearwater.

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Welcome 12 Wing Commander Colonel Patrick MacNamara



Colonel Patrick MacNamara joined the military in 1990 and after attending both the Royal Roads Military College and the Royal Military College, graduated in 1994 with a Bachelor's degree in Mechanical Engineering.

Upon receipt of Air Navigator wings in 1995, he was posted to 443 Maritime Helicopter Squadron (MHS) in Victoria where he was employed as a CH-124 Sea King Tactical Coordinator, Crew Commander and Standards Officer. While at 443 MHS, he deployed in various HMC ships including Regina, Calgary, Huron and Protecteur.

Selected for the Aerospace Systems Course in 2001, Colonel MacNamara proceeded to Winnipeg for one year and then on to National Defence Head Quarters in Ottawa where he was employed in various roles within the Directorate of Air Requirements.

In 2007, he was selected for the Joint Command and Staff Program in Toronto where he earned a Masters in Defence Studies.

Returning to the Maritime Helicopter Community in 2008, he was assigned to 423 MHS, where he served as the Air Detachment Commander in both HMCS Athabaskan and St-Johns.

In 2009, Colonel MacNamara was appointed Commanding Officer of the Helicopter Test and Evaluation Facility where he was charged with refining the acceptance testing for the CH-148 Cyclone and advancing the capabilities of the CH-124 Sea King.

In 2011 he was posted to Ottawa as a member of the Vice Chief of the Defence Staff Chief of Programme team in National Defence Head Quarters. In 2013, another move back to the west coast saw Colonel MacNamara appointed Commanding Officer of 443 MHS. Upon completion of his command tour in 2015, he was posted to the Netherlands as the J5 Air planner at NATO Joint Force Command-Brunssum.

Returning to Canada in 2018, he was assigned to the Strategic Joint Staff as the lead for Domestic and Asia-Pacific Strategic Operations which included the Canadian Armed Forces involvement in various natural disaster operations as well as the initial COVID-19 pandemic response. Promoted to his current rank in 2020, Colonel MacNamara assumed the role of Director General Coordination of the Strategic Joint Staff.

Remembering Stalker 22

It's safe to say every member of the Maritime Helicopter community—across the country and beyond—can tell you where they were when they heard the horrible news of the CH-148 Cyclone crash off the coast of Greece on April 29, 2020. It is now two years since what is known as the Stalker 22 tragedy, a reference to the helicopter's call sign and aircraft number 822.



The memorial cabinet at 423 Maritime Helicopter Squadron with portraits of Master Corporal Matthew Cousins, Sub-Lieutenant Matthew Pyke, Captain Maxime Miron-Morin, Captain Kevin Hagen, Sub-Lieutenant Abigail Cowbrough, and Captain Brenden MacDonald. Photo Master Corporal Ian Thompson, 12 Wing Imaging Services.

Now, when you arrive at 12 Wing, there are multiple tributes to the fallen aircrew and sailors who lost their lives in the crash.

At 423 Maritime Helicopter Squadron, through the main entrance and up the stairs to a central hallway, there is a memorial cabinet with photos of Master Corporal Matthew Cousins, Sub-Lieutenant Abigail Cowbrough, Captain Kevin Hagen, Sub-Lieutenant Matthew Pyke, Captain Brenden MacDonald, and Captain Maxime Miron-Morin. An internal tribute to lost colleagues and friends.



The entrance to 12 Wing where members of 12 Wing and the public created a memorial space after the Stalker 22 crash on April 29, 2020. Photo: Aviator Olivia Mainville, 12 Wing Imaging Services.

The Shearwater Aviation Museum (SAM) has also created a tribute for the public to visit. It was an effort to preserve the outdoor memorial at the entrance to 12 Wing, where members of the public and military personnel dropped off flowers, teddy bears, and markers with names of the fallen following the crash. In the fall of 2020, the SAM coordinated imagery of the outside memorial before moving all the objects inside to recreate a dedicated exhibit space on the second floor of the museum. The intent is to provide a quiet space for people to come and remember once COVID-19 restrictions have lifted and the museum is open again.



The Shearwater Aviation Museum created an exhibit to preserve the outdoor memorial at the entrance to 12 Wing. Photo Master Corporal Ian Thompson, 12 Wing Imaging Services.

Across the street from the museum is the Shearwater Aviation Park, a collection of vintage aircraft and various monuments for significant events that have taken place at 12 Wing over the years. Here you will find, with no limit to public access, a six-sided monument dedicated to MCpl Cousins, SLt Cowbrough, Capt Hagen, SLt Pyke, Capt MacDonald, and Capt Miron-

Morin. Each spring, we hope to see six cherry trees planted in their honour, bloom for family members, 12 Wing personnel, and the public to see when they visit.



The Stalker 22 monument at the Shearwater Aviation Park is engraved on each of its six sides with the names of Master Corporal Matthew Cousins, Sub-Lieutenant Matthew Pyke, Captain Maxime Miron-Morin, Captain Kevin Hagen, Sub-Lieutenant Abigail Cowbrough, and Captain Brenden MacDonald. Photo: Corporal Mitchell Paquette, 12 Wing Imaging Services.



The plaque inscription in front of the Stalker 22 memorial monument in the Shearwater Aviation Park. Photo: Corporal Mitchell Paquette, 12 Wing Imaging Services.

With a focus on support for the families and members of the Maritime Helicopter community, we hope these memorials have helped the healing process over the past two years. COVID-19 restrictions have compelled the wing to adjust how it does things, but we have plans to hold a private memorial event in the future so the families and members affected can come together to provide support and have an opportunity to physically embrace one another now that pandemic restrictions are lifting.

In addition to the above initiatives, members of 12 Wing have also continued training and flying. We have examined our tactics, techniques, and procedures to create a new standard manoeuvre manual and we have overhauled our training syllabuses for several basic and advanced force generation courses.

We continue to deploy on important operations like Op REASSURANCE, Op PRESENCE, and Op LENTUS, supporting the Canadian government objectives internationally and domestically.

As we move forward, we will never forget the tragic crash on April 29, 2020. We will continue to honour our lost colleagues while implementing all the lessons we learned from deployments and the accident investigation.

“IT’S FOR THE SHOCK SIR”



It was 0650, on 29th May 1962, in the South China Sea, about 400 miles southwest of Hong Kong. I was returning to the carrier HMS ARK ROYAL after a night screening exercise in a Westland Wessex Mk. 1 helicopter of 815 Squadron. Looked like the start to a good day, the sun was shining, it was warm, and the carrier was in sight. The engine stopped. No bangs or grinding noises, no dropping oil pressure, no flames, no smoke, just silence.

We autorotated for a few seconds and hit the water, rolled right to break off the rotor blades (standard RN routine at the time), then got busy extricating ourselves. The Observer was having trouble jettisoning his escape window. The wire handle on the external handle was much thicker than normal, and it took all of us to finally break it free and pull him out very wet and very disgruntled. Then it was like a “wet dinghy drill”, inflate May Wests, inflate seat- pack dinghy, climb in, tie dinghies together, wait for rescue. A Westland Whirlwind, the RN’s version of our old H04S, appeared and we were soon on our way to ARK Royal. That’s when the saga really begins.

As we touched down, we were met by a “Welcome Home” party consisting of Commander Air, and eight large Royal Marines carrying four stretchers. At this point we were certainly wet but did not seem to have any physical problems. Mentally, the Observer was still very disgruntled about his escape window, but the rest of us seemed fairly normal. Despite our objection, Commander Air made it quite clear the Royal Marines would transport us to Sick Bay by stretcher. As I recall, he said, “Get your arses on the bloody stretchers”. While complying to this order, one of my Marines handed me a miniature bottle of Hennessy Brandy, the 1.5-ounce kind you get on airliners. He said: “It’s for the shock, sir.” We then careened down the flight deck to the aft elevator. I should note that I was hanging on for dear life, because even when running with a stretcher Royal Marines always keep in step, so the stretcher was bouncing wildly from side to side. I did manage to drink the Hennessy.

Down the elevator to 4 Deck and back entrance to Sick Bay Tiffies in a room that contained only a long bench and six bathtubs. We were instructed to shed our wet clothing and enter tubs filled with very hot water. The Sick Bay Tiffies departed saying they would be back for us in twenty minutes. Before they left, we were each given another miniature of Hennessy, with the explanation that “it was for the shock”. Assuming this was sound medical advice, I drank it. When the Tiffies returned, they had dry underclothing for us, plus new flight suits and boots. Then we were split up to be examined by Flight Surgeons. Mine proclaimed that I was fit, and sent me for final approval by the Principle Medical Officer, a Commander. The Flight Surgeon gave me another Hennessy, and a Flight Surgeon obviously was a medical authority so I drank that one too, plus the one the Principal Medical Officer gave me, just to make sure I was getting the maximum benefits to prevent “shock” what ever that was.

Next, we were off to the 815 Squadron Briefing Room to discuss our incident with the Squadron Flight Officer. In the Royal Navy, the Squadron’s Senior Pilot was also the Flight Officer. He greeted us with additional bottles of you know what, and we then began explaining what happened and filled in the A-25, the accident report made famous in a somewhat ribald Fleet Air song. I did notice that things were getting a little foggy, but we weren’t done yet, for our Squadron Commander appeared to take us to see Commander Air. He also brought new Mae Wests, new helmets, new flying gloves, and four little bottles. Up to Flying Control to see Command Air. He did not have Hennessy, but he did like an Irish whiskey called Tullamore Dew. As it did not come in little bottles, he provided it in water glasses. A substantial amount!

He then informed us that if a British gentleman fell from his horse he would immediately get up and mount the horse again. This was for his mental health, as it would quell his fear of falling in the future. With a solemn face he further stated that in his experience this was applied to Naval Aviation as well. Our Squadron Commander nodded sagely. Our attention was then drawn to the flight deck, where a Westland Wessex sat. I was to take my crew, man the Wessex, launch and fly around the ship and its escorts for thirty minutes then land. I endeavoured to point out that I was not a British gentleman, had never ridden a horse and had no desire to ride one in the future, and given the amount of alcohol that had been consumed it was highly unlikely I could mount one never mind stay mounted. Commander Air responded” Get your arses in that bloody helicopter”.

I don’t remember any of that flight, but we did manage to get back safely even though all four of us were more than “tipsy” after six bottles of Hennessy and a liberal glass of Tullamore Dew in less than two hours. The senior Pilot congratulated us on a “memorable” beat up of the ships present. The Squadron Air Engineer Officer claims I chased him down the flight deck and he had to dive into a sponson to avoid being hit by the Wessex. I vaguely recall the disgruntled Observer cheering. I have never had Hennessy since, but I must admit it does seem to prevent “shock”. The Tullamore Dew I still enjoy. In moderation of course.



John McDermott



From The President's Desk
A SICKLY SEASON

In the last three months there has been a continual parade of our old Naval Air colleagues to the funeral homes across our land. I have now reached that stage of my life where I personally know the vast majority of these fine folks who are now in the DELTA. Of the many who have passed in the last quarter there is one in particular whose career intersected with SAM. I speak of Francoise Delisle. He was one of my Flying Instructors at the old HU21 Squadron. He used to scurry around Shearwater gathering up anything and everything he could get his hands on, and piling it gently in a corner of the old H Hangar floor. These items were destined to live a second life in the Museum that he foresaw, and it was the twinkle in his eye. Francois, if you could see the museum today, I know you would be very pleased. Rest In Peace and Bon Voyage to the other side my old friend and colleague. And to my instructor who transitioned me from the yellow peril to the HO4S-3 (Horse), Don Neilly's Obituary was also in the paper a few weeks ago. Don was never an attention grabber, but he was one hell of an instructor on the old HORSE. He had much sea time under his belt as the SAR Pilot on the BV and we became pretty good friends indeed. RIP Don! And lastly, one of my Squadron Chief's passed just after Christmas, John Knudsen. John was the epitome of a great Squadron Chief in every respect. He was one of my predecessors at SAM by a few years, who used to spend hours in the museum and just loved it. His contributions to our success were huge, and we remember you for your Service and the great memories John. Short on words but an absolutely outstanding Squadron Chief and President of the SAM Foundation. You will be missed John K. Thank you for your service.

THE FUTURE OF SAM AND SAMF

The future of SAM and in particular SAMF have been on my mind recently. As we watched COVID march back and forth across the world during the last two years, it was even more painfully obvious that something was going to have to be done to resolve the issues that we are currently living through. Soon there will be precious few of us left. So, what can we mortals do to ensure that our fine museum remains intact and growing. I doubt there is much danger of being moved to Greenwood or the west coast, which had popped its head up at one point in the last 20 or so years. So, I believe we needn't worry about where the community will be. Next to the ships of course. But what can be done to ensure our fine museum continues to prosper. In addition to having interested people volunteering at SAM, I am personally concerned with our Hangars and facilities.

In the past, and surely part of my mandate during the last four years has been just this question: how do we survive in the era of so many of our members passing so quickly these days? We are down to less than 1/2 of the membership we had when I arrived on the scene at SAMF, where our membership dues and raffles and other fund-raising activities were a major portion of our fundraising for expanding our collection and maintenance of the hangars we have, and remain so at this time. Not very long ago I popped this question to Christine Hines, our terrific Curator at SAM. She is an experienced exhibit coordinator and has learned bunches about our strong Naval connections which tie us to the fleet. I mentioned some of my concerns, whereupon she told me "What's been happening at with Construction Engineering over the last few years". DND infrastructure is now managed by the Assistant Deputy Minister (Infrastructure & Environment), who has a local/regional office, at each Base and Wing-on our case Real Property Operations (Atlantic), which

replaces Construction Engineering as you'll recall it, and centrally manages new and existing infrastructure, repairs and improvements.

This is a seed change in NDHQ, and Christine arranged a briefing for me with the 12 Wing OPI for these new study results which are now in print. And the news is not all bad in my opinion. The gist of the presentation was that museums and other entities housed in DND-owned buildings cannot use donated funds for maintenance, upkeep, and new buildings to house their activities, as these items will be funded publicly, but within available funding envelopes and on a priority basis. I was actually quite encouraged, as looking from it from an NDHQ perspective (where I spent three years of my career learning the ropes) I saw the possibilities as quite encouraging for our museum's future in terms of value-added, developmental projects that we will see immediate returns on investment. I believe we will see a change in "how business is transacted" across the service and the Canadian Government writ large as time unfolds. I personally think there will be tremendous changes across the whole of government that will allow us to survive. The mandate we now have is that there will be opportunities for us to financially participate with other partners to continue to grow our collection of items on our shelves, Exhibits on our hangar floors and in the Air Park just outside our main doors on Bonaventure Avenue. And isn't that what we're all engaged in this for?

In essence we are just at the beginning of a new era in public financing of ALL Government infrastructure, no matter the Department. Real Property Operations (Atlantic) at CFB Halifax will continue to look after regular maintenance and emergencies in its span of control, as well as adjudicate and prioritize new work orders, against those of like organizations, rather than an operational unit. So, stay tuned on this frequency and when we get a bit more news it will be passed along. I am feeling a small sense of relief however, and a lot less pessimistic, having had this briefing from the OPI's at both Shearwater and our mothership at CFB Halifax.

NEW EXECUTIVE MEMBERS AT THE BOARD OF SAMF

We have been blessed by new arrivals at the Board of Directors of SAMF. We lost some very good people who I wish to personally and publicly thank for all their hard work at guiding our fundraising and oversight of our organization. LGen (Ret'd) Larry Ashley, LCol (Ret'd) Chuck Coffen, and Carol Shadbolt have all departed in most cases after serving SAMF for a number of years. Joining are Bob Stewart, Jason Miller, Mark Chapman, and Eric Veillette and our new BAMEO at 12 Wing, LCol Matthew Maxwell. We look forward to your ideas and wise council as we proceed through the next few years.

A PRAYER FOR THE UKRAINE

While it is yet early days in the horrible conflict that has been playing out in the war between Russia and the Ukraine, I am quite impressed with the Ukrainian Army's successes on the battlefield against a far superior in numbers foe. They have been assisted by the west in supplying them with some pretty effective weaponry, the Ukrainians have already slowed this massive army they are facing to a halt. I ask you to join me in prayer for those lost in a seemingly senseless conflict, and that something actually comes of both sides showing a willingness to back down and fight their war over the business table. The entire world will not be able to take full breaths until the ongoing talks are successful. Our thoughts are with the millions who have fled with nothing but the clothes on their backs and their babies under their arms. God speed folks

John Cody
President, SAMF



Jorgen "John" Krogsgaard Knudsen

Last month I was sitting reading my email from various points of the compass, when my eyes fell upon the following obituary. It grabbed me quickly, as John and I enjoyed a very special relationship. Every Squadron Commander says the same thing as he is leaving, and that mention of the very special relationship that they enjoy with their Squadron Chief. I was able to watch John in his "no mess, no fuss, no problem mode" as we were mounting an operation somewhere around the Christmas break period. The operation went ahead as scheduled, and was quite successful. It was a huge job that John did, while he was still lovingly watering his small cactus collection down in his office. It underscores the point for me that in every operational outfit, there is someone who knows just how much to pull on the various strings that are built into our CF systems. John Knudsen was that man in F hangar. Nothing was ever too big, too arcane, or too far fetched for John to know just where to go to get this or that to get the job done. He possessed an absolutely priceless leadership style with his troops and this translated over into a successful Squadron of Doers.

Fast forward to last fall when I had the occasion to visit my cousin Roger who was down at Oceanview Manor. I don't know if John saw me coming in or not, but as soon as I stepped into the hallway, there he was. Rolling up to me in his wheelchair, a huge big smile on his face, and his arm reaching out to me to exchange a very warm handshake. We chatted just like old times for a short time, until the attendants rolled up with Cousin Roger in his wheelchair. We parted with the usual "take it easy John — you as well John" jargon which we find out we tend to use more often as we gently go off into that sunset that awaits us all.

KNUDSEN, Jorgen Krogsgaard "John", CPO1, CD (Ret'd) – Age 79 of Eastern Passage, passed away peacefully on January 1, 2022. John missed the sea, so he left school to join the Royal Canadian Navy in 1960 and then became a Canadian citizen. He proudly served his country over a 34-year military career. After training in Cornwallis, John was posted to the HMCS Huron (the "old Huron"). He later completed his Radio Air course at HMCS Stadacona and HMCS Shearwater. He was then assigned to VS 880 Squadron, a tracker squadron in Shearwater and on the HMCS Bonaventure.

He also served postings aboard HMC Ships Provider, Fraser, Annapolis, Huron (the "new Huron"), Protecteur, Nipigon and Skeena. In between ship postings, he served various assignments at Shearwater and one at Maritime Air Group HQ in Halifax. Following his promotion to CWO in 1983, he was posted to CFB Cold Lake to work on the CF-18s until 1985 when he returned to Shearwater as Chief of several detachments before becoming BAMEO Chief. A man of few words, he described his job to civilians as "I fix aircraft". He was most proud of his tenure as Base Chief at CFB Shearwater from 1989 to 1992.

John was very active in community and military affairs where he served in various leadership roles. He was a Scout leader becoming a member of Nova Scotia and Halifax District Council and District Staff. He and Thelma revived Scouts, Cubs and Beavers in Eastern Passage in the late 1970s. He was active in the Eastern Passage Ratepayers Association and served on the Board of Directors of the Eastern Passage Credit Union. During his retirement, he was a member of the Royal Canadian Legion Somme Branch (Dartmouth, NS), and for many years he was part of the organizing committee and colour guard for the Battle of Britain and Battle of the Atlantic ceremonies. He was involved with the Air Force Association and served as President of the Shearwater Aviation Museum Foundation. He was an avid gardener, taking great pride in the appearance of his property on Shore Road, for which he and Thelma won many awards.

John you will be missed.
John Cody



FROM THE CURATOR'S DESK By Christine Hines

Upon returning from Christmas leave, we found that CFB Halifax had gone back to phase maroon, the most restrictive phase we have been in since March 2020. While we had to schedule the few staff, we had to work at odd shifts, as we couldn't all be in the office at the same time, our small team still managed to have a productive winter. Heidi Schiller, our contract archivist completed her arrangement and description project on our collection of Royal Canadian Naval Air Service document collection. We are most grateful for the assistance of the Provincial Archive Development program and the Province of Nova Scotia for their support of this project.

Taking advantage of the winter months, we rolled up our sleeves, getting elbow-deep into a couple of inventory projects. Getting back to collections management basics, we took on an inventory of our flying helmets and related life-saving equipment. Taking advantage of the space we have, we laid out the helmets, and updated cataloguing records, photography, and condition reports for the helmets. The modern Gentex helmets contain modern materials, in terms of foam, rubber and other synthetics that are difficult to preserve and withstand the test of time. Special thanks goes out to Colin Stephenson and the Air Show Atlantic team who loaned us their photographic studio to allow us to take updated photographs of the artifacts. Our next inventory project was to support a relocation of our large, rolled, oversized maps, plans and general arrangement drawings for ships and aircraft. Exhibit technician Don Calder created a racking system on the wall of the library and archives using recycled materials to provide better access and safe storage of these oddly sized materials, allowing Lisa Bullen, our Library Technician, to inventory the materials, rewrap them and update locations and cataloguing data.

Final preparations are in progress for the installation of the Lt(P) Barry Troy exhibit around the ; Covid restrictions prevented quick progress on this project, but the panels are done and ready to be printed. Once we are able to reopen, installation of the exhibit should proceed fairly quickly: stay tuned to this space for installation updates!

While we cannot say when we will be able to reopen to the public, we definitely are hoping to catch the visit season this year; fingers crossed. We have several new initiatives expected to rollout this year that will help us with better service delivery, so stay tuned for some project announcements periodically after we reopen.

Thank you for your continuous support despite our Covid closure! We look forward to welcoming you back to the museum as soon as we reopen!



The Shearwater Aviation Museum Gift Shop 902-720-1083
giftshop@shearwateraviationmuseum.ns.ca



Assorted Hats \$20



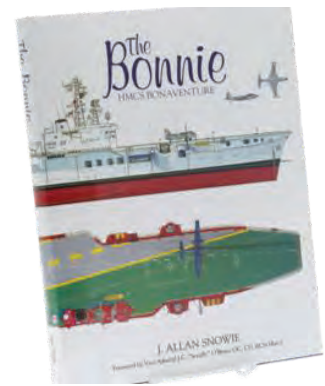
\$18 Bonnie Coin



Assorted Pins \$5



Blazer Crest \$23



Bonnie Books \$4



Assorted Clothing



Stalker Patches \$10 each

Models, Books, Photos available



Bracelet, Earrings
and Pendant
\$50 set

Sold separately
\$20 each

Made by local artist

Holly Adams
of Hollydrops
Cole Harbour



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By: Peter J. Robichaud

'Bonnie & Her Escort'



HMCS Bonaventure RCN

1957 - 1970



Bonnie Poster
\$25 each

By local artist
Peter Robichaud
Halifax

SPIN ME A DAT

When the following story was forwarded to the editor it was accompanied by the following: Note to the Editor: - When Tolstoy handed in his great work 'War and Peace' to his publishers, they said, "We can't print that crap." So don't you make the same mistake!!

DID WE REALLY WIN THE WAR? If anyone asked me the abiding memory of my days as a TAG, I would have to say it was the day I helped to put most of the North Atlantic Fleet out of action. It was like this

We were on a communication flight in a Sea Otter and were asked to pick up an Admiral and fly him to the Clyde where most of his Fleet lay.

It was a cold, wet and windy day, so we dressed the old boy up in a borrowed helmet and flying jacket, stuck him in a seat and took off. As we flew towards Glasgow, I tried to impress him by twiddling dials and pretending to send messages, but I don't think he noticed as he had a tendency to nod off.

Suddenly the engine started to smoke and splutter before stopping completely. We started to lose height rapidly so I sent out an SOS, or whatever one does on such occasions. I got ready to get out quickly without an 'after you' to the Admiral, who was looking more than a little concerned.

Luckily, however, the Clyde appeared on the port side and the pilot turned, dived and managed to get it down in the middle of the sea lane. It was a near thing. Some of you may recall that landing an Otter on rough water can be likened to landing a dustbin on a gravel path. You feel the bottom is being ripped out and by the look on the Admiral's face he seemed to think the end was nigh.

As we came to a stop and I opened the hatch, he suddenly came to life. Pushing me aside and much like Corporal Jones in Dad's Army, he said, "Don't panic - I'll take over." Well, I wasn't exactly panicking, I had a Mae West and a rubber dinghy, and he had nothing. I thought it was wiser not to point this out to him.

Looking out I could see we were drifting amidst a virtual forest of ships - big ones, small ones, some anchored but most coming and going within a few yards of us. "It's alright", said the Admiral, "they are all my ships, I'll soon get some help." He struggled to stand up as we

pitched and tossed on the wind-swept water. Waving his arms, he shouted to passing ships to throw us a line, or take us in tow.

Unfortunately for him, it was impossible for the ship's crews to know he was an Admiral, THEIR Admiral, for he was still wearing the flying jacket and helmet. With the usual RN courtesy to the FAA they just gave us the 'up you' gestures or called out 'get some time in', 'get stuffed', or other naval niceties as they sailed past. By now, you may have guessed, that the Admiral was not very pleased. In fact, he was hopping mad, if a man perched on a rocking plane can be so described. Such were the elements on that day that I had to hold his legs to prevent him falling into the water, as he waved his arms in a primitive form of semaphore.

"Gunner," he bawled, for we were not yet on first name terms. "Get the names of those bloody ships. I'll court martial every bloody Captain in the Clyde," as another frigate swept by hooting and cheering. "I'll have every last seaman on that Bloody boat on a Bloody charge before they eat their Bloody breakfast." Bloody, it seems, was his favourite adjective.

I started to offer helpful suggestions but he wouldn't listen. I didn't argue. You don't with angry admirals, and anyway, I was beginning to enjoy myself. "There goes that idiot Campbell," he howled as a destroyer swept past majestically.

He exploded, "Gunner, get your pad, put his name down. By the time I've finished with him he won't be ranked high enough to command a Bloody tug boat. And that moron Benson", this was the captain of a frigate whose deck hands were particularly abusive, "he'll never go to sea again, Bloody wavy navy, part timer, put his name down". If he didn't know the captain's name he called out the name of the ship. The list steadily grew, Captains, Commanders, destroyers, frigates, corvettes, and even a passing submarine. Now and again, he would shout, "Underline that one Gunner, he's a Bloody part-timer." By now he was red in the face and his language was what you might call salty in the extreme. Finally, a small boat manned by civilians came out of the dock area and towed us in. His humiliation was complete.

There was murder in his eyes. "Give me that list, Gunner," he said as he staggered ashore. "I'll hang the whole Bloody lot of them. Think of it", he screamed, "rescued by a boatload of Bloody civvies in the middle of my own fleet. I'll be the laughing stock of the whole sodding Navy." It's not often that one gets taken into an Admiral's confidence, so with a bit of boot licking I said, "Disgraceful, how dare they! What is the Navy coming to?" I thought to myself, here comes a gong or at least a mention. But no, he was more interested in taking things away from Captains than giving them to heroic TAG's. As he took off his flying gear, enough gold braid was exposed to frighten the entire Navy and I began to regret that I hadn't added my CO's name to the list. I had a score to settle with him. Looking at the Admiral's departing figure, I didn't hold out much hope for the poor devils on that list. I never did get a medal for that day's work, and I never did meet another Admiral in the course of duty; but a week later, when back at base, I noticed a disgruntled matelot cleaning out the heads who looked suspiciously like a certain Captain of a passing frigate. Of course, I may have been mistaken.

* Eddie Mortlock

Story sent in by: Tom Copeland

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Turkeys and Torpedoes

Leo Pettipas and Ernest Cable

When Canada signed the NATO agreement in 1949, it accepted responsibility for surveillance of the Canadian Atlantic (CANLANT) area, a NATO sub-area extending from the east coast to mid-Atlantic (40° W longitude) and south of Nova Scotia to 40° N latitude. NATO was very concerned about the massive expansion of the Soviet submarine fleet and requested the Canadian government to specialize in anti-submarine warfare (ASW) in the CANLANT area. The Royal Canadian Navy (RCN) was assigned prime responsibility for surveillance of the CANLANT area and immediately started to rebuild its demobilized wartime ASW capability. During the Second World War the RCN was impressed with the success of aircraft working in concert with surface vessels in ASW actions and embarked on a program to establish a Canadian naval air arm. Its first ASW aircraft, the British Fairey Firefly, was fraught with problems, forcing the RCN to re-equip its Air Branch with American Grumman TBM-3E Avengers. The TBM-3E was a very successful torpedo bomber built for the US Navy (USN) and was readily available from its Second World War surpluses. The “M” in the TBM-3E designation indicates the group of Avengers purchased for the RCN was built under licence by General Motors. The Avengers were larger and not as agile as contemporary fighters and were affectionately referred to as “Turkeys”.

However, the Avenger torpedo bomber was designed to attack surface vessels and not particularly suited for ASW, and so arrangements



An RCN pre-conversion TBM-3E torpedo-bomber.

were made with the Fairey Aviation Company of Canada Ltd in Dartmouth, NS to convert the aircraft from an anti-surface torpedo-bomber to an anti-submarine aircraft. At first blush, this wording implies the abandonment of “torpedo-bombing”; however, this paper describes how the re-rolled Avenger continued to use the torpedo, colloquially known as a “fish”, during the early Cold War.

An undated late-1940s prospectus on carrier-borne anti-submarine aircraft stated the requirement for “passive or active homing weapons” (sic) torpedoes. A torpedo consists of four components; a non-air breathing motor that

drives the propellor(s) in the tail section, an explosive warhead in the middle section, a guidance system in the nose section that detects the target and controls the rudder and diving planes, and a parachute pack attached to the tail section to slow the torpedo's forward velocity after release from the aircraft and ensure a slightly nose down attitude during water entry. Upon entering the water, the parachute automatically separated from the torpedo. The guidance system in a passive torpedo silently listens for the sound made by the target's churning propellers and homes the torpedo to the propellor noise, whereas an active torpedo locates its target by overtly transmitting sonar pulses and homing on the return echoes from the target's hull. The USN used such ordnance in the Battle of the Atlantic against German U-boats to good effect during the Second World War. Homing torpedoes were classified "Secret" and to disguise their homing capabilities were publicly referred to as "mines". Initially, there was a high failure rate with homing torpedoes. Until the problems were resolved, aircrews were forbidden to drop homing torpedoes on surfaced or diving submarines (coning tower still awash) to prevent errant torpedoes from being recovered and reverse engineered to develop counter measures. Consequently, crews were ordered to attack surfaced or diving submarines with depth charges (bombs fused hydrostatically to detonate at pre-set depths) only. Improvements to propulsion and guidance systems in the early rudimentary torpedoes have led to today's more sophisticated torpedoes that are the primary anti-submarine weapon for surface, sub-surface, and air forces.

The RCN Avengers modified by Fairey Canada for their ASW role were designated the Avenger AS 3. The original TBM-3E bomb bay electrical circuitry permitted six depth charges to be dropped in train or singly, similarly, homing torpedoes could be dropped singly. As a precaution, the circuitry prevented depth charges and torpedoes from being dropped together to prevent mutual interference and weapon fratricide. Early aircrew assessments of the modifications made to the AS 3 Avenger bomb bay were decidedly negative and judged to be completely unsatisfactory. The circuitry enabled six depth charges to be dropped in train or individually, as could a single torpedo; however, if a mixed load of one or more depth charges and a torpedo was uploaded, it was possible to inadvertently release all at the same time. Accordingly, the new electrical circuit modification was removed and restored to that of the TBM-3E, with the torpedo release circuitry wired directly to the torpedo shackles in the bomb bay.

Whether or not these recommendations were acted upon back in the day is of no real consequence here; what is important in the foregoing paragraph is the obvious reference throughout to homing torpedoes. The "fish" were here to stay.

The Mk 43 Mod 0 torpedo was designed in 1948 and first entered service with the USN in 1950. Only about 500 were manufactured before they were replaced with the Mk 43 Mod 1 and Mod 3. These first entered service with the USN in 1952 and shortly thereafter with the RCN and RCAF.

Generally, torpedoes were not carried on training missions. However, once, or twice per year inert training torpedoes were uploaded in ASW aircraft and dropped against cooperative live targets, usually British or American submarines. The torpedoes were rendered inert by replacing the explosive warhead with an equivalent weight of ballast. The target submarines had protective cages built around their propellers so that a torpedo strike would not damage the screws. The submarine hulls were built to withstand the extreme pressure of the ocean depths, so a torpedo without a warhead simply rebounded off the hull then surfaced to be recovered and reused— at least, that was the theory; there is the famous photo of a cheesed-off submarine Captain sternly gazing at a Mk 43 torpedo embedded in his conning tower which was not part of the more robust pressure hull.

Training also included uploading torpedoes with live warheads for several reasons: first, it gave a statistical sampling of the effectiveness of torpedo maintenance practices and serviceability rates after lengthy periods in armament storage bunkers. Also, it refreshed aircrews in the precautions for carrying live weapons especially

pre-flight arming, and post-flight de-arming and safety checks; but most importantly it gave the armourers refresher training in conducting pre-flight checks on the torpedo homing sonars, warheads, propulsion, and guidance systems and in the safety precautions for uploading live weapons into aircraft bomb bays. The same experience was repeated in downloading after flight as live torpedoes were seldom dropped.

Some of the Avenger AS 3s were modified with Magnetic Anomaly Detection (MAD) gear and were designated Avenger AS 3Ms. The MAD sensed anomalies in the earth's magnetic field caused by large ferrous objects such as submarines. The MAD sensor was located in a telescopic boom that extended from the tail of the aircraft in flight to isolate the sensor from the aircraft's magnetism. When not in use the boom retracted into a housing along the port side of the fuselage. The MAD tactics used to attack a submarine with torpedoes are the most interesting aspect. If the course of the submarine was known from previous information, the pilot flew a racetrack pattern with one of the straight legs of the racetrack down the track of the submarine. If the attack was based on a visual sighting or a disappearing radar contact and the course was not known, a cloverleaf pattern was flown to search the area around the last-known position of the submarine. In either case, when the aircraft overflew the submarine, the MAD operator called "Mad Mark" and simultaneously ejected a smoke marker from the aircraft to mark the position of the submarine. Repeated "Mad Marks" left a trail of smoke markers indicating the track of the submarine, enabling the crew to set up for a torpedo attack. The pilot flew down the track to gain one last confirmation "Mad Mark" which triggered a torpedo release on the submarine's most recent position. The forward throw of the torpedo compensated for the distance the submarine traveled from the time of the "Mad Mark" to where the torpedo entered the water. An ideal torpedo drop placed the torpedo about 300 meters down track from the "Mad Mark"; if the submarine continued on its course it closed closer to torpedo, if the submarine turned to port or starboard to evade the torpedo its broadside presented a larger target to the torpedo's sonar.

During the "Cold War" the peacetime Rules of Engagement (ROE) limited own forces to locating and tracking unidentified submarines. The ROE prohibited own forces from attacking unidentified or possibly hostile submarines unless they were seen attacking friendly forces. As far as is known, the ROE were never amended to permit "Weapons Loose" during the Cold War. If the "Alert Status" increased during tense political situations such as the Cuban Missile Crisis, crews had to be prepared to implement in-flight changes in the ROE.



The Mk 43 air-dropped torpedo with which the RCN Avengers were armed featured a parachute retarding system to slow the weapon's entry into the water, thereby decreasing the contact shock to its system.

VS 880 West Coast Detachment, Pat Bay

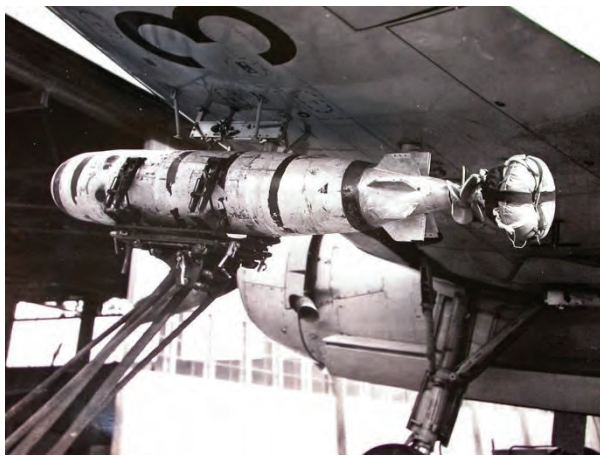
In January 1954, two Avengers from VS 880 were detached to the Patricia Bay airport near, Sydney, BC to participate in torpedo-running/proving/proofing trials at the navy's West Coast Underwater Weapons Range at Nanoose Bay. Subsequently, on 1 November 1954, the VS 880 Detachment formed the nucleus of a newly established VU 33 Utility Squadron at Patricia Bay. VU 33 provided aircraft permanently available for torpedo and weapon trials at the instrumented Nanoose Bay range as well as aircraft to provide air support west coast naval vessels.



Avenger AS 3 Mk 1 serial number 533349 was one of the aircraft that comprised the VS 880 West Coast Detachment.



Mark 43 homing torpedo installed in an RCN Avenger bomb bay.



A wing-mounted Mk 43 homing torpedo on NAVY * 349 of VU 33 at Patricia Bay.



NAVY * 349 on exhibit at HMCS Naden at Esquimalt BC. Note the depth charges loaded on the undersides of both wings.

Bay Bulls, Newfoundland

In February and March of 1954, Experimental Squadron VX 10 detached Avengers to Torbay, Newfoundland for cold weather trials on torpedoes and sonobuoys in Bay Bulls. The location was one of the very few places where the high salinity provided sub-zero water temperatures of -2° or -3° C without freezing. "Exercise Fieldmouse," carried out in March, involved tests of the British 18-inch Mark 30 air droppable torpedo. Two range vessels were dispatched in support of the test activities. The procedures involved levelling the aircraft out at 160 knots at an altitude of 150 feet and dropping the torpedo. The weapons ran satisfactorily, although like many contemporary torpedoes the batteries had to be heated in the bomb bay of the aircraft before being released.



One of the two AS 3 Mk 2 Avengers the Navy sent to Bay Bulls.





Torpedo preparation hangar, Torbay, Newfoundland, 5 May 1954. Both participating Avenger AS 3 Mk 2 aircraft are visible in this photo.

Conclusion

In sum, it can be stated that the RCN TBMs continued their USN legacy of carrying torpedoes, except instead of targeting surface vessels their new prey were submarines; and if the Cold War had turned hot there can be little doubt that the Navy would have deployed homing torpedoes in the execution of its chief mandate of anti-submarine warfare.

Helicopters Too

The H04S-3 (“Horse”) helicopters of Helicopter Squadron 55 were armed with torpedoes (one weapon per aircraft; see photo below).



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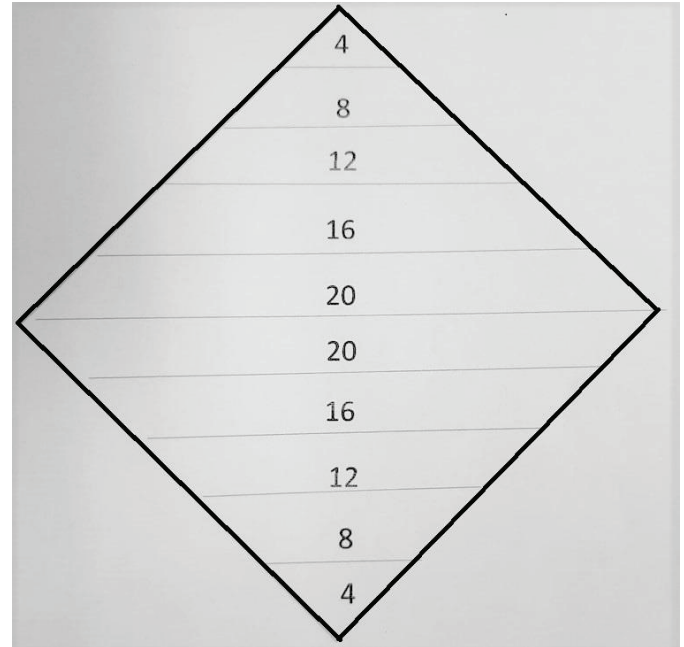
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Operation Limelight The RCN Avengers' Last Task

Leo Pettipas and Ernie Cable

The RCN Avenger

In the early 1950's, Canada agreed to provide anti-submarine warfare (ASW) forces to NATO in the event of a crisis or hostilities. When the British built Fairey Firefly ASW aircraft proved unsuitable for carrier borne operations the Royal Canadian Navy (RCN) replaced them with the American Grumman Avenger as the primary ASW aircraft. The Avenger acquisition was the first to break with the buy-British policy, and provided the RCN compatibility with the US Navy that also flew Avengers in defence of the North American seaboard. Operating the same aircraft as the US Navy not only simplified logistic support, but also eliminated a number of operational differences during joint exercises with Canadian and American squadrons and aircraft carriers.

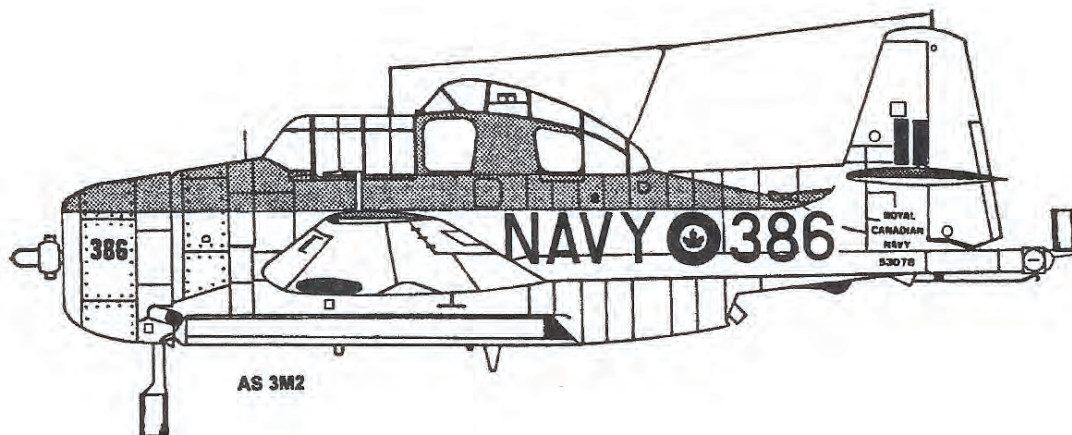
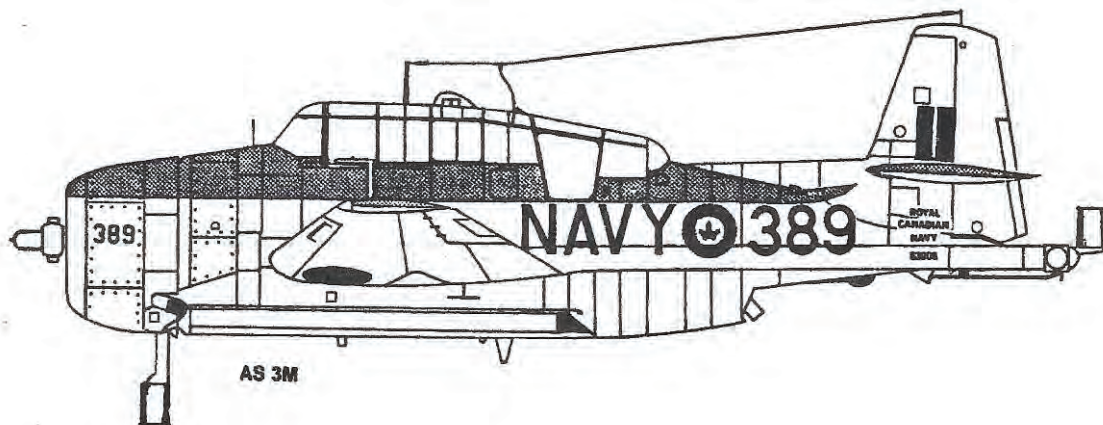
The RCN took delivery of the first of 125 former US Navy TBM-3E Avengers on 13 May 1950. The aircraft were delivered to Canada in two batches: 75 between May and November 1950, and the remainder between May and October 1952. The RCN's 826 Squadron ferried the first Avengers to the RCN air station *HMCS Shearwater* in early 1950 and by late summer the squadron had received its full complement of aircraft. In February 1951, 826 became the first squadron to embark with Avengers in the aircraft carrier, *HMCS Magnificent*. In June 1951, 825 Squadron, the RCN's second ASW squadron started conversion to the Avenger.

When the TBM-3E Avengers arrived at Shearwater they were configured as torpedo bombers painted in the US Navy mid-night blue paint scheme. Within six months of the Avenger's arrival, the Fairey Aviation Company of Canada in Dartmouth, NS completed the conversion of the first two torpedo bombers to the Avenger AS 3 configured for the ASW role. The Avenger AS 3 was crewed by a pilot, observer (navigator), and an observer's mate. At the completion of the modification program, 101 Avengers had been converted to the AS 3 version and refinished in the RCN's two-tone paint scheme, dark grey upper surfaces, and light grey lower surfaces.

From 1950 to 1957, the Avenger AS 3 and its variants formed the backbone of Canadian naval aviation both ashore and embarked in the aircraft carrier *HMCS Magnificent*. Between 1957 and 1960 the obsolescent Avengers were gradually phased out of service, allowing pilots and observer's mates to start training on the RCN's new and more capable ASW replacement aircraft, the CS2F-1 Tracker. The Tracker did not require an observer as the co-pilot in the Tracker performed the navigation duties. The observers were offered training in other air classifications.

VS 881 (formerly 826) was the first squadron to retire its Avengers followed by VS 880 (formerly 825), and VU 32, the training/utility squadron, was the last to surrender its Avengers. The Avenger AS 3M, a variant of the AS 3 modified with Magnetic Anomaly Detection (MAD) and Electronic Counter Measure (ECM) equipment, was among the last Avengers to retire to allow crews to become familiar with similar MAD and ECM equipment in the new Trackers.

Although, Commander (Air) flew the last flight in an Avenger on 13 June 1960, the Avenger's last official ASW operation occurred more than two years earlier, long before the last Avenger retired. In early October 1957, seven Avengers from VU 32 were assigned to OPERATION LIMELIGHT and with minimum notice to deploy to Gander, Newfoundland from 6 to 28 October 1957. The Avengers were tasked to investigate fishermen's reports of surfaced submarines in eastern Newfoundland. Rear Admiral Pullen, Flag Officer Atlantic Coast (FOAC) was concerned that Soviet submarines were using the various bays and fiords on the east coast of Newfoundland as operating bases. Normally, such an operation would have been assigned to the Avengers from the operational VS 880 and VS 881 Squadrons. However, both squadrons were in the process of converting to Trackers and did not have any observers on strength. The most expedient alternative was to send a detachment of Avengers from the training squadron where pilots and observers were still available in the Halifax area along with trainee observer mates from the observer school at Shearwater. Also, five HO4S helicopters from HS 50 were tasked to OPERATION LIMELIGHT and were flown aboard *HMCS Bonaventure* to be sea lifted to



The two Avenger variants that participated in OPERATION LIMELIGHT.

Botwood, Newfoundland where the helicopters operated from the former seaplane base. The task group flew every day, mostly in very poor weather conditions. The crews never spotted any submarines, but became well acquainted with rocks in narrow coves that looked like submarines. At the end of October 1957, the task group was disbanded, and the Avengers and helicopters returned to Shearwater.

Leo's Comments

I first read about OPERATION LIMELIGHT in Fred Hawrysh's article "The Last Operational Mission of the Avengers" published the 2014 winter edition of the Warrior. I was moved to write Jim Stegen, who was one of the Avenger pilots on LIMELIGHT, to clarify a few points mainly having to do with weaponry.

I was also interested in Ernie Cable's opinion, particularly as to why the Air Force wasn't involved in the operation. Ernie's RCAF experience ranges from an Argus navigator to commanding 405 Squadron (CP-140 Aurora) to Deputy Commander Maritime Air Group. He also served with the US Navy's P-3C Orion Update project at the Naval Air Development Center at Warminster, PA., and with the RCN on the Maritime Commander's staff as the Deputy Chief of Staff Operations/Deputy Chief of Staff (Air). In short, he is well versed in maritime aviation culture, heritage, and lingo writ large.

Note that several of my sentences are followed by numbers in brackets. These numbers correspond to Ernie's numbered responses in the latter half of the article. But first, a few further words on the participating Avengers.

Avenger Variants. According to Stu Soward's book "Hands to Flying Station Volume II," during LIMELIGHT there were two Avenger variants on strength at VU 32: the AS 3M and the AS 3M2. The latter was popularly referred to as the "camel back" because of the conspicuous Perspex dome mounted on the canopy above the observer's mate's mid-upper station. I have it on reasonably good authority (a participating memory) that at least one of the seven Avengers in the LIMELIGHT detachment was an AS 3M2; the majority would have been AS 3Ms.

Armament. On the question of armament, Jim couldn't recall the Avengers having been armed, and this is in accordance with Ernie's statement that during the Cold War maritime aircraft on reconnaissance operations would not have been armed. Parenthetically, Jim acknowledged to me that the Avengers arrived at the alleged sighting area about 24 hours after the tasking signal was received, so chances of finding a contact in our waters were pretty slim.

Jurisdiction. After members of the Royal Canadian Navy Volunteer Reserve (RCNVR) witnessed the major role played by the British Royal Navy Fleet Air Arm (RNFAA) during the Second World War, plans were made in August 1943 to establish a Canadian naval air arm modelled on the RNFAA. In August 1943, Captain (RCN) Lay released a report recommending the formation of a Canadian naval air service modelled on the RNFAA. In October 1943 a combined RCN/RCAF committee supported Lay's report recommending that the RCN

undertake the operation of aircraft carriers, tacitly confirming RCAF coastal operations with shore-based aircraft. It was decreed, at that time, not to open shore establishments for the Canadian carrier borne squadrons as RNFAA facilities could be used when operating in the eastern Atlantic and the RCAF could provide shore facilities for technical and logistic support when operating in the western Atlantic.¹ The RCN's post-war rebuilding program was heavily influenced by the success of British and American carrier aircraft working with surface ships in ASW actions during the Second World War. The RCN believed that a modern navy required an air component to complement its forthcoming new destroyer-escorts. The formation of the RCN's Naval Air Branch was approved by Cabinet in December 1945. The jurisdictional responsibilities as agreed to in the 1943 Agreement (sic) remained in effect until July of 1959.

The upshot of the 1943 agreement was that first-line RCN squadrons were not authorized to conduct ASW patrols while based at the Naval Air Section at RCAF Dartmouth (Shearwater), even during the periods when the carrier was temporarily unavailable (1). There was, however, the rare circumstance where practical considerations mitigated a variance to the provisions of the 1943 agreement. In October of 1951, 881 Squadron was flying ashore after a three-month carrier deployment when several of the crews spotted a periscope which could only have been a Soviet submarine. The sighting was reported after the squadron had landed at Shearwater and relayed to RCAF Greenwood. No RCAF Lancasters from Greenwood were available to respond, so a flight of Avengers was dispatched from Shearwater to search the area of the sighting. (2)

OPERATION LIMELIGHT must have been a further case in point, because the only two participating air units tasked to carry out the operation were land-based naval squadrons. And that was contrary to the 1943 Agreement, which was still in effect in 1957. It would be interesting to know, in the case of LIMELIGHT, the rationale for this departure from official policy. (3)

As for the larger issue, on 1 July 1959 the operational control of all Maritime Forces was placed under one (Naval) authority. (4) As a consequence, RCN operational aircraft (VS 880's Trackers and HS 50's ASW helicopters) could now be legitimately and routinely tasked with shore-based maritime surveillance patrols. It had taken just over 15 years for the Navy to finally reach an Agreement with the RCAF to routinely fly aircraft from shore bases to meet the operational requirements of the Maritime Commander.

Ernie's Comments

With the advantage of hindsight, the "submarine" sightings were probably breaching whales. However, in the Cold War context, naval planners were obligated to investigate the fishermen's reports to either verify the sightings or classify them as non-submarines. The rules of engagement during the Cold War prohibited the release of weapons unless crews witnessed friendly forces being attacked. In theory, all ASW assets (RCN and RCAF) should have been called upon for LIMELIGHT to document violations of Canadian sovereignty, and to initiate a

¹ JDF Kealy & EC Russell, A History of Canadian Naval Aviation, pg. 23

NATO response to foreign submarines operating clandestinely in Canadian territorial waters. Such events raised serious concerns for politicians and senior military leaders in Ottawa.

(1) The Navy was not interested in conducting shore-based patrols as it was not equipped with aircraft with sufficient range and endurance capable of patrolling the outer limits of the CANLANT Area of Responsibility 1,000 miles (1,600 km) from shore. The 1943 agreement recommended approval of a Naval Air Branch to conduct carrier operations. This evolved into providing carrier borne ASW and air defence protection out to about 200 miles (330 km) around naval task groups and convoys at sea, and to provide a sea-launched strike capability within the radius of action of embarked naval fighter aircraft. The 1943 agreement did not prohibit the Navy from conducting land-based training or emergency tactical sorties. It recommended approval in principle to establish a Naval Air Branch and its operational role and, more importantly, it provided the basis to request Cabinet for funding for naval aircraft and carrier borne operations; similarly, it tacitly confirmed the continuation of the RCAF's responsibility for conducting land based ASW patrols from the Canadian coast out to the mid-Atlantic. Having recommended approval in principle the formation of a Canadian Naval Air Branch, the 1943 agreement was obligated to recommend the Air Branch's roles to avoid duplication with the RCAF's roles and to ensure economy of effort during ASW operations in the North Atlantic.

The 1943 agreement recognized that the Air Branch would require shore bases from which to train and operate and offered up RNFAA stations while operating in the eastern Atlantic and RCAF stations when in the western Atlantic. RCN air and ground crews needed a shore-based facility such as RCAF Station Dartmouth for Aerodrome Dummy Deck Landings as a prelude to re-qualifying for carrier-deck landings and take-offs. The shore stations also provided unfettered access to coastal ASW and armament training areas to qualify crews before embarking in the carrier for operations. Similarly, the carrier flight-deck crews had to re-qualify in flight deck evolutions (spotting and securing aircraft on the flight deck, catapult launches, arrested landings, re-fueling and re-arming, etc.) before joining the carrier. In short, the Naval Air Branch was quite accustomed to operating at sea from shore bases. OPERATION LIMELIGHT was no exception to shore-based operations.

(2) First, I am curious about the statement, "Spotting a periscope which could have only been a Soviet submarine." From the air, most periscopes look alike, usually the telltale wake or feather trailing a periscope betrays the presence of a submarine but without any corroborating electronic or acoustic evidence, identifying the submarine's nationality based on a visual sighting of its periscope would be next to impossible. Any ASW crew stumbling across a suspected Soviet submarine should have immediately reported the sighting and tracked the submarine until relief aircraft arrived or until fuel reached the Prudent Limit of Endurance (PLE), forcing the aircraft to head for the nearest air base.

At the time of LIMELIGHT in October 1957, there were no longer Lancaster aircraft at RCAF Station Greenwood; the Greenwood crews had just completed conversion from their Lancasters to the new Lockheed P2V-7 Neptunes. Similar to the RCN crews converting from Avengers to Trackers, the Neptune air and ground crews were still training and not yet established to react to short notice tasking, so tasking them for LIMELIGHT was not an option.

(3) The 1943 agreement was just that, an agreement that the Navy would be responsible for providing carrier-based operations and that the RCAF would continue with land-based operations. The agreement did not prohibit the Navy from conducting operations from ashore, in fact, land-based operations were fundamental to the Air Branch's training regime. So, deploying Avengers and HO4S helicopters to shore bases for OPERATION LIMELIGHT was not a departure from any policy. In the absence of front-line operational forces, it was fortunate that pragmatism prevailed, and the Navy was able to cobble together an ad hoc group of aircraft and personnel to take part in LIMELIGHT. In fact, LIMELIGHT was not much different than a Shearwater based ASW training mission in an offshore training area.

(4) I am not aware of any change to operational control of maritime air forces in 1959. At that time the Flag Officer Atlantic Coast (FOAC) controlled all naval air resources, and Maritime Air Command Headquarters in Halifax controlled all training, standards, logistic support, and operations of RCAF maritime aircraft and air stations. The FOAC was the Commander of the NATO Canadian Atlantic Area (CANLANT) of responsibility and the Air Officer Commanding (AOC) Maritime Air Command was appointed the CANLANT Deputy Commander. Although Naval Air Branch and RCAF forces were controlled by their respective headquarters, involvement in NATO operations and exercises was coordinated by the two headquarters, which unfortunately were located in different buildings in Halifax. The unity of command of RCN and RCAF maritime air forces did not occur until 1968 with the integration of Canada's armed forces. Maritime Command (the integrated forces nomenclature for the former RCN) absorbed Maritime Air Command and the navy (Maritime Command) gained its long sought-after control of all maritime air forces. The rationale being that all maritime air and sea forces should be under the same command. However, this separated the maritime airmen from the collective doctrinal, technical, logistic, and operational air power expertise of the larger Air Force. Therefore, all of Canada's air resources, regardless of their previous army, navy, or air force affiliation, were organized into a single Air Command (integrated forces nomenclature for the former RCAF) in 1975.

Air Command divided Canada's air resources into functional air groups. Maritime Air Group Headquarters was collocated in the same building as Maritime Command Headquarters in the Halifax dockyard and shared the same operations centre. The Commander of Maritime Air Group reported to Air Command for administration, training, logistics, and operations, but was double hatted as the Maritime Commander's Chief of Staff (Air) responsible for the provision of maritime air forces. This organizational change created the first true integrated command of maritime air and naval forces.



Karen Collacutt-McHarg

Recap on the rafflebox 50/50 draw winners.

21/02/26 Peter Staley \$977, 21/05/26 Tom Copeland \$2187.50, 21/08/20 Buck Buckowski \$1145., 21/12/06 Chuck O'Neill \$1137.50, 22/03/25 Michael McFadden \$1650. Two more draws to go this year. Tickets sold online Rafflebox or call the office 902-461-0062

Our 500 Club tickets are now on sale \$100 per ticket and your name stays in for all the draws until the end of Aug 2022.

Our AGM (Annual General Meeting) will be held Wednesday June 15th at 10am, due to covid restrictions still in place at this time, we are unsure if it will be by Zoom or in person...more on this to follow.

Here is a salute to just some of the hard-working folks over the years. Your jobs were most important to getting them where they needed to go, keeping them in the air, to maintenance and meals and fire protection.





Photos of Sea King Helicopter Retirement



Thank you for your service



The Transport drivers were a sharp looking crew, from L to R - Martin Doyle, Carl Keddy, Gerald Ellis, Alphonse George, Les Shupe and Ross Daniels.



Thank you for your service