

WARRIOR

WINTERS 2013



Sea King's Celebrate
Their Golden Jubilee

VIMY Ridge

I stand and stare in awe and in amazement at the site before me. The land, on which 90 years ago, soldiers were fighting a war, crawling through dirt, rocks and mud with no loved ones around them to say goodnight or good morning to. The sounds of gunfire and explosions surrounding them, not knowing whether they would survive to the next day or not. The hardships they must have gone through....if only we knew, if only we could feel what they must have felt, we then might be able to comfort them from afar, but alas, nobody can even begin to imagine how it must have been for the young soldiers.

Darkness falls all around them and yet, it is still not silent....when will it end and how? For so many, it ends in tragedy, although more so for the loved ones they leave behind...even more of a tragedy when they have no name to associate with the remains and thus the headstone reads only "A Soldier of the Great War". So many families mourning their loss, but who are they speaking to when they visit the grave? Is it their son, husband, father, nephew, grandson.....or is it somebody else's loved one??!! We do not know, nor will we ever know, how very sad an ending it is. Endings to lives that have not yet even begun. I look at the stones that carry names and ages.... 18, 19, 20 years old. Some are a little older, but not much, and still much too young to have their lives taken away so soon, before ever having had the chance to experience life outside the battlefield.

I stand in the trenches and cannot begin to imagine what it must have been like. To be ducked down in the dirt, hoping to make it to the next day alive and unharmed, hoping that my friends and fellow soldiers around me also make it through the night, knowing full well that I have no control over where the next explosion will be and knowing that inevitably some, maybe me, will not see tomorrow.

I listen to the reading of the soldiers letters, some of which never made it home but instead were found in the pockets of soldiers, waiting to send their loved ones news from the battlegrounds. They are very deep and moved me as I have never been before. Some give me a feeling of what it must have been like for the soldier who has written the letter. Still, I will never truly know or understand what they went through, nor will I ever know the hardships they lived through. We can only hope for peace to come in the world....something that in reality I doubt will ever be.

Lest We Forget...

Written By: LS LeBlanc A.H.

I was deployed at sea for 6 months from July to December 2008. I had the honour and privilege to stand on parade for Remembrance Day at VIMY Ridge and Beaumont Hamel. I then subsequently visited the cemeteries while we were there. I was so extremely moved by the whole experience, I sat down to write my feelings and have decided to share them with everyone.

Thank you for giving me the opportunity to do so.....

Astrid



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

Sea King 50 years of Service marked by events in Halifax.

What was History in the making.

Eagles Soar over Somalia

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SAM Foundation

PO Box 5000 Stn Main
Shearwater, NS B0J 3A0

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To contact us:

samf@samfoundation.ca
kcollacutt@ns.sympatico.ca

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

Newsletter/Website Staff:

Editor:	Kay Collacutt
Nsltr Cover Designer:	Jamie Archibald
Photo Coordinator:	Ron Beard
Assistants	Patti Gemmell

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SEA KINGS 50 YEARS OF SERVICE MARKED BY EVENTS IN HALIFAX



Fellow Sea King admirers: our long awaited event has now come and gone. On behalf of the organizing committee, I wish to pass along our sincere thanks for the absolutely great turnout for Sea King 50. Some wonderful times were had by a group of old friends and many new memories were made. It was wonderful just to witness the reconnecting of long lost colleagues at every event.



While we will publish a full article in the Warrior in future, the purpose of this note is to let you all know how wonderful it was to see you all, and to just give a thumbnail sketch of the activities and their overall success.

It all kicked off with the book signing by John Orr, the author of PERSEVERANCE, the story of the last 50 years of Sea King operations. This event was joined partway through by Sergei Sikorsky, and it was quite a sight to see both John and Sergei together, signing John's book, each with a Cheshire Cat grin on their faces. This particular event was an overwhelming success.

John Orr and Sergei Sikorsky, at the Museum, for the signing of John's book, Perseverance.

For now, I want to pass along a very public thank you to John for his outstanding work on our book. It was written as he says "By Ourselves----For Ourselves". They may still be purchased at SAM through their website, so order your copy for that hard to buy for person on your Christmas list.

The meet and greet was exceptional as well later that first afternoon, after many folks had been to the museum for the book signing, and took the bus up the hill to take in the new flight line. Comments like "Wow"! were heard after that episode.



12 Wing Pipes and Drums

The meet and Greet itself featured the 12 Wing Pipes and Drums, a whole bunch of good food, and of course beer, and a bus ride home to your hotels.

The next morning our triple header was held at the Grand Parade. A memorial service for those lost during the 50 years of Sea King service, including a missing man flypast by 6 Sea Kings which left not a dry eye in the audience; the presentation of the new Memorial medal, presented by Admiral John Newton, the Commander MARLANT, to Mark Mander the son of Petty Officer Doug Mander, who is currently the Chief of Police of the Kentville Police Department; and lastly the presentation by the National Historic Sites and Monuments Board of Canada marking the accomplishments of NAVAL AIR DURING THE COLD WAR.

The Gala Dinner that evening at the World Trade and Convention Centre is hard to describe. Over 700 people sat down to this dinner, and were witness to an absolutely wonderful event. Hosted by CTV's Rod Black who did an absolutely fantastic job, that had many of us rolling in the aisles, to our guest speaker, Sergei Sikorsky, who literally delivered the history of aviation in 35 minutes, the event was absolutely superb.

Friday saw two events: the golf tournament at Hartlen Point, and a BBQ and tour of Survival Systems Ltd, laid on by our old colleague Albert Bohemier. This tour was the sleeper of the Sea King 50 events so I was told. The folks who attended were quite literally astonished at the realism of the survival training that Sea King crews are subjected to these days. While this was happening, a number of us played in the SK 50 Golf Tournament, where more wonderful times were had by all who attended.

If you are still looking to obtain any memorabilia from the event, please go to the SAM website or to Seaking50.ca, and you can make arrangements to obtain almost everything that was for sale at the event. These would make wonderful Christmas Gifts for that hard to buy for husband or grandson. Everything from our line of clothing to model helicopters and copies of Perseverance remains for the asking.

One last word about the purpose of all of this. In addition to celebrating the helicopter's 50th birthday with the RCN and RCAF, you have handled the call to send any and all information to SAM for the Sea King History Project in a resounding fashion. The response has been wonderful, and I'd just like to remind you that this call extends beyond the Sea King 50th events. As John Orr so succinctly put it: "It ain't over until it's over!" So put those pens to paper and send us that forgotten little piece of our history, perhaps a funny story or a photograph that you have always wanted to send along to SAM, after you get home. You may be sure they will be used at SAM, and they can be returned to you if you so desire.

And I have a last sad note to include. Some of you may recall Ross Lennox. He was the test pilot at UACL who flew all 41 Sea King helicopters, and was proud of that accomplishment. John Orr tracked him down last year and he flew in for the Historical Conference in June 2012. He was escorted to Halifax for Sea King 50 events by his two sons in law. We are told that he thoroughly enjoyed the dinner. Yesterday we received this sad note:

- Dear friends, I apologize for a group note, but I wanted to let you know that Donna-Lee's dad passed away peacefully and without suffering on Friday night. He had just finished a wonderfully "full" week - a typical week for him including a concert in Stouffville, a show at the Royal Alex, a few dinners with family and doing his myriad of "errands" along Bloor Street. However, the clock "struck 12:00" on Friday evening while having dinner at his new residence. We have been assured by the first responders that he did not suffer at all, but by the time Donna-Lee and I got to emergency at the Queensway Health Centre, he had slipped away. He was a great example to all of us and we will all miss him dearly..... we - his family - wanted to pay homage to a life lived well and to the fullest!*

Another good man has joined the silent Air Force. Rest easy Ross: you are remembered in this community. Signal Delta.

- The Canadian Sea King Community is the recipient of the Air Marshal W.A Bishop. VC Memorial Trophy presented annually by the RCAF Association. This award recognizes the dedication and professionalism of the MH Community and all the successes accomplished in the last 50 years. It is therefore extremely important to ensure that the news is passed to all ex-members of 12 Wing who have served on the Sea King throughout the years. I would appreciate if you could forward this email to your 50th Anniversary Dist list. Congratulations to all the men and women of 12 Wing, past and present.

And so the life of 12 Wing Shearwater keeps on ticking along. Well done folks!

Thanks again to all who joined in the fun, and came from literally around the world. We will provide an in-depth article in the next edition of the Warrior. In the meantime, have an enjoyable holiday season. Until next time,

John Cody, Co-Chair Sea King 50th

Introducing our new 12 Wing Commander Colonel M.H.L. (Lise) Bourgon, CD



Colonel Lise Bourgon joined the military in 1987 under the ROTP training plan and was selected to attend Le Collège Militaire Royal de St-Jean where she graduated in 1992 with a Bachelor Degree in Business Administration.

Following wings training in Moose Jaw, Saskatchewan in 1994, she was posted to 423 Maritime Helicopter Squadron in Shearwater where she served on HMCS

Preserver, NCSM Ville De Quebec and HMCS Toronto. In 1998, she was transferred to 406 Maritime Operational Training Squadron, where she served as a pilot instructor.

Following her promotion to Major in 2001, she was posted to Ottawa in the Directorate of Air Requirements - Maritime as a Project Director working on projects such as the Maritime Helicopter Program and the Self-Defence Program.

She was posted back to 423 Maritime Helicopter Squadron in 2004 to serve as the Detachment Commander on HMCS MONTREAL. Following OP TRANSFORM, she was appointed as the Wing Plans and Tasks Officer in 2005. She graduated from the Joint Command and Staff Program at the Canadian Force College in Toronto in 2007.

Following her promotion to Lieutenant-Colonel, she was appointed the Commanding Officer of 406 Maritime Operational Training Squadron in 2007 and served in Shearwater, NS until July 2009 when she was chosen to be the Executive Assistant to the Chief of the Air Staff in Ottawa, Lieutenant-General André Deschamps.

In June 2011, she was promoted to her current rank and posted as the NATO Liaison Officer at the NATO Air Headquarters in Ramstein, Germany. On 9 August 2013 she assumed Command of 12 Wing.

Col Bourgon is a graduate of the Air Warfare College and holds a Masters Certificate in Project Management.

Gender integration in the MH Community – The Estrogen Power

Women have been involved with Canada's military service for more than 100 years however the pivotal moment for the progression of gender integration was the proclamation of the Canadian Human Rights Act in 1978, which prohibited discrimination in employment practices on the basis of gender.ⁱ In direct response to the proclamation, the conduct of the Service

Women in Non-Traditional Environment and Roles (SWINTER) trial to determine the suitability of women serving in near-combat roles and remote locations was ordered. Albeit not enthusiastically, the Air Force followed orders and in 1979, the first few women were selected for aircrew basic flying training and in 1981, the first Canadian women received their wings as military pilots and navigators on non-fighting aircraft. Unfortunately, the SWINTER trial results for the Navy were deemed unsuccessful and the sailing of females on board Her Majesty's Canadian Ships was discontinued. By 1985, women were allowed in 75% of military occupations, all non-combat related. The successful integration of women to this point in so many roles led to the Combat Related Employment of Women (CREW) trials being ordered in 1987 to re-evaluate the restriction of women serving in combat occupations. However, before the trials could be conducted, a 1989 Canadian Human Rights Tribunal decision directed the Canadian Forces to remove all restrictions barring women from employment in the CF except for that of submarine service.ⁱⁱ With this new decision, the Navy was forced to review its gender policy and by 1991, 45 female Non Commissioned Members (NCMs) were qualified in naval combat trades and another 5 qualified as MARS officers.ⁱⁱⁱ To facilitate logistics and administration, a few specific ships were designated as mixed-gender crew on each coast while the rest of the fleet remained single gender only. In 2000, all HMCS frigates, destroyers and tankers were finally declared mixed-gender; and the last barrier of submarine duty was lifted in 2001 with the purchase of the Victoria Class submarine.

Although the Navy proved more reluctant to integrate women initially, today it boasts the highest number of operational women among the three services. Though the road was long and often challenging, it was immensely successful. Given 12 Wing's motto, "Wings for the Fleet", it was to be expected that the integration of women into the Maritime Community, although facilitated by the Air Force, was closely linked and more dependant on progress of gender integration in the Navy. This essay will attempt to reflect on the gender integration within the Maritime Helicopter (MH) Community and examine a few of its pioneers and the challenges which they faced.

Following the Canadian Human Rights Tribunal decision of 1989, the first operational aircrew arrived in Shearwater between 1990 and 1991. The first female MH Pilot – Blythe Paddon, the first female MH TACCO – Sheila Craig, and the first female MH AESOP – Karin Lehmann, were posted to 423 Squadron and broke down long-standing barriers as they deployed to sea as integral members of Operational Helicopter Air Detachments. (HELAIRDETs) While the atmosphere in the squadron was largely welcoming, no one can doubt that there were a few dinosaurs who longed for the comfort of the stability that ended with the fall of the Berlin Wall and the arrival of women on squadron...

Blythe joined HMCS Nipigon in late 1991 while the ship was deployed with the Standing Naval Force Atlantic (STANAVFORLANT) becoming the first Canadian woman to take-off and land from the deck of a Canadian destroyer. Over the next two years, she would continue to progress and be the first Canadian woman to be a Landing Safety Officer (LSO), Destroyer Deck Landing (DDL) qualified and upgrade to aircraft captain on the CH124. Deep in MH lore, it is also rumored that Blythe became the first woman to successfully use the relief tube in flight, which was not designed with female anatomy in mind, all while wearing an immersion suit – a mix of almost incalculable dexterity and desperation...

Sheila joined the squadron in the same period and

established herself as a formidable personality that belied her diminutive size. She had no difficulty in demonstrating that she belonged in the community but her physical stature laid bare another challenge for the women in the community: everything in the Sea King was designed and sized for men. This meant the introduction of custom safety gear and some creative adaptation of physical procedures. On the plus side, there were no shortages of volunteers for double-lift hoisting practice... Sheila would also go on to become the first woman to train and qualify as a MH SENSO on the Bravo model.

As for the AESOPs world, Karin Lehmann came to the community with an established record in the air force prior to her remuster to AESOP. This meant that she was no stranger to making inroads into male dominated bastions and a transfer to aircrew was but a new challenge for her. Joining the HMCS Protecteur detachment in early 1991, Karin went to war on OPERATION FRICTION, joining the coalition forces deployed to liberate Kuwait from Saddam Hussein's army. During that deployment, Karin became the first Canadian female door gunner to fire warning shots in an operational theatre.

I arrived on the squadron in early 1994 and never really got the chance to know these great women as they had left the community for new challenges after their initial tour. Being a pioneer is never easy, and as one of the women who followed in their footsteps, I am thankful for the barriers they dismantled. They were and are amazing women and I truly admire their effort, dedication and courage.

Slowly, more females continued to arrive and were integrated into the MH Community. By the mid-90s, female aircrew and maintainers were a common sight at 12 Wing. However, the biggest challenge for the women at 423 and 443 Squadron was the availability of mixed-gender ships in order to get the "right" training and deployment opportunities. The upgrade process is directly linked to experiences gained at sea. The sooner one could complete the Category Upgrade Program (CUP), the sooner the qualification could be attained. Regrettably, it was more difficult for the women to progress in step with their male counterparts given the limited selection of platforms available. A fine example of this was that I was fired the day after having being appointed as the Det Commander on HMCS CHARLOTTETOWN, even before stepping foot onboard as the Commanding Officer (CO) simply refused for Sarah Thornton and I to be attached-posted onboard simply because we were female. Equal opportunity was still lacking...

Fortunately for the community, during that period the Navy also had some visionary leaders as COs who welcomed women onboard despite the restricted policy. While this created great opportunities, it also created a very amusing and odd situation. Jen Wright spent 3 months deployed on HMCS Montreal as the only female onboard. She spent that entire time bunking in the Sick Bay... This meant that she had to be out of her cabin for sick parade every morning regardless of night flying or not, and that her cabin was out-of-bounds when patients were being seen... Not the best circumstances; however she did have her own bath and TV which made up for a lot of discomfort!

In my opinion, the addition of Cabin 0 and the modification of the washroom near the Ops Room on the CPFs was a pivotal point. Dissatisfaction among the women in the MH community was very high... Some might remember the famous question posed to the Commodore at the MH Symposium in 1997 asking the reason why the CPFs were "Fitted for, but not with... women". With pressures mounting from the increasing number of female MARS/MARE officers and trainees, the Navy

finally designated all surface ships mixed-gender crew in 1998. To finally achieve full gender integration, this reversal in policy was probably the biggest step for the Sea King Community as it allowed equal opportunities for the female aircrew to progress at the same pace as their male counterparts.

Time went by and one small step at the time, women continued to break down the remaining barriers. Jen Wright was the first to upgrade to MH Crew Commander (MHCC) in 1996 and moved on to 406 Squadron as the first Navigator instructor in 1997. I followed her to 406 in 1998 as the first pilot, where a couple years later I raised a few eyebrows signing for an aircraft in servicing wearing my immersion suit with a 4 month baby in his car seat waiting for his dad to get out of the Hot Fuel pit so I could take over the aircraft... In 2004, I was privileged to be appointed as the Det Commander on HMCS MONTREAL for a 6 month tour with the Standing Naval Maritime Group One (SNMG1), and thus being the first female to lead a HELAIRDET at sea.

Another huge step for our community and the Air Force as a whole was the appointment of LCol Mary Turkington as the first female CO of an Air Maintenance Squadron when she took command of 12 Air Maintenance Squadron in July of 2004. A true trail blazer, LCol Turkington had been among the first group of women University Training Plan *Men* (UTPM) in 1970 to enter RMC, one year before the official ROTP Lady Cadets program in 1980. The history of the female NCMs is similar to the aircrews as the first female corporal sailed on HMCS NIPIGON in 1991. A decade later, in October 2003, MWO Sheila Blair was the first female appointed as HELAIRDET Chief when she sailed with HMCS ST JOHNS. Finally, CWO Payne was appointed as the first female Squadron Chief Warrant Officer at 443 in the summer of 2008.

One of the last remaining walls was brought down on the 9th Aug 2013 when I assumed command of 12 Wing. All that then remains is the appointment of a female Wing Chief. Given the quality of our female Senior NCMs, I expect this should be achieved in the next few years. In the MH world, women will have done it all, from MH apprentice to Wing Commander. Among all the communities within the RCAF, MH will proudly claim to be the first to achieve this accomplishment. I strongly believe that the MH Community is truly special. We are a small, caring group of people who have been blessed by great leadership and awesome personnel who took the time to support, develop and encourage its female aircrew, maintainers and support personnel. This made all the difference in the world as we felt at home. 12 Wing is a place where we can be ourselves among friends; where gender, male or female, does not make a difference, and where everyone is treated the same and given the same opportunity. This is the true definition of a successful gender integration...

This article is dedicated to the first women, the true heroes and pioneers of our Community and to the great COs who had faith in the success of these young girls and provided the right support and leadership. **Col Lise Bourgon**

Kevin Vivian, *From the Past and into the Future: Gender Integration in the Canadian Armed Forces 1970-1999*, Report Prepared for the Directorate of Military Gender Integration and Employment Equity (Ottawa: DND, 1998), 5.

NJ Holden and LM Tanner, *An Examination of Current Gender Integration Policies and Practices in TTCP Countries*, Report prepared by the Directorate of Military Gender Integration and Employment Equity (Ottawa: DND, 2001), 3.

Davies, Karen. 2013.

Sea Kings and Shipborne Aviation



Sea King Overflies Helicopter Destroyers (DND Photo)

When Air Command formed in 1975, it consolidated the resources of the former Royal Canadian Air Force (RCAF) and absorbed the assets of naval and army aviation, including a large number of helicopters. Interestingly, the former naval Sea King helicopter proved to be unique because unlike any of Air Command's other aircraft it operated from the decks of the navy's destroyers. In the 1960s, the Royal Canadian Navy (RCN) led the navies of the world in solving the seemingly insurmountable challenges of marrying a large helicopter with a small destroyer. This achievement vaulted the RCN and Canada to the forefront of shipborne helicopter aviation and has had a universal impact on naval tactical development. The RCN developed a reputation of excellence in shipborne aviation; often flying in weather and sea conditions that most other navies considered too severe. Air Command and, by extension, the RCAF inherited the RCN's superlative legacy and has continued to pursue excellence by expanding the roles and missions of shipborne aviation to keep the aging Sea King relevant to our nation's needs.

The concept of operating helicopters from destroyers led to revolutionary advances in naval warfare, especially in the role of Anti-submarine Warfare (ASW). The RCN, foreseeing the huge advantages of operating helicopters at sea, pioneered the concept of flying relatively large helicopters from the flight decks of small destroyers. After the RCN and Canadian industry solved the difficult challenges of landing and taking-off from rolling decks in rough weather, the use of helicopters at sea was adopted by most navies around the world. The rapid proliferation of helicopters on ships other than aircraft carriers gave rise to shipborne aviation, the most ubiquitous form of naval aviation in all but the largest navies. Shipborne aviation presented challenges quite different from carrier borne aviation where aircraft carriers had much larger, more stable flight decks and more sophisticated maintenance facilities. Destroyers capable of hosting helicopters for shipborne operations were designated "Helicopter Destroyers" or DDH's.

Arctic Helicopters

The RCN acquired its first HTL (Bell 47) helicopters in 1951 to investigate the usefulness of the rotary wing aircraft of the period for naval operations. Three HTL helicopters formed No. 1 Naval Helicopter Flight and were used for shore-based search and rescue, aerial photography, torpedo recovery, transport and training helicopter pilots. In 1954, the HTL's were the first helicopters to embark in HMCS LABRADOR the first Canadian ship to incorporate a landing platform and hangar for helicopter operations during initial construction. Her embarked HTL's searched for navigable channels through the Arctic ice and more than halved the time required to survey coast lines bordering Arctic passages. In 1954, three larger twin-rotor Piasecki HUP-3 helicopters were purchased to augment Labrador's HTLs and provided a capability to sling up to 400 kg of heavy equipment ashore for the icebreaker's survey parties.

ASW Helicopters

The use of helicopters to support Labrador's Arctic surveys gave rise to the concept of using helicopters in ASW. The idea was not new, as the United States Coast Guard had considered basing helicopters on merchant ships during the Second World War. Their role at the time would have been to drive submarines down to reduce their effectiveness, or to hold them down until a warship arrived. By the early 1950s the concept of the anti-submarine helicopter changed profoundly with the continued development of dipping sonar, a sonar transducer that could be lowered by cable into the depths of the sea. The ability to detect a submarine with helicopter sonar and attack with homing torpedoes launched by another aircraft or ship promised to revolutionize ASW. To further investigate the concept, the RCN purchased a small fleet of Sikorsky HO4S-3 (S-55) helicopters from the United States and equipped them with dipping sonar. In 1955, the RCN formed Helicopter Anti-submarine Squadron 50 (HS 50) to pioneer the use of helicopters in ASW; the first HS 50 helicopters embarked in the aircraft carrier HMCS Magnificent in 1956.

The Beginning of Shipborne Aviation

The prospect of a mix of dipping sonar helicopters and destroyers in the anti-submarine screen around a convoy or naval task group portended a quantum leap in the RCN's ASW capability if the relatively large Sikorsky HO4S-3 helicopter could be incorporated into its small St. Laurent Destroyer Escorts (DDEs). The feasibility of landing on a small ship was investigated by constructing a small landing pad over the quarterdeck of the Prestonian class frigate, HMCS Buckingham, in the summer of 1956. The first HO4S landed aboard in September in the sheltered waters of Halifax's Bedford Basin. This much had been done during the Korean War when U.S. Army helicopters had conducted emergency evacuations from Canadian destroyers by landing on the aft deckhouse. Although, the RCN had recent experience operating Bell

HTL and Piasecki HUP-3 helicopters from HMCS LABRADOR; the motion of a 6,500-ton icebreaker in quiet Arctic waters was hardly a harbinger of the challenges of landing a heavy helicopter on a 2,500-ton destroyer in the heaving North Atlantic.

Although the Buckingham trials proved it was possible to routinely land a large helicopter on a small ship, the HO4S's undercarriage was not sufficiently robust to prove the concept in "heavy weather". The next step was to determine the feasibility of operating a helicopter from the RCN's latest St. Laurent class destroyer escort; at the time considered the "Cadillac" among ASW destroyers in the Western world. In the latter part of 1956, Buckingham's landing platform was transferred to the new St. Laurent class destroyer, HMCS Ottawa, and a heavier Sikorsky H-34 (S-58) helicopter with an undercarriage rugged enough to handle the lateral stresses of landing on a rolling deck was borrowed from the RCAF. The Ottawa trials confirmed that a large helicopter could operate from a small ship in heavy seas. However, severe corrosion from exposure to strong cold winds and sea spray proved the need for a hangar for maintenance and protection against the weather. Also, a device was required to guide the helicopter down to the deck while landing, then capturing and holding it securely to a rolling and pitching deck in rough seas. The trial also proved that a helicopter even more robust than the H-34 was required.

In 1958, the case for operating helicopters from destroyers gained new impetus with the development of the Canadian designed Variable Depth Sonar (VDS) that could be towed at selectable depths from the stern of a destroyer. The VDS provided a vast improvement over the traditional hull-mounted sonars as destroyers could lower the VDS transducer to the best search depth that resulted in submarines being detected at ranges in excess of 20,000 yards, a five-fold increase over hull-mounted sonars of the day. Two VDS equipped destroyers could now search an area that previously required six ships with hull-mounted sonar. The RCN quickly added the VDS system into its list of improvements for the St. Laurent destroyer modernization program.

The ability to locate submarines at longer ranges presented the problem of how to attack them. The St. Laurent class's primary weapon, the "Limbo" anti-submarine mortar bombs, had a range of 1,000 yards. The Limbo's limited range required destroyers to enter well within the lethal range of a submarine's torpedoes to deliver an attack. The introduction of the latest 30-knot Mark 44 homing torpedo improved a destroyer's attack range to 6,000 yards; but this was still only one third the VDS detection range against a submarine.

The ability of the shipborne helicopter to conduct sonar searches beyond the extent of a surface ship's sonar range provided a dramatic increase to the size of the area searched. But more importantly, a shipborne helicopter provided a means to attack targets beyond the range of a destroyer's torpedoes. By 1958 the HO4S-3 helicopters,

equipped with dipping sonars, flying from the aircraft carrier HMCS Bonaventure, demonstrated an autonomous search capability, independent from the carrier. The potential to operate autonomously provided additional impetus to the RCN's efforts to incorporate sonar-equipped helicopters into small destroyer operations. Other navies experimenting with shipborne helicopters thought of the helicopter merely as a weapons carrier for attacking targets acquired by the ship. However, in 1959, the RCN decided that large shipborne helicopters, with their own sonars and weapons, would be most effective by providing its mother ship a collaborative but independent stand-off search and attack capability.

The St. Laurent DDH

By early 1959, the RCN decided to rebuild the original seven St. Laurent class destroyer escorts completely to carry a heavy helicopter and to be fitted with VDS. It also decided to build a helicopter capability into the last two repeat Restigouche class destroyers, better known as the Annapolis class. The St. Laurent reconstruction required stripping the ship aft of the flag deck, including the "Y-mount" aft gun turret and one of the two Limbo mortar launchers. This provided new spaces for air detachment personnel and aircraft maintenance facilities to be built along the main deck and a new hangar and flight deck to be constructed above.

Although, most navies claimed it couldn't be done the RCN solved the biggest impediment to shipborne aviation; how to land a helicopter on the rolling, pitching flight deck of a small destroyer. The RCN, in collaboration with Canadian industry, designed and pioneered the "Helicopter Hauldown and Rapid Securing Device" (HHRSD), better known as the "Beartrap". The Beartrap enables a helicopter to land on a destroyer's small flight deck in all but the worst weather conditions then secure the aircraft to the deck. The Beartrap machinery and power assemblies are located below the flight deck and are controlled by the ship's Landing Safety Officer (LSO), situated in a Perspex-enclosed Howdah that affords an unobstructed view of the flight deck and Beartrap. Prior to landing on a pitching, rolling destroyer the Sea King hovers above the Beartrap, a four-foot hollow-square device rising about one foot above the flight deck. The crew then lowers a messenger cable through an extendable probe in the belly of the helicopter near its centre of gravity. The messenger cable is used to retrieve and lock in the Beartrap's heavier "haul-down-cable" into the Sea King. When the pilot and LSO are ready to land, the LSO winches in the haul-down-cable to guide the Sea King's probe into the centre of the Beartrap. The LSO then fires the Beartrap's jaws, which clamp on the aircraft's probe, securing the helicopter firmly to the flight deck. Once secured in the Beartrap, the aircraft is straightened to align with the flight deck's fore and aft axis and the rotor blades and tail pylon are folded. The Beartrap is then traversed forward along the flight deck to pull the Sea King into the ship's hangar where it is protected from the elements. The ability to rapidly secure the helicopter on the

deck immediately after landing minimizes the time the destroyer is restricted to a steady course into wind, thereby, allowing the ship to quickly resume manoeuvring to reduce vulnerability to attack. The Beartrap, or versions of it, have been adopted by navies around the world, including those of the United States, Australia and Japan. The Beartrap is considered Canada's gift to shipborne aviation. The DDE's converted to carry helicopters were re-designated DDH's.

The Sea King

It took time to find the money and finalize the design to rebuild the St. Laurent's; therefore, it wasn't until 1962 that the first ship, HMCS Assiniboine, started conversion to a DDH. In the meantime the RCN searched for a suitable new helicopter. The obsolescent HO4S-3 was suitable for aircraft carriers; but it was clearly not capable of withstanding the rigours of operating from much smaller destroyers. In 1962, the RCN found the ideal aircraft capable of independent operations from a destroyer. The Sikorsky CHSS-2 Sea King was selected to replace the HO4S-3 in the ASW role from both the carrier, HMCS Bonaventure, and the soon to be modified destroyer escorts. The Sea King was selected for its size, range and all-weather day-night capability. It also combined the "hunter-killer" in a single airframe for anti-submarine missions. Its two turbine engines provided a good safety margin for extended mid-ocean operations where returning to shore was not an option; also, its hull design increased survivability in the event of a water landing. The Sea King's primary sensor would be a dipping sonar, which from a 15-meter hover could be lowered to ocean depths of 150 meters to search for submarines. The Sea King was capable of carrying two homing torpedoes to attack submarines detected by either its own sonar or on information from ships or other aircraft.

The first two Sea Kings arrived at Shearwater on 1 August 1963 and the last of 41 Sea Kings arrived on 3 May 1969. The first four helicopters were manufactured at the Sikorsky plant in Stratford, Connecticut while the balance were assembled in Canada by United Aircraft Canada Limited (later Pratt & Whitney Canada) in their plant at Longueuil, Quebec 14 Sea Kings and eight lives have been lost because of human error or mechanical failure..

With the advent of nuclear powered submarines in the late 1950s the Sea King would come to play an even more crucial role in reducing the capability gap between VDS fitted destroyers and the nuclear submarine's superior speed and manoeuvrability. More critically, the nuclear submarine's exceptional sonar could detect targets at ranges that greatly exceeded the VDS. The DDH was in the unenviable position of being attacked by a submarine before the submarine could even be detected. This tactical disadvantage thrust the Sea King into the role of the DDH's primary weapon system. The Sea King's ability to extend the DDH's tactical reach reduced the nuclear submarine's advantage in sonar and weapons range.

The Iroquois DDH

In the early 1970's, Maritime Command introduced four larger (5,100 tons) and more capable Iroquois class helicopter destroyers. The Iroquois class was designed with a larger hangar to accommodate two Sea Kings (re-designated CH-124 after integration in 1968) to double the advantage provided by a single Sea King. Similar to previous DDH's, the Iroquois class flight decks featured a HHRSD or Beartrap that enabled the two helicopters to be launched and recovered sequentially. As with the older St. Laurent and Annapolis classes, the Sea Kings were used to extend ships' tactical reach beyond the range of the DDH's sonar and weapons or operate independently from the destroyer.

AOR Helicopters

When DDH's put to sea as part of a naval Task Group, the Task Group usually included an Auxiliary Oiler Replenishment (AOR) ship not only to replenish the ships at sea, but also to provide a second line aircraft maintenance capability. To perform their aircraft support function, the AOR's were built with a flight deck and a hangar that could accommodate three Sea Kings and the air detachment included up to 20 technicians to maintain the aircraft embarked in the AOR. Sea Kings on-board the AOR could be tasked operationally when not being prepared to rotate with the helicopters embarked in the accompanying DDH's for second line maintenance. The AOR flight decks did not incorporate a HHRSD; therefore, free-deck landings and takeoffs were the standard procedure.

The Halifax Frigates

In 1992, the RCN introduced the first of its new helicopter-capable 5,000-ton Halifax class frigates (FFH), which were considered to be among the finest frigates in the world. The general-purpose frigates were equipped with the latest ASW sensor and weapon systems including a hangar, flight deck and a HHRSD to support a single Sea King. The frigates replaced their predecessors' VDS sonar with the new Canadian-designed Towed Array Sonar System (CANTASS) which consisted of arrays of hydrophones imbedded in a long cable towed hundreds of meters behind the frigate. The CANTASS hydrophones were capable of passively detecting submerged submarines' propellers and turbines, etc. at ranges well in excess of the VDS. Again, the Sea King was called upon to close the gap between CANTASS's long detection ranges and the shorter ranges of the frigate's ASW weapons. Six Sea Kings had their active sonars removed and replaced with acoustic processors, which used sonobuoys to passively detect the same submarine sounds as CANTASS. Using CANTASS information as a search datum the Sea Kings used sonobuoy localization tactics to pinpoint the submarine's position and ultimately deliver a standoff attack. The modified Sea Kings were also intended to explore the systems and tactics intended for the Sea King's successor, the long awaited Sikorsky CH-

148 Cyclone.

Role Expanded

From the Sea King's arrival in August 1963, it was primarily employed as an ASW aircraft, but after the first Arabian Gulf War in 1990-91 the roles and missions of the aircraft changed irrevocably. Intended as a temporary measure for OPERATION FRICTION, Forward Looking Infra Red (FLIR), secure radios, GPS, a 7.62 mm door-mounted machine gun and self-protection equipment against infrared and radar guided missiles were hastily added to six Sea Kings in an incredibly short two-week period. The new equipment, proved so successful in the surface interdiction role in the Gulf War that it was adopted fleet wide as standard equipment and new tactics and procedures were developed to exploit their capabilities. In 1992, during OPERATION DELIVERANCE in Somalia the Sea King re-enforced its excellence as a surface surveillance platform. After setting a record of slinging more than 400 tons of supplies from HMCS PRESERVER to the Somali airfields at Bale Dogle, the inland base for the Canadian Airborne Regiment, and Mogadishu in just seven days, the FLIR equipped Sea Kings were re-tasked to conduct overland night surveillance and provide tactical reconnaissance for field units of the Canadian army. The Sea Kings' success over the deserts of Somalia entrenched the role change from an ASW helicopter to a surface-surveillance platform with a direct-fire weapon.

In 2006, five of the six towed-array support Sea Kings had their ASW equipment replaced with 14 troop seats to support Canadian soldiers in Afghanistan. Because of the Sea Kings' high-density altitude limitations the aircraft were never deployed to Afghanistan.

To reflect the expansion in roles, in January 1995, 423 and 443 Sea King Squadrons were re-designated from Helicopter Anti-submarine to Maritime Helicopter Squadrons. Although the mid-ocean ASW missions were not abandoned the majority of the Sea Kings' tasking concentrated on surface surveillance operations to support the maritime dimension of NATO and UN peacekeeping / peacemaking operations in regional conflicts. The Sea King also continues to represent Canada in coalition forces conducting anti-piracy patrols, counter drug surveillance, and humanitarian relief. From 9/11, 2001 until today, Sea Kings have been deployed on national or international named operations for all but 28 months of that period, the most recent littoral operation being off the coast of Libya in OP MOBILE.

Ernest Cable
Shearwater Aviation Museum Historian

Airforce / Soundings Composite June 13



Sea King Crash on Deck - submitted by Richard Nimmo

AN AMENDMENT TO SUMMER ISSUE OF WARRIOR PAGE 24 - ATTENDEES TO SAMF DINNER/AUCTION

Sorry folks, the wrong collage of folks attending the dinner/auction was printed and therefore the caption was incorrect. I will attempt to put the names to the photos where they belong. *Editor*

Top Row - L-R Peter and Susan Staley, Christine Hines and Barb Hicks (others unknown to me), Back of Ken Brown and family, Alma and Chuck Coffen.

Middle Row - L-R Shirley and Steve MacDonald, below them Gerry Marshall and guest, Eric Edgar MC, Barb Hicks and Harold Northrup, Carol Shadbolt Rachel Merrick and Karen McHarg,

Bottom Row - L-R Marie Peacocke and Dennis Shaw, June Gillespie and Rolly and Catharine West, Helga and Robert Trenholm

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Get some rest will ya!!!

There was a time in Sea King operations when it seemed we had more hours to fly than we knew what to do with. When flying everyday, twice a day was the norm for deployed operations. In those days it also seemed that this "8 hours of uninterrupted rest" thing was more of a suggestion than the rule. These two "realities" of the Sea King operations in the 80s led to some scary moments. Some of you might have heard rumours about the story unfolding below, so, to set the record straight, here is what really happened to a very tired crew.



It was mid-June 1987. HMCS ATHABASKAN was at the tail end of MARCOT 87. The Detachment had been flying two helos almost non-stop for the previous month and every day for the previous 11 days, mostly at night. Now, I can't remember if there was a moon or not on that fateful night but, in this case, it is really irrelevant! I was the TACCO for crew 2 and we were going out for another Crew Trainer. Turning JP-5 into noise; again! We were all bored and just wanted to go home.

I was just beat. It took everything I had not to fall asleep during the pre-flight brief, but we went anyway. As we proceeded from dip to dip, we were flinging AOIs trivia at each other just to keep our minds from going numb, but even that slowly petered away about halfway through the flight. So we were in dip number 30 (or so it seemed) and I decided to close my eyes, only for 30 seconds or so, just to get a little bit of a rest. Unfortunately, the dream fairy was right there lurking and I swiftly fell asleep.

Suddenly I heard: "...dio check. I say again; A1B this is C2D radio check over"! As I quickly came to my senses I did what any sensible TACCO would have done and replied "C2D this is A1B you are loud and clear over". While sub-consciously listening to the inevitable "Roger out" response, I glanced to my right and noticed our AESOP fully entrenched in dream land! I could see that he was snoring, a snore that was so deep it was more felt than heard; especially in a hovering Sea King. I was obviously hesitant to wake him up for, I knew, he was as tired and as deserving of respite as I was moments before.

At this point I had no idea how long I had dozed off, because of course I could not maintain a flight log worth a damn (it has always made my writing of FORMEX 101s an inspiring affair!), and I hoped the pilots had not noticed my brief (I optimistically hoped) moment of unconsciousness. As I looked to my left I noticed the co-pilot was hunched slightly forward, as far as his shoulder straps would allow, with his head down, inches from the cyclic, rhythmically vibrating in tune to the main rotor. Fast asleep! For a moment I felt an amazing wave of pride in our pilot's leadership qualities who, as I had done for my

cabin companion, had let our co-pilot catch-up on badly needed sleep. As I cued my mike to voice my deepest admiration I noticed that the pilot's head was cocked to the left at a weird angle to the point of sticking out sideways like a giant white mole on the top left side of the pilot sea

...WE WERE ALL ASLEEP!!!

I froze. It just dawned on me! We were ALL asleep!! For how long? I have no idea (remember my flight log issues?). I hastily repressed my sudden urge to vomit and internally debated the best way to "safely" (everything is relative!) wake-up the front end. I figured; I probably should wake-up the pilot first. After all, he signed for this thing so he might as well be awake when it crashes!

As I delicately repositioned the Pilot's head in a more customary position, in the hope that he would gently wake-up, he thankfully regained his senses. As he inconspicuously wiped the drool off his left cheek, he took a glance at the co-pilot; more in the hope that his junior partner had not witnessed his mentor temporarily 'checking-out' than out of professional concern. After briefly being mesmerized by the rhythmic bobbing of sleepy-head to his left, the pilot slowly turned his head back, his left brain curious as to the state of our AESOP and his right brain scared of what he might find. Right brain won as he saw our sensor expert sound asleep.

I could see the pilot hesitate slightly, as all the gears in his recently frozen brain were coming to full speed. He then quickly looked at me with eyes bigger than I thought possible (the "deer in the headlight" analogy does not even come close to give this one justice). The light gray color of my face must have given him the answer to his unasked question: "Were you asleep too??", and I could see that the reality of what just happened dawned on him. As I gave him an almost imperceptible nod to confirm his worst fear, he slowly turned back forward undoubtedly trying hard to maintain sphincter control. Seconds later, with as much composure as humanly possible in such circumstances he proceeded to gently, almost fatherly, bring the co-pilot back from lala land.

Naturally, after a few seconds to compose himself and a last look around at the crew, the pilot made the only possible call at the time: "Sonar up dome. Seat the ball. We are going home!"

Needless to say the flight back to the ship was rather quiet. Except for the standard calls required to get us back on-board very few things were said. The co-pilot did manage to overcome his stupor enough to enquire: "What is this deep rumble that I feel? Can you guys feel that? I confidently reply: "Oh that! That's OK. That's just our AESOP still snoring!" (OK. This part I made up. But the rest IS true!!)

After putting the helicopter to bed we, of course, all quietly proceeded to our bunks for badly needed rest but not before, almost in unison, hugging an astounded Cpl Jones for having done a bang-up job, the day before, in fixing the coupler!!

LCol (Ret) André Lévesque

Note: While, for your reading pleasure, I have indulged in a bit of literary beautification in telling the story, it remains that the story is true. We WERE all asleep!! For how long, I will never know! But I thank God, and Jonesy, for being alive today to tell the story.



Memories of a Back Seat Naval Aviator – Part 13

By Peter Bruner

New Years 1977. My wife and I ushered in the year 1978 and I was able to celebrate the event with my 4 sisters and 4 brothers, who all resided in Calgary with their families. As did my mother who was 78 years old at the time. This was the first time in 28 years the entire family could get together. It should be noted my mother passed away at the age of 97 years, born, raised and lived as a true Calgarian and a direct descendant of Pioneers.

George Plawski inquired if anyone had any knowledge of Avenger tail number 1539 and if it had ever flown to the deck. July, 1958, I flew in "1539" at VU32 Squadron 2.7 hrs. I completely checked my "flying log books" from Oct 1953 up to my retirement in March 1980 and that was the only entry for the Avenger 1539. To my knowledge that one only flew from Shearwater on VU32 Squadron.

It being the Sea King Anniversary of 50 years, I feel that having flown in Sea Kings it is appropriate to mention, that I have flown in every CHSS-2 Sea King the naval forces owned at one time or another commencing with 4002 on March 29, 1965 to a final flight May 1, 1969. Total time of Sea King hrs flown comes to 578.3 hrs over a 4 year period.

It might be noted that over a period from June 28, 1955 I started flying in Avenger aircraft with Lt/CDR Mike Langman as Pilot and my Crew Commander. In August I was posted to VU33 Squadron in Victoria and became crewed with Lt/CDR Harry Swiggum. I flew with him a total of 313 hrs in TBM Avengers AS3 from August 1955 until March 1957. It was in this time frame Swiggum taught me how to fly Expeditor C-45s. We had two, 1545 and 2339 on the Squadron and Swiggum over a period of 35 hrs qualified me to fly them.

In October 1959 I was posted from Bonaventure to VS880 Squadron at Shearwater and once more crewed with "Mike Langman" flying in CS2F Trackers. On August 16, 1960 one of our tracker aircraft went missing and we were sent on a search. We were airborne for 5.8 hrs and located the wreckage at first light. The survivors were afloat in the raft. Two of the crew had survived the crash. The other two had gone down with the aircraft. The Pilot Lt. Veronneau and the Number 3 Naval Aircrewman ABNA Taylor were never found.

November 18, 1960. Another sad event. We were airborne on a torpedo drop and could not drop because of a high sea state. We were diverted to the Destroyer HMCS Micmac. They had a man overboard and we were diverted to search. We searched in Micmac's

area for 5.3 hrs and had to return to base as we were low on fuel. At that time four other aircraft were also searching. The seaman was never found.

On May 23, 1961 the squadron 880 was posted to the Bonaventure. The next 10 months were at sea ranging from as far north as Frobisher Bay and south to Florida.

On Feb 19 and 21, 1962 on exercise MARLANT we intercepted Russian trawlers off the South shore of Nova Scotia. They were photographed and under our watchful eye for 3 days until they departed the area.

In 1962 on March 15 I flew my last flight with Mike Langman and covered 1,114 hrs with him piloting and myself as the backseat rider.

Now....here we are in October 2013 looking forward to Christmas and the New Year. I'm sure there are those that attended my wedding with Gwynn on December 30, 1961 at the Protestant chapel in Shearwater NS. I note that this was now 53 years ago.

Time sure flies when you're having a good time.

But that's another tale...to be continued.

Yours Aye, Peaches

(We've had several people comment on Peter's articles and how much they enjoy them. Let's hope he doesn't run out of articles too soon. Thank you Peter, they are great! Ed.)



WE'VE GOT MAIL!

TOM BYRNE writes: Hi Kayl The best Sea King story I can recall is as follows.

I was on the cruise but not in the formation. This is the story as it was told to me and as best as I can recall. I stand to be corrected.

The ship was in San Juan PR. To commemorate the changing of Canada's flags (Feb 15 1965) it was decided to have a fly-by of Sea Kings and Trackers each in their own formations flying line astern across the ship as the flags were changed.

The Trackers had been disembarked to Roosevelt Roads for rocket shoots at Culebra Isle.

The Sea Kings were either on board or at Isle le Grande the local downtown airport.

The plan which evolved from the above direction was to have 12 Trackers, 3 4 planes in vic to follow closely behind 4/6 Sea Kings in some sort of formation.

On the day of the event, the Trackers (12) launched out of Rosie with, I think, LCdr Etchells leading and the Sea Kings (4/6) out of Isle le Grande or off the ship (alongside) with, I think, LCdr Lowe leading.

Everything was going swimmingly! The Trackers were on time, Larry Lott working his navigational fingers and watch to the bone, the Sea kings appeared in front just where they should have been, the Trackers were closing nicely when Sea King lead says. "we're early can you slow down? We're slowing down!"

Well you can imagine what Etchells was thinking, maybe saying? I can't remember what I was told or exactly what happened.

Could it have been that the Sea Kings were attempting to demonstrate to "the One and Only Squadron" the one thing fixed wing aircraft don't do or cannot do intentionally - Hover!

What a shambles!

Did anyone make the flag ceremony on time?

I can't recall if this was the cruise where Bob Hogg(?) uttered his famous quote " Christ I saw better formation at the battle of Matipan and they were shooting at us!"

I'm sure you will find variations of this story which when combined will tell the whole truth!

Another short one from Tom:

I was the duty LSO and we were having to contend with a wet and slippery deck. After the Tracker recovery, I was watching the Sea Kings and assisting their LSO as part of their LSO training plan.

Buck Rogers lands on with Al Hawthorne coming on behind him.

Al slides into Buck for a rotor to rotor engagement. It was like a war zone must be! Pieces of blade were flying all over the place.

The best part of the incident was Al's quote "that Buck had backed into him."

PAUL BAIDEN writes: Peter Milsom and I paid a visit to Room 155 Ottawa Westin the Perley Rideau Hospital to reminisce with our comrade Ed L'Heureux who recognized us both immediately.

We are also pleased to report that although Ed is suffering with Dementia, and therefore has difficulty with his short term memory, he still has a vibrant recollection when it comes to relating mischievous capers from his early days as a young Supply Officer in Shearwater. In fact he kept us laughing throughout our visit.

May I suggest that if you have an opportunity to drop by and spend a few minutes with Ed you won't be disappointed. Let me assure you that Peter and I weren't!

Yours in Naval Air, Paul Baiden

(PS Ed passed away just recently.)

G. Murray Caldwell writes: The picture on page 26 of the summer WARRIOR is of the original members of #6 Junior Air Officers Basic Training Course. The picture was taken in the Gunroom of "Cornwallis" prior to Christmas in 1954. I think I am able to remember all the last names and most of the first names.

Left to right starting at the top: Terry Rowan, Roger Nantel, Gord Fraser, Doug Graham, Derrick Wright, Donald McLeod, ___Taylor, Sandy Dewar, Dennis Clark, ___Anderson.

Second Row (standing): George Dainard, Ernie Poupore, Alec Houston, George Nickson, Bill Monkhouse, ___Clarke.

Front row (seated): Malcolm Gourd, Craig Watson, Jim Watkins, LCdr Vic Johnson (Course Officer), Noel Rutland, John Leckie, Jim Van Vliet, Roger Barrette, Murray Caldwell. Missing: A/Sub Lt Ken Sheedy

Eleven members of the course achieved Wings Standard. Many of the remainder gained success in other fields. Among them an attorney, an RCAF Navigator, a teacher, a chiropractor and a police captain in Los Angeles.

They were a credible group and we had many good times.

Of all my incoming mail, WARRIOR is the magazine that I read most thoroughly. It's a treat to read about old acquaintances and friends and I thank you for giving me that privilege. Your work is much appreciated. I especially enjoy Pete Bruner's column and hope that he'll continue to write.

Ken Brown writes: The picture in the Summer Warrior - they are a fine looking group of men. I was a member of #6 JAObTC and they are not members of our Class. If they were in Cornwallis in 1954 I suspect they are #7 or even #8 JAObTC.

Ted Davis writes: Many thanks for my article appearing on pgs 38 and 39 of the summer WARRIOR. Unfortunately an error of mine occurred in the copy drafted and forwarded to you:

The third line above the photograph of HMCS GUYSBOROUGH should read "complement of 90 officers and men..." and not the figure of 60 as shown here.

Undoubtedly this mistake will be picked up by more than one eagle-eyed reader.

From **John Freeman A/Lt(P) Ret. VC921:**

Thank you once again, for sending along the WARRIOR to us older pilots, who were once young. As always, it is nice to read about people you once knew, like Eddy Myers and Bill Gourley.

Upon glancing through the latest issue, my eyes were drawn to the article by Frank Dowdall and his career in the Navy. His part that he recalls about the tragic accident that happened between a Banshee jet and an Avenger Aircraft on 27 August 1957 really caught my attention.

I was just getting into an Avenger to have my "cockpit check" prior to going for my maiden flight, when two Banshees flew "downwind". I remember watching the wing tip "vortices" on the jet to the right. I had never seen this occurrence before or since. Just seconds later, there were red flares being fired and then the worst crashing sound as the aircraft collided.

I was one of many that gathered on the hill by the control tower wondering who had perished. No one knew who had been killed for several long minutes. When word came, it was a "Freeman" but the other name was not known at that moment. I recall saying that I was Freeman but I had a brother. Immediately there were many fellow pilots around me but one fellow pilot from VC920 squadron, out of Toronto???, Ontario stayed with me. His name was Drew Chambers.

Needless to say, it was a tragic day for many people. As I later found out, it was an accident that shouldn't have happened. When you try to take-off on one runway and try to land on another, especially when they intersect and then add different frequencies to make it all possible, then you are waiting for an accident to happen and it did 27 August 1957 at roughly 1:35 Atlantic time. Two young vibrant men lost their lives as a result and this can never be forgotten. Seems like it was just a year or two ago, but, it has been 56 years and still it hurts to recall or read an article that relates to this date.

Jake Voogt writes: Great magazine as always.

Referring to page 37 of the current issue, I seem to recognize P1RA Glen Ollver, no I didn't misspell his name.

I had the pleasure of working with him for a couple of years in the ground radio department during the 1958/1961 era. We got to know him and his wife, Nora as well as their kids. Unfortunately we lost track of them over the years as happens quite often. Cheers, Jake

Bob Spicer writes: I visited the Museum recently and it was great to see 1501 (X500) looking so good along with many other excellent displays.

It was my good fortune to be involved with X500 in her early days. I was a P1PC4 member of LCdr Dave Little's NATLO

Staff at de Havilland when they went on strike in 1956. Three or four months - if I remember correctly. The string pullers rescued X500 to do NAE projects out of Uplands. C1 Gus Gower was to maintain the radios and I was her tech.

LCdr Jeff Harvey came from Ottawa to fly her to Uplands. Fresh from six months with VS26 USN on Trackers. Gus and I were familiar with the beast. Jeff had never seen one. I started the engines for him and Gus gave him a run through on radio operation. So away he went with Gus and I wondering if the undercarriage would ever come up. It finally did.

VS10 had an Uplands detachment manned by P1 Slim Thompson and his two stalwart techs whose names have faded into history. They surely were two happy-go-lucky willing workers. The hospitality of Slim and his crew was great!

I had no real direction so just did the daily's and a minor as done on VS26. No problems. Interesting that at that time she was a de Havilland aircraft - not RCN.

LCdr Robbie Hughes did the flying for NAE projects. One flight over Arnprior with the MAD boom extended required considerable manoeuvres. We were at 10,000 feet and no oxygen so needless to say, he worked up quite a sweat.

X500 got an invite to an air show at St Hubert. LCdr Hughes flew her and I got the right hand seat. My job was to extend and then retract the MAD boom and radar dome to impress the populace with the fine bird the RCN was acquiring.

On another occasion, there were instrument problems. When we had shut down, Gus Gower wrapped his laughing tackle around the pitot tube and gave a mighty suck. A gasp, choke and gulp and he swallowed the evidence but the problem was solved.

Several pilots grabbed the chance to fly the beast. Names have faded by Roy DeNevers and Hank Utting were two of them. I generally got the right hand seat as I knew what levers or buttons were supposed to do what.

It was a great summer of 3 or 4 months and I have many good memories of X500 (aka 1501) to mull over in my old age.

Allan Snowie writes: Biplanes Over Vimy 2017

For quite some time the concept of a formation of replica First World War aeroplanes airborne over Vimy, France, during the 2017 Centennial has been brewing.

This (email) is to update folks who have expressed interest in that very idea. The mailing is being sent via members of the Great War Flying Museum in Brampton, Ontario, and to pilots of the Escadrille Nor'West of British Columbia and Washington State. They are all on board with the project.

More importantly, the purpose of this electronic letter is a request asking you to now become part of the planning and eventual execution of the event. We do hope you will want to become involved. If happily so, please advise us through the email address nieuportxi@gmail.com about the talents that you can contribute. Your name will then be added in the next emailing "To" list.

We are actively seeking military, political and community involvement and need hands-on, passionate folks for the work, and indeed, the adventure, ahead.

For everyone, an update page will be added to the website below on the 9th of each month as we progress. Please do forward this information to others who may be of help.
Yours aye, Allan

http://www.escadrillenorwest.org/WW1/Vimy_Ridge_17.html

From **JOHN ARNOLD:**

Keep up the good work as the Warrior is always a pleasure to read (and remember old comrades and events). On pg 16, I'll add a few comments to those of Mike McCall re the Sea Furies.

During most of August 1956, VF 871 was employed in formation aerobatics and air shows around Nova Scotia (at least I was). Towards the later half, some of us, Gay MacArthur, Jake Kennedy and myself flew some of the squadron's Sea Furies to the Scoudouc, NB airfield for storage. We used a C-45 from VT 40 to ferry air/ground crew back and forth to Shearwater. Scoudouc being about 10 miles NE of Moncton was in view of their tower; and my aeros on arrival, were frowned upon. My understanding was that these a/c were sold-off (around \$10,000? per), possibly some going to Cuba (where they were employed in '61 the Bay-of-Pigs invasion). However, I think these came from the RN. In September Gay, Benny Oxholm and myself, were appointed to NAS Key to fly the F3D-2 on night intercept training in anticipation of VF 871 receiving the Banshee.

Further, Mike's mentioned a RCAF pilot. He was Ormond Haydon-Baillie, a free spirit who was eased out of the Air Force and became the Black Knight doing air shows across Canada. His fleet included a T-33, Sea Fury and others. He was killed in a P-51 Mustang at a show in Germany in 1977 (Google refers). I was aware of this gent; as he insisted on me giving him my Sea Fury pilot's handling notes, which I wouldn't give up (nil guarantee of return)! The F3D flown @ Key West was known as the Sky Knight, or to us affectionately named the DRUT (or t..d spelled backwards). Cheers John

Steward, Why Does My Pizza Taste Like Zinc Chromate Primer?

If you served on Preserver during Ocean Safari 79, you may have asked this question. It all started at noon on a sunny Saturday at sea, September 29th 1979 off of Cape Wrath Scotland (Lat: N50-0, Long: W050-0). Preserver (PS), Iroquois (IS) and Assiniboine (AS) were conducting a VERTREP during a pause in the Exercise. In typical Operations fashion, the flight schedule had changed a half-dozen times that morning. Iroquois actually conducted gunnery practice in between launches.

Despite the normal confusion of constant change, things were going pretty well. Iroquois and Assiniboine were looking forward to fresh supplies of frozen meat and cold beer, and we on Preserver were looking forward to some different movies. We had almost settled into a predictable deck cycle routine when it happened. Instead of hovering over the deck to drop its empty cargo net and pick up a full load, CH12416 made an

unannounced free deck landing. No emergency had been declared but the reason for the intrusion was immediately obvious. The cargo net, with an empty tri-wall box and wooden pallet in it were wrapped around the aft port torpedo launcher. The HF antenna stanchion on the sponson had been torn off and the antenna wire was tangled up with the cargo net and hooked around the tail wheel. On closer inspection, there was a sizeable hole and some dented skin down the lower left side of the tailcone.

Ch12416 had taken off from Iroquois a few moments before with the empty tri-wall. As the aircraft picked up speed, the load began to trail. Then at 60 knots IAS in a gentle left turn, the load developed excessive swing, struck the aircraft fuselage and then caught on the aft torpedo launcher. Fortunately, the aircraft was approaching the Preserver's stern. The pilot was unable to jettison the load but was able to land without further incident. Preserver had no choice but to declare the deck "fouled" until we could figure out what had happened and take the necessary steps to clear the deck while preserving the evidence for the inevitable Flight Safety investigation.

The external damage was limited to the broken HF antenna and damaged sponson where the stanchion attached, and a large gouge and skin damage to the tailcone as mentioned earlier. It was sheer luck that the cargo net or antenna wire did not come in contact with the tail rotors. Inspection of the interior of the tailcone revealed that the frame at Station 540 at Waterline 125 (working from memory here) had been practically sheered in two as well as three adjacent stringers badly damaged. The general reaction from the Maintenance Crew was that 416 would be "Crane Off" when we got back to Halifax on 3 November.

I now digress slightly to explain a time lapse in the 416 saga: On conclusion of the VERTREPS, all three ships proceeded into Loch Eriboll for safe anchorage and to continue the pause in the Exercise. That evening, we had a splendid Mess Dinner in Preserver's Wardroom. After the toasts and speeches, the XO challenged the Air Department and Ships' Engineering Department to a Wardroom hockey game against his Ops and Combat Departments. He pulled his rank and declared that we would play by his rules and that he would referee. The furniture was moved to one side and we prepared for battle. Dress was mess kits with jackets, socks and shoes removed. Hockey sticks were brought up from Sports Stores and distributed to the players. The XO explained the rules. Players could only hold the stick with one hand, the other hand needed to hold your beer. Spilling beer would be a minor penalty. Full body contact was allowed and indeed expected, and players in a position to score needed to ask the XO for "permission to shoot". I can't remember how long the game lasted or the final score but I'm sure our side prevailed. The notable statistic that remains with me is that S/Lt. Gerry Conrad delivered a massive body check to the Deck O, knocking him into the bar rail and out cold. After the game, a few of us victors gathered some musical instruments including bagpipes, a harmonica and a trumpet and proceeded to the Flag Deck to announce our victory to the Scottish countryside. Shortly into our musical celebration, a signal light was noticed coming from Iroquois (D-5's flagship) sending a message in Morse ordering us all to bed.

The next day was a Sunday Routine at sea so things were quiet, giving us all a chance to enjoy the magnificent scenery of the Loch as we departed. The following day, I was approached by the Det Chief, MWO Jerry Stillwell and Sgt. Tony Arcand. Sgt. Arcand had been surveying the damage to 416 and believed it could be repaired on board if we had the right materials and could somehow heat treat the aluminum to the right temper. He convinced us that his Naval Air AT training had included metal repairs which normally was the responsibility of Metal Techs in the Air Force. We had another five weeks of

exercise and could really use another aircraft. Preserver's CO and D-5 were keen to get the aircraft back into service so we agreed to give it a try. It was decided that Sgt Arcand would be relieved of regular maintenance duties to focus on the development and implementation of the repair and that I would support him with the engineering element.

A survey of available material revealed that we had enough 7075-T0 to make the rib splices and some 2023-T3 for the stringers and skin. For technical guidance, we had CFTO C-12-124-AOO/MB-001 which showed how to fabricate and install standard structural repairs. Sgt Arcand quickly lived up to his claim to be trained in metal repair. Following the CFTO examples for standard repairs, he set about making rib templates from cardboard which he used to make plywood patterns with the help of the Ship's Hull Techs in their workshop. The patterns were used to form the 7075-T0 aluminum sheet stock by hand to the shape of the rib. It took several tries before he was satisfied but eventually we had a formed doubler and nested insert to work with.

Next came the heat treatment to bring the temper up to T6. One of the Ship's Hull Techs had a Machinist's Handbook which supplemented the CFTO's with heat treatment temperatures. To bring the 7075-T0 up to 7075-TW, the pieces had to be heated to 900°F for 7 minutes and then quenched. The next step was a precipitate hardening process which brought the TW temper to the final state of T6. This only required 250°F but for 22 hours. The high temperature step was beyond our capability aboard ship but we were due for a 5 day port visit to the Norwegian Naval Base in Bergen, Norway later in the week. There would be ovens in the dockyard workshops so an EMREQ message was sent off immediately to the Canadian Military Attaché in Oslo to make the necessary arrangements.

The next step was to cut and drill out the damaged frame, stringers and skin sections so that the new pieces could be fitted and riveted in place. This is where we hit our first snag. The Air Department carried a 90° air drill on inventory but it had never been used in recent memory. It was completely seized and all attempts to disassemble and lubricate it failed. This drill would be needed for some of the tight areas of the rib flanges close to the skin. A request for a loaner drill was hastily added to the EMREQ to be available upon arrival in Bergen Naval Yards. In the mean time, Sgt Arcand, assisted by MCpl MacDonald, an Air Force volunteer (aka Buddha for his body shape) proceeded as best they could with the tools at hand.

We left the Exercise and headed for Bergen Naval Yard on Tuesday, October 2nd, a day earlier than scheduled due to an urgent mechanical problem with the Ship. The steam turbine that drives the forced lubrication pump for the main shaft (propeller) had seized up, apparently from oil starvation resulting in shaft and bearing damage beyond the repair capability of the Engineering Department. With the main lube pump not working, the only thing keeping the main shaft lubricated was the electrical back-up lube pump. If it failed, there would be another Kootenay disaster according to the Stokers. Between us and Bergen was the Blue Force. The Captain was not happy having to pull out of the Exercise but thought he would make the most of it. He set the Ship's navigation lights up and turned on the radar to make us look like a merchant steamer. A pipe was made to inform the Ship's company of the plan and many of us manned the upper decks after dark to watch as we sailed through Blue Force on the overnight transit. At one point, we were within hailing distance of one of the Blue Force frigates who apparently had not caught on to the ruse.

It was a beautiful sunny day on Thursday, October 4th as we sailed up the fjord into the Norwegian Naval Yards at Bergen. The Dockyard didn't look like much from the jetty, just a few sheds and buildings backing onto the steep slopes of the surrounding mountains. As soon as the brow was opened, I was introduced to our Norwegian Liaison Office, a Commander, who would escort me around the Dockyard. We made arrangements to rent oven time in the Dockyard Workshops and we set off on foot to deliver the work pieces. As we turned a corner we came upon a large hangar-type door opening into the side of the mountain. As I followed my escort through the entrance, I quickly realized there was much more to this Dockyard than first met the eye. In fact, we had entered a huge man-made cavern built into the side of the mountain that seemed to go on for miles. Every kind of dockyard facility imaginable was in this complex; apparently built by the Germans in the 2nd World War. Eventually we stopped at one of the workshop bays and were greeted by the shop foreman. I had documented the required temperatures and process times to be followed and the Commander interpreted the details to the shop foreman who took notes. The foreman studied the pieces and his notes for a moment before telling the Commander that the finished pieces would be delivered to the Ship the next morning by 0930 hrs.

We then set off to find their tool crib to borrow suitable drills. By the time we arrived at the tool crib, it was noon and the tool crib custodian was taking a nap on a table just inside the crib area. No amount of persuasion from the Commander would get the man off the table. I could not understand what was being said but the body language made it pretty clear that the man was on his official lunch break and the union would back him up. The fact that a senior Naval Officer had made a direct order or request did not matter. Who knew Dockyard Maties are the same the world over? A very sheepish Norwegian Commander apologized to me and said we needed to get back to the Ship as he had other pressing matters.

To their credit, the Workshops delivered the heat-treated pieces to the ship at 0930 hrs the next day. The pieces looked to be in good condition with no noticeable warpage. I had been given permission from the Supply Officer and XO to commandeer the Wardroom Galley oven for the precipitate hardening for the next 22 hours at 250°F. The appropriate settings were made and the door and controls taped off. The next day, the pieces were removed, cooled and carefully inspected. All were declared "serviceable" and delivered to the hangar for installation. Unfortunately, I had to put up with a lot of Wardroom whining for the rest of the deployment about the taste of the food and how everything had acquired a strange taste and odour similar to Zinc Chromate Primer.

Now that we had repair parts, we had to find a 90° air drill and get the rest of the drilling completed before departing Bergen. As it turned out, HMS Hermes had been operating with Blue Force and was due into Bergen for a port visit later that day. We decided to use the Dockyard Tool Crib as our last resort and when the Hermes gangway opened at 1550 hrs that afternoon, MWO Gerry Stillwell (our Det Chief), Sgt Tony Arcand, and myself presented ourselves in full S-3's to the Hermes Officer of the Day and requested to see the Duty Air Officer. We were escorted to the Air Maintenance Spaces where we met our RN counterparts. The Royal Navy was very gracious and sent us on our way in due course with some lovely loaner drills and bellies full of English beer. Sgt Arcand and MCpl MacDonald worked steady for the next two days to complete all of the drilling and fitting in time for us to return the drills to HMS Hermes before we sailed.

And now a small diversion from the saga of 416. It was on the second day of the Bergen visit that a Special Inspection (SI) was received calling for the immediate inspection of all Tail Rotor Blades (TRBs). NDHQ had determined that high time blades were at risk for corrosion damage in the honeycomb structure and could fail. Any blade with more than 2000 hours time since new (TSN) was to be immediately removed from service. Iroquois, Assiniboine and Fraser were alongside in downtown Bergen while Preserver was tied up at the Naval Yards on the outskirts of the city so for convenience, a meeting of the Air Department Maintenance Chief Warrant Officers was convened on the Iroquois. Each Det provided a listing of their TRB assets:

Assiniboine	3 installed blades time expired (>2000 hrs).
Iroquois (2 ac)	2 installed blades plus one spare time expired.
Fraser	2 installed blades time expired.
Preserver (2 ac)	5 installed blades plus 2 of 4 spares time expired.
Nipigon (by message)	Will require 2 TRBs when we join them in Rosythe.

A plan was quickly put together to spread the serviceable assets equally among the Detachments such that each ship would have one set of blades with enough useable hours to support continued Operations until we could be resupplied. The respective Air Departments quickly put the plan into motion to move the assets during the port visit so that Maintenance Test Flights could be scheduled as soon as ships could come to Flying Stations after departing Bergen.

The lube pump repairs were finally completed on Preserver and we sailed out of Bergen on Monday, October 8th just before midnight. There wasn't much flying for the next few days due to thick fog and restricted manoeuvring room going through the Skagerrak Straits as we headed for our next port, Stockholm Sweden. The 416 Repair Crew was ordered to stand down and go ashore in Stockholm for some well-deserved respite.

After Stockholm, work continued on 416 to fit the rib sections and stringers in place. By the 17th, the skin patches were being installed and by the 19th, the repaired area was ready to paint. Surprisingly, the only "aircraft quality" paint that could be found in the Ship's Stores was the old RCN dark grey semi-gloss. This caused the repair to stand out like a sore thumb on top of the light green paint scheme on the rest of the aircraft and was the cause of some good-natured ribbing by the Fish-Heads. The job looked beautiful to us and even the Air Department personnel not directly involved in the repair took pride when the aircraft was test-flown "serviceable" on October 20th with a set of "extended" TRBs. Despite all of the effort expended on getting 416 back into service, it saw no more flying for the rest of the deployment. Port visits, bad weather and careful husbandry of the remaining TRB hours limited flight operations to the bare necessities. None the

less, the Air Department took great pride in launching both aircraft in the Halifax approaches for their return to Shearwater. No "crane-off" for this Det.

Each step of the repair was carefully documented and a complete report was submitted to the Technical Authority as part of the post-deployment report. No fault or short-coming could be found with the repair design or installation and to my knowledge, that repair is still in place today.

Gordon Crumpler, Major (Retired)

Preserver AEO- Ocean Safari 79

SEA KING CREW HONOURED FOR DARING RESCUE

By Bill Spurr/ Military Reporter

The Halifax Herald Limited 14 Dec 02

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

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

"Once we had the guys on board and confirmed everybody was safe, we had about a 15 minute transit to Shearwater. They were almost subdued. Nobody was injured, but there's a certain degree of shock that kicks in, regardless, and I think they may have been that way." Capt Tupper who operated the hoist that brought the divers on board the helicopter, received his second Sikorsky award on Friday. He also took part in the evacuation of an injured sailor in 1986.

Dominion Diving did not have a representative at the ceremony.



Course at Sikorsky in Stratford CT, July 64

Left to right- in uniform - Jim Burns, George Marlow, Terry Wolfe-Milner, John Searle, George Nixon, Wayne Dannhauer, ? Smith, Jim Dunn, Al Hawthorne and Ken Sheedy.



Do you recognize either the Pilot or the man on the wing?



A Story from the History of TBM 53227

LCol D. Chiddenton (Ret'd)

For those readers of the Summer 2013 edition of the *Warrior* who might have tried, unsuccessfully, to attach names to the personnel in the photo on page 37, the wait is over. The members of this small VU32 detachment are, from left to right Petty Officer 1st Class Roy Suthers (Aviation Technician), Able Seaman Bob Boggis (Armourer) and Leading Seaman Paul Cochrane (Avionics Technician). On the wing is S/Lt (P) Doug Chiddenton. The two in flight suits have just returned from a drogue towing exercise for the R.C.N. off the Florida coast.

The aircraft, 53227, was built in Michigan by General Motors in 1943. Transferred from the USN to the RCN, it was taken on strength in Shearwater in July, 1950*. From then until January 1958 it served in VT40, VS881, VS880 and VX10. Following a minor, but important modification at base level, it arrived in VU32 ready to serve the fleet towing targets for live firings. For those who are familiar with the T33 and its Radop targets this was much more of a hands-on operation for the armourer situated in the well of the TBM. The target was a long sleeve with interwoven metal filaments to provide a radar return. It resembled an aviation windsock common to private uncontrolled airfields and was easy to fold up into a small package for convenient transportation. The drum and the rewind mechanism for the tow wire was fastened to the floor of the well just ahead of the small door through which the target was released. This door can be seen just ahead of the tail wheel under the right hand stroke of the A in NAVY and was originally meant for the release of sonobuoys. The operation of the release and recovery of the target was simple. Open the door; push the target out into the slip stream; control the rate of streaming by judicious use of the mechanical brake on the drum. Judicious use usually meant holding on to the brake handle with just enough force to let the cable flow smoothly until enough had been deployed at which time the brake would be put on full hold. This "smooth flow" generally caused huge volumes of acrid brake lining smoke to fill the well and eventually the whole aircraft. With the canopy fully open eventually the smoke would clear and the tow could begin. Recovery was much less stressful using the electric motor to rewind the cable but the limited ability of the armourer to see the approaching target occasionally caused its loss if it snagged the door at high speed.

I first flew 53227 on 13 January 1958. It was the aircraft's first test flight since its conversion for drogue towing and its acceptance into VU 32. A week later, I took PO Suthers and LS Cochrane to Quonset Point, Rhode Island for a familiarization flight and to take some time with USN maintenance personnel and their ground servicing equipment. What became a common

occurrence throughout our detachment's time in the States was the enthusiastic support we received, especially from the senior CPOs, most of whom had served in the mid 40s when the TBM was a prominent sight on their carriers or at their air stations. Some came over and just touched the old bird to bring back memories of their earlier years. I saw some of that same enthusiasm at the unveiling of 303 in front of the museum this October.

PO Suthers, LS Cochrane and I left Shearwater 1 February 1958 for our flights south. Our ultimate destination was Roosevelt Roads (at that time a Naval Air Station) where we were to tow for the fleet during its annual deployment to warmer waters during Canada's winter. AB Boggis had left Shearwater with the fleet aboard one of the destroyers with all our towing gear and spares. As we had no HF radio capability in this aircraft, we had to fly to Quonset Point due to New York Oceanic restriction on an over water flight direct to Norfolk. From Quonset Point we skipped Norfolk altogether and flew directly to NAS Jacksonville (Florida). The next leg of the journey was to be to Guantanamo Bay NAS for refuelling and then on to Puerto Rico. Somewhere in the civil/military bureaucracy the necessary clearance to overfly Cuba failed to materialize and we were grounded in Jacksonville. The fuel tank seen under the wing and its mate on the other wing were meant to allow a flight of up to ten hours and I felt we could skirt the island and remain over international waters but Air Traffic Control would have none of that with this old warplane.

Meanwhile, AB Boggis was sailing the Caribbean with our gear while we were waiting for further orders from the fleet. A daily trip to the message center kept us from roaming too far from the base, but we were able to enjoy its facilities and the warm Florida breezes in mid February for two weeks. Once the fleet returned to Florida's waters, AB Boggis arrived alongside at the Mayport Naval Station, a short flight from NAS Jacksonville. Mayport had a short runway but no facilities to accommodate us and our aircraft. Each time we had a tow scheduled, we flew to Mayport with a light fuel load, picked up our gear and AB Boggis, and returned to Jacksonville to top up and head for the range area. On the return trip we stopped by Mayport to off-load and then headed home to Jacksonville. We did this for a week until the fleet sailed for Charleston.

LS Cochrane joined the ship with AB Boggis and our gear. PO Suthers and I flew to Charleston Airforce Base. Now we were all working from the same base for the first time this detachment. We carried out three more tows for our fleet before leaving for Shearwater via Quonset Point to arrive home 5 March. I did four more tows in 53227 in March and September of 1958. My very last TBM flight was also in 53227, a tracking exercise for Osborne Head 7 January 1959. TBM 53227 ditched off Osborne Head in May of 1959. All three crew members were rescued. She was stricken-off-strength 8 June 1959.

It wasn't until 1973 that I was again towing a target for the fleet, this time in a T33 as CO of VU 32. My first detachment to Roosevelt Roads went without a hitch and with air cargo support from the Air Force and my own Dakota aircraft. What luxury! What a wonderful tour of duty!

* The aircraft history of 53227 was obtained from *Tabulated Histories of the Aircraft of the Royal Canadian Navy and the Canadian Armed Forces (Maritime Air Group) June 1945 - May 1997* compiled by Scottie Grant.

Canadian Aviation Artists Association Exhibit

by Christing Hines SAM Curator

The summer months at SAM showcased a temporary exhibit of artwork contributed by the Canadian Aviation Artists Association. Themed around the CH124 Sea King's Golden Jubilee, the show was well received by SAM visitors, especially Sea King 50th attendees. Many of the artworks have been added to the SAM's art collection, dramatically enhancing the artworks in the collection representing the Sea King, which had previously been lacking. Special thanks go to CAAA President Eric Mitchell, who coordinated the show, and all of the CAAA artists who were enthusiastic to participate.



By Geoff Bennett



By Geoff Bennett



By Geoff Bennett



By Geoff Bennett



"Preparing to Start" by Layne Larsen
email: larsenart@sympatico.ca



“In the Shop” by Layne Larsen
email: larsenart@sympatico.ca



“Patrolling the coast” By Linda Brubacher
email: brubacherart@gmail.com



“Sea King at Sunset” By Len Boyd
email: lboyd@skyzethelimitart.com



Sea King 50th Commemorative
by Sgt Peter Robichaud
12 Wing Intelligence



Oil Paint on canvas by Wesley Lowe
Phone: 604-886-9880

MERRY CHRISTMAS

**SHEARWATER AVIATION MUSEUM (SAM)
SHEARWATER AVIATION MUSEUM FOUNDATION (SAMF)**

Many people assume that the SAM & SAMF are one and the same and can be interchanged at will; this is not correct and I will attempt to clarify the above.



SHEARWATER AVIATION MUSEUM (SAM)

Under the authority of CFAO 67-5, the Shearwater Aviation Museum (SAM) was accredited in 1979 by the Canadian Forces Museum Committee as an NPF entity within Sec. 38 of the NDA.

The mission of the SAM is to acquire, conserve, organize, research and interpret to CF personnel and to the public at large (for their study, education, and enjoyment) those artifacts and documents which best serve to exemplify the history and technology of Canadian Maritime Military Aviation as it relates to the military establishment which is now 12 Wing Shearwater. This includes the provision of specific benefits including tours, research materials, meeting facilities and aviation theory and history education, with special emphasis on youth programs.

The activities of the SAM are governed by the SAM Constitution 17 December 1997, which is ultimately ratified by the Director History and Heritage (DHH-NDHQ). Normal operation of the SAM is overseen by a Board of Trustees, which is responsible to DHH for financial affairs, policy development, and routine decision-making.

In other words SAM is the repository of all our artifacts, photos and stories, with a responsibility to preserve, present and educate.



SHEARWATER AVIATION MUSEUM FOUNDATION (SAMF)

The main objectives of the Foundation are:

- to aid in the preservation of the history of Canadian Maritime Military Aviation;
- to provide financial, and in kind, support to the Shearwater Aviation Museum;
- to raise funds for the construction of additions and/or improvements to Museum infrastructure;
- to provide other support to the Museum as agreed upon with the Museum Board of Trustees.

The SAMF does not fall under the jurisdiction of the Museum or their Board of Trustees.

The SAMF, a non profit organization, meets it's objectives mainly by publishing the Warrior which helps preserve our Maritime Military Aviation History and by fund raising to assist SAM. Fund raising consists of many activities; ie Dinner/Auction, Golf Tournament, 50/50 draw, Wall of Honour (tiles) plus donations at any time. Note our Wall of Honour and Donor Recognition Boards in the atrium - your name should also be there.

As you are probably aware, a new Hangar for SAM is #1 on our priority list. We cannot start the heavy fund raising until Ottawa declares how much it will contribute and how large the remainder will be. However, if you want to help us get a head start, make a donation to SAMF now and mark it for the "Building Fund" which will ensure that is what it will be used for.

**John Knudsen
SAMF President**



FROM THE CURATOR'S DESK

By Christine Hines

I think I've finally found my desk and keyboard under the piles of files, papers and boxes that have found their way into my office after the busiest summer season I can remember in my entire museum career! The Shearwater Aviation Museum kept a frantic pace this summer and early fall, heavily involved in events

such as the DND Family Days in HMCS Dockyard, Sea King 50th, Atlantic Canada International Air Show in Miramichi, New Brunswick, and as a venue for the recent Canadian Aviation Artists' Association in September. As I write, our volunteer restoration team has just unveiled the completed restoration job on our "new" TBM Avenger, NAVY #303, in front of media, SAMF and CNAG Veterans, 12 Wing personnel, and friends of the museum. It was a lovely sunny day, in front of an impressive crowd, for a fall Thursday afternoon!

The Sea King 50th celebrations were beyond compare. After three years of planning, the vision of former Wing Commander Colonel (ret) Sam Michaud, became reality. During the three days of events, the museum was a hub of activity and a central location for reunion attendees to congregate, purchase Sea King 50th memorabilia, and importantly for SAM, share their stories. Shop sales and donations of artefacts and photographs were realized from the generous community, for which we are very grateful. The SAM was the recipient of a loan of a Sea King for the week, CH12408 specifically, and what a treat it was to have a loan from 423 MH Sqn. Despite heavy operational commitment during this time, 423 Sqn was very generous to loan us a helicopter, and for that we offer a huge debt of thanks. Indeed, it was sad to see it go back out the door on Friday morning...placed next to the aircraft was a new interactive exhibit on the Sea King that we had commissioned from SAM exhibit designer Don Smith and his team of Chris Hoyt and Robert Curtin, which was very well-received.

Events of note at SAM during the three days was the book launch of John Orr's book "Perseverance: The Canadian Sea King Story" in front Mr. Sergei Sikorsky and Mrs. Elena Sikorsky, numerous friends and supporters, with a backdrop of a Sea King-themed photograph display from Combat Camera at NDHQ. I was tickled to have a bit of original helicopter artwork contributed to our Guest Book by Mr. Sikorsky himself! Artisans from HMC Dockyard's FMF Cape Scott, led by Ross Bowness (Sr & Jr.), delivered a hand-crafted time capsule, which I would encourage all Sea King community members to help me fill! 423 Sqn were the first to contribute items: two squadron challenge coins were deposited into the time capsule for safe keeping. The fellows did beautiful work and I would encourage you to drop by to see their workmanship.

423 MH Sqn also donated a lovely gift to the museum in honour of Sea King 50: a brilliant collection of Sqn challenge coins, presented formally in a sequentially numbered sequence in the shape of the numbers 423 on a background of RCAF tartan. Special thanks to LCol Jeff Fletcher, CO, Maj Chris Spearin, D/CO, SCWO Rod Chittick and the entire squadron for this very special donation.

We sincerely thank the volunteers who worked so hard on Sea King 50th celebrations, getting the museum ready, maintainers

who toiled to get the aircraft cleaned and prepped in advance of our visitors, and of course SAMF and 12 Wing, who supported every event and request we made during the period. Your support is deeply appreciated!

All in all it was a brilliant three days, and it is hoped that the Sea King 50th celebrations will result in a legacy to assist the SAM with reaching our goals of preserving Shearwater's operational history and advancing our exhibit and interpretation programs. We have a goal of building a new restoration facility, and will need space in future to house the exhibits and artefacts of 50 years of CH124 Sea King operations. No small task, and we can't achieve it without you!

Sincerely, Christine

EXPANSION UPDATE

By Christine Hines

With the addition of the "new" TBM Avenger in the summer of 2012, our storage issues really became evident. While your museum staff and volunteers have been keenly aware of this fact, it now is visible to all. The cramped quarters also applies to the stored collections and artifact receiving and processing spaces.

Behind the scenes, we have been creating a wish list of building features needed, and making a capital fund request of the Directorate of History and Heritage. Given the difficult fiscal times experienced by DND, we are uncertain of the success of our application, but are cautiously hopeful for even a portion of the request.

The priority for expansion is focused on our pressing need for a maintenance and restoration facility. Our restoration and preservation program has advanced leaps and bounds in recent years, and this work is being done in a section of the display hangar built in 2001. While this has been a wonderful asset in terms of visitor experience and interaction of our visitors with our maintenance engineers, it lacks in space, health and safety equipment, secure tool crib and adequate painting facilities.

In conjunction with the SAMF, the SAM hopes to raise sufficient funds to begin new construction on a much needed maintenance/large artifact restoration facility. Consider giving to the SAMF building fund, to allow the SAM to continue to allow the aircraft restoration program to preserve Shearwater's operational history for generations to come!



John Knudsen



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SAMF Mailing Address:

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PO Box 5000 Stn Main
Shearwater, NS B0J 3A0

Phone: 902-461-0062 or
Toll Free: 1-888-497-7779
Fax: 902-461-1610

Email: samf@samfoundation.ca

Pull out Section

SAMF MEMBERSHIP FORM

Note: Membership year is 1 Jan - 31 Dec

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Status: Life \$500 (one time only) Patron \$250 yr

Sustaining \$100 yr Regular \$40 yr

Additional donation: \$ _____ for

Building Fund Artifacts In Memory

Firefly, Avenger Restoration, Building Fund

or WARRIOR, In Honour, No specific Category

Note: If "in memory" or "In Honour" please provide name and address for recipient for family to receive a letter of acknowledgement from our Secretary.

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Payment Method: Money Order, Cash, Cheque,
VISA or MASTERCARD

Exp Date _____

When your donations total \$1000 or more, your name will be added to our Donor Recognition Board - in Gold Leaf print. Check with our secretary to see how close you are to having your name on the Donor Recognition Board.

Life Memberships may be paid by instalment - \$100 on date of purchase and \$100 at end of each 4 remaining months.

Guidelines for designing your “Wall of Honour” Tile.

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

The options are:

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

Option B: The full tile with up to 6 rows of 1" letters for a maximum of 55 letters and spaces. The two centre rows can accommodate up to 16 letters and spaces. The remaining rows will decrease as the edge of the tile dictates.

Option C: The full tile with up to 10 rows of 3/4" letters for a maximum of 120 letters and spaces. The two centre rows can accommodate 20 letters and spaces. The remaining rows will decrease as the edge of the tile dictates.

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

Option A



\$300

Option B & C



\$600

Option D



\$600

Wall Tiles may be purchased through monthly installments.

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

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

(Wall Tiles (continued))

ENGRAVING REQUEST

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

From:

NAME: _____

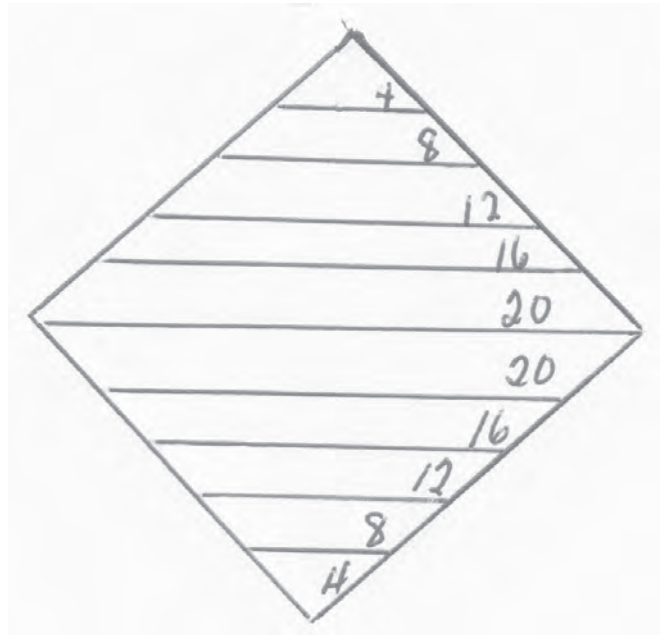
ADDRESS: _____

CITY: _____

PROV: _____ POSTAL CODE: _____

TELEPHONE: _____

EMAIL: _____



TYPICAL OPTION 'C' above

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

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

VISA/MASTERCARD Card # _____ Exp.Date: _____

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

Fax (902) 461-1610 Email: samf@samfoundation.ca

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



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

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

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

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

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

"Codicil to the Last Will and Testament of _____"

Which Last Will and Testament is dated this ____ Day of _____ 20___. I hereby add to that said Will as follows:

I give, devise and bequeath to the Shearwater Aviation Museum Foundation the sum of \$ _____

to be paid out of my general estate.

Signed and dated this ____ Day of _____ 20__

In the City of _____ Province of _____ Postal Code _____

Witness: _____ Witness: _____

Signature of Testator

Address: _____ Address: _____

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PRESIDENTS ANNUAL REPORT 2013

The 2012 / 2013 season has now passed and we must look back to see what we accomplished and look ahead to try to see what challenges await us.

The new Constitution has been in use for 1 year and it appears to function well. The small day to day items are being addressed by the Executive Committee and policy and major items are referred to the Board of Directors.

Museum employees: The SAM has been staffed through a Personal Service contract (Junica Management) for over 10 years. All Personal Service contracts have been eliminated for FY 2013-2014 as a result of the budget cuts. Director of History and Heritage has approved funds for this year that will cover the cost of the salaries based on project work. New contracts for the four people in the current positions are with the Foundation and the funds are being reimbursed by DHH. (The curator's position has been made an NPF employee and Christine Hines aced the subsequent competition.) Congratulations Christine.

Fund raising: Patty Gemmell, because she is under contract with SAMF, resigned as Chair of the Fund Raising Committee, however she has continued to work hard on the committee and we are still looking for a new Chair (Thanks Patti)

Golf : Chuck Coffen and Don Evans worked hard on the golf tournament throughout the past year, it was held Wednesday, 4 September and they expect to clear \$9,000+ after the final tally is in.

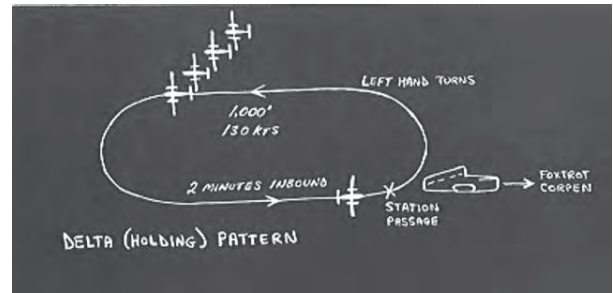
Dinner/Auction: The Dinner/Auction, the first of the big fund raising events, took place in the 12 Wing WO & Sgt's mess 15 June. I was not able to attend due to a small medical problem, but I have heard nothing but positive comments after the highly successful event: - 92 attended, \$9500 raised, - Kitchen staff outdid themselves - very fast service - meal hot. Excellent presentation.

50/50 draw: The return on this item has been dropping despite Carol Shadbolt and Margaret Ferguson's hard effort, if the returns continue to decrease this item may have to be discontinued.

Wall Plaques: The wall plaques continue to be a good source of revenue, slightly higher than last year.

Warrior: SAMF's newsletter continues to draw many positive comments from our members and casual readers. Well done Kay and helpers.

Sea King 50th: From all corners of our great country and some areas beyond, accolades have poured in regarding the various Sea King 50th events, I agree whole heartedly that they were outstanding events. But now what? How do we keep the enthusiasm and joy of remembering old friends and stories, told during the various events. The Shearwater Aviation Museum Foundation (SAMF) and Shearwater Aviation Museum (SAM) is one method to preserve the past for our mutual enjoyment and for the benefit of future generations. Be missionaries for our Heritage, spread the word about our great museum as the keeper of our joint history and encourage people to join SAMF and contribute to and enjoy the Warrior, our place to share our experiences. *John*



IN THE DELTA

ALDRICH, Mary

ANDERSON, Alexander (Andy)

ASTON, Brian

BABINEAU, Leo

BELL, "Dinger"

BRAY, Taffy

COTE, Vangie

FISHER, Shirley

FOSTER, Priscilla

GAUTSCHI, Phyllis

GRAHAM, Kathleen

HALL, Joan

LECLAIR, Dave

L'HEUREUX, Ed

LOURME, Ernest

MacALPINE, Gerald

MERCER, Curt

MICHELL, Veda

MIFFLIN, Fred

ROSENTHALL, Les

SAWYER, Tom

SMITH, Alma

STANKO, George

WILGRESS, Victor

ROLLING OUT THE AVENGER



SAM Curator Christine Hines addressing the crowd at the TBM Avenger unveiling on 3 Oct 2013. Christine is breaking in the new portable microphone donated by the 081 Trade Group. "The SAM is most grateful to the 081 Trade Group Reunion attendees for their generous support!"

As SAM Foundation members will have read in other places in recent editions of the "Warrior", a former RCN Grumman TBM Avenger was recently purchased by the SAM Foundation, flown to Shearwater, and transferred to the SAM's collection. Restoration completed, the Avenger was recently rolled out at the Shearwater Aviation Museum. Serial number 53610 was the last of a fleet of Avengers operated by New Brunswick's Forest Protection Limited, in support of firebombing and spraying for the residents of New Brunswick.



Having left Shearwater in 1958, the Avenger has been restored to its former "sailor suit", wearing its distinctive two-tone dark and light sea grey RCN livery it wore while serving with VS881 Squadron in support of anti-submarine warfare, operating from HMCS Magnificent and HMCS Shearwater as its shore base. Purchased in 2012 by the Shearwater Aviation Museum Foundation (SAMF), the

Avenger (NAVY #303) was flown to Shearwater on 26 July 2012 by volunteer pilot Dave Wilson, and transferred to the museum at that time, under the condition it be restored to its RCN configuration. A volunteer team of Maintainers supervised by SAM Aircraft Maintenance Engineer John Webber and AME Brian Innis, completed the restoration work in September 2013, and rolled it out to an appreciative crowd at the Shearwater Aviation Museum on 3 Oct 2013.

Special thanks go to the Shearwater Aviation Museum Foundation for their financial support of this acquisition, and to several individuals, including special consultants Rolly West and Bill Gillespie, John Arnold for contributing the tailhook, and the following volunteers: Mark Miller, Albert Hennen, LS Paul Walter, Sgt Dexter Henwood, LAC Grace Thomas, RCACS, LAC Eden Thomas, RCACS, Brad Thomas, Cpl J-F Landry, Duncan Mason & Wayne White.

Fairey Firefly FR-1 Update:

by SAM Curator Christine Hines

As we are about to close out the 19th year of work on the Fairey Firefly Restoration Project, I am delighted to say that huge progress has been made this year.

For those that may not be aware, we started running the engine in 2009, and while exciting, we had to take the bad with the good. Many smaller systems started to break down; repairs that had been made early on in the process were now starting to show their age and needed a closer look.

Many would have thrown in the towel after the string of issues needing repairs, but, testament to the quality of personnel working on the team all these years, each issue was diagnosed and successfully repaired. Kudos go to Chief Engineer John Webber, long-time project lead Bud Ayer, and many, many volunteers past & present, CF members and civilians for their hard work.

I am happy to report that recent high power ground runs had great results (2800 rpms) and we look forward to a successful conclusion to the Firefly project very soon. To all involved in the project, the volunteers who contributed thousands of hours to this project, the SAM Foundation members who have supported it from day one, and to 12 Wing Operations staff whose cooperation has been critical to the Team's success, a hearty Bravo Zulu to all!

Support the

Shearwater Aviation Museum Foundation

SEA KING 50TH ANNIVERSARY - MEET AND GREET

(A few of the attendees. Unfortunately names were not gathered.)









BLACKHORSE

August 18th was shaping up to be an interesting day for the air crew aboard HMCS ST. JOHN'S. The mission of the day was to fly to Grise Fjord, drop off the Ship's XO, Combat Officer and Doc for a community visit and pick up three local dignitaries, two of whom were Rangers, to conduct reconnaissance of the Sydkap Glacier on Ellesmere Island, then return to the ship. The crew, Captain's Hanley, Zydowicz, and Frederick and Sgt Saunders were flying Sea King 433, call sign Blackhorse, embarked for Operation Nanook 2011, the largest of three annual Canadian Forces Arctic sovereignty operations.

At 0930hrs, Blackhorse took off without a hitch and proceeded to Grise Fjord for the passenger exchange. On the way, the weather, which had been forecast to be VFR with a thin layer at 2000 feet, began to deteriorate. The approach plate into Grise Fjord depicts a curved approach path and the note that it is to be conducted day VMC only, and only attempted by crews familiar with the area. As we approached the town we were down to 200 feet and just at the point of turning back to the ship,



along to hunters in the area, thereby reducing safety risks in the coming winter.

After a 30 mile transit Blackhorse was flying in one of the most scenic canyons that had ever been carved by a glacier. The crew flew up the canyon to the start of the glacier, and began filming possible ground routes to its highest point at 4800 feet elevation. After arriving at the summit, it was decided to do a confined area approach procedure to a sand covered, bare patch that looked just big enough for the helicopter. As we approached the spot each grain of sand grew. The lack of man made structures or trees gave the illusion we were closer to the ground than we were, so the spot was close to a kilometer across and each grain of sand was the size of a brick. Once on the ground, the crew disembarked to take some photos from the top of the glacier. It was a beautiful day with the glacier spreading in all directions as far as the eye could see. It was an absolutely amazing moment for all members of the crew.



when the weather began to scatter out and the town became visible. The small town nestled in a bay, surrounded by mountains, in the shape of a bowl. Not the kind of place to overshoot an approach. The landing was conducted without incident but was obviously an exciting occurrence for the town. After landing, the passenger exchange was conducted with a large number of the town's population of 134 people watching. It was an unusual sight for them to see a Sea King helicopter in the Arctic. There was 3000 pounds of fuel onboard, the clouds were showing every intention of breaking up as forecast and we had verified the layer was thin by climbing above it on the initial transit. So, once finished on the ground, Blackhorse took-off to do some reconnaissance of the glacier. The Canadian Rangers aboard were eager to investigate the possibility of getting onto the Sydkap glacier safely using their snow machines during the winter season as this was their main transit route to the hunting grounds. An advanced look at the area would provide the Rangers with valuable intelligence of the ice features to pass

Blackhorse then took off towards HMCS ST. JOHN'S with the transit plus 20 minutes worth of extra to delta fuel in the tanks. As we passed Grise Fjord on the way south we could see it was socked in with fog and low cloud. Those conditions seemed to persist further south than on the transit to Grise Fjord so the ship was contacted for local weather. They reported clear and a million so we began to relax a bit and enjoy the scenery for the transit. About ten minutes back from the ship we were contacted with updated weather, they had driven into a fog bank and couldn't find a way out again, Great Ogally Moogally! Once over the ship we began passing the position of ice free, open water in hopes of avoiding an instrument approach, all to no avail.

The ship came back with a report that visibility was now 200 yards and the only option, as they saw it, was an emergency-low-visibility approach to ST. JOHN'S. After discovering a glacier lane full of large icebergs in front of the ship and the possibility that these icebergs could extend hundreds of feet upwards and into the approach path of the aircraft, it was determined that the emergency landing procedure would be extremely

difficult to carry out. The lack of visibility and proximity of obstacles would adversely affect the ability of both Blackhorse and ST. JOHN'S to maneuver closer to each other and conduct a safe landing. There are always other options and in this case the best one was to land elsewhere. With the fuel running low, Blackhorse's best option was to land on a nice, sheltered bowl of a beach; on an island close to the ship where visibility and ceiling were unrestricted, except in the patch of fog the ship was in, and wait for ST. JOHN'S to break clear. Once in the 15 foot hover, just prior to touching down in the confined area of the beach, the helicopter scared off a polar bear that was sunning itself on our landing spot. It had been unseen until it broke, ran, and was pointed out by the Rangers in the back. The last thing we wanted was to spend the night on a beach where a polar bear lived. The polar bear immediately sprinted into the water and swam away while Blackhorse landed. Later the ship's captain reported seeing a polar bear swimming by the ship from the direction of the beach. Although the weather around the island was great, there was still a wall of fog nearby that was hiding the ship. Charts of the area were not the most accurate so the Captain was hesitant to come closer to land. The crew was monitoring the ships progress on Tacan and offered the ship an HCA to the beach, "Two and half miles back, right of the on course, come left 320." With about 700 pounds of fuel remaining the crew saw, ST. JOHN'S emerge a mile and a half on the nose from the fog like the "Maid of the Mist" and no time was wasted taking off for a smooth recovery aboard. Just another day... North of 60.

by Capt. Norm Hanley



A few Navalair members who attended Billy MacArthur's funeral.

Lto R Mel Birmingham, Frank Pike, Mike Walsh, Mick Stephenson, Ron Kay,

Alex MacDonald, Ed Kelly, Bob Thomas, Dave Shaw, Dick Cooper

When Was History in the Making

Capt Daniel "BOOYA" Baouya

When one thinks of history, thoughts of black and white photos, distant wars in forgotten battle fields, and ancient civilizations in some 'Indiana Jones' type setting might come to mind. Clearly, most of us might agree on what constitutes a major historical moment, for those are obvious. Anyone who lived through a milestone time period or event would surely have known that they were either witnessing or 'making history', but what about the other 'firsts' or perhaps the less obvious 'lasts'. Who decides what will be reported or recorded? How will we remember?

Confederation: the last spike of the Canadian Pacific Railway; the telephone; the list of moments in time and inventions that have changed our lives is long. In fact, it's endless because as time goes on, new events occur, and we continue to evolve (hopefully) along with our ever changing environment. Having said that, if we don't pause, take a moment to look back, and document our experiences, valuable stories will be lost. I think now to 12 Wings new 'lessons learned' program and the value of such efforts: If we don't pass on what we've learned, we risk having to 'reinvent the wheel' and worse, repeating dangerous mistakes.

Major historical events get recorded and passed on; I'd like to focus to the less obvious events, the ones that often go unnoticed. When was the last time you used a rotary phone? Can you remember your pre-internet life? We might have an easier time remembering the end of an era by thinking about the start of another. In other words, you might not remember the last time you HAD to use your bicycle as a method of transportation as a kid but if you thought about the day you passed your first road test and earned your driver's license, that might spark your memory. My question to you is what happened to that good old trusty rotary phone you used so many times to call your family, a loved one, or to make prank phone calls with your friends? What happened to the phonebook? Did you sell that old bike for gas money? Your trusty BMX? Your first ticket to partial freedom? Gas money? How could you!

I don't know what the requirements are for an event to 'go down in history', or for a trusty tool or piece of equipment to go into a hall of fame, but if I had to pick one that has served me well (and several generations of MH aircrews before me), the CH-124 Sea King is a shoe in. As for 'a moment in time' that I think should get passed on, here's my submission:

We were on HMCS REGINA, on Op ARTEMIS (ROTO 1), Canada's contribution to Maritime Security in the Arabian Sea and surrounding regions. We were the second ship to deploy on this mission, following HMCS CHARLOTTETOWN, and HMCS TORONTO filling in after us. Another tail number (428) on the deck of another hull (334), another mission somewhere in the

world; business as usual for members of the CF. Our 19 member HELAIRDET was from 443 MH Sqn in Victoria and we flew most every day 'doing the business'. The techs worked their butts off to keep the old bird flying and the aircrew conducted the operations, mostly surface surveillance missions. One of our Det patches read "Ready for Whatever" reflecting the slight ambiguity to our mission prior to embarking, but it was later made clear; we were forward deployed, and deterring crime on the high seas via active presence. I doubt that anyone of us thought we were making history and whether we did or not, I guess is up to 'father time'.

We flew well over 550 hours in what was the most advanced Sea King to ever deploy: We were night vision capable; we had an augmented surface plot capability, and a tactical common data link allowing us to transfer imagery back to the ship in flight and even stream live video. With our self-defense suite, forward looking infrared and other sensors, who would have thought the Sea King would evolve to be so capable? 50 years of loyal service and she continues to do ASW, ASuW, utility work, all the while landing on our ships in sea states that make us look crazy cool in the eyes of our allies.

We know Canada was the first to fly helicopters off non-carrier warships and the Recovery Assist Secure and Traverse (RAST) system was a Canadian invention that revolutionized maritime helicopter operations if not created the whole concept. Historical? I think so, but mention "Sea King" to some civies and you'll get the "isn't that the helicopter that's always crashing?" Comments like that make me think of lyrics of a song by B.I.G. "you're nobody 'til somebody kills you". Those of us who truly know the Sea King, know that it's actually quite reliable and is more aptly called the workhorse of the RCN and the RCAF. I guess it's up to us to educate the public on the truth, or, like the lyrics of that song, perhaps the Sea Kings will get the reputation they deserve once they're retired and replaced. Anyways, back to my story.

It was a Friday, and the aircrew were excited, not because it was Friday, because if you've been to sea before, as a member of a HELAIRDET, you know the days of the week don't matter to us; they're all the same....ok, there's ice cream on Sundays, but that's about it. We were set to do a cross deck, which means landing on a class of ship other than what we have in the RCN. However, this cross deck wasn't to the flight deck of 'just' another ship, this was an American aircraft carrier. It's not every day you get to land on another country's ship and a cross deck to an aircraft carrier is even rarer. Now for a bit of a modern history lesson (or perhaps pop-culture):

If you're aircrew, hell, if you have a pulse and were born before 1990 you should know, all too well, the best Air Force (and perhaps U.S. Navy) recruiting movie of all time. If the title hasn't already come to mind, well, shame on you, I'm talking about Top Gun. For those of us who love flying and maybe a love story with extra cheese, this is your film. Put it on in the mess and you'll even have to fight fish-heads for a seat! I don't know that there's

anyone I've flown with that has not either quoted Top Gun or understood a reference I've made to the movie (in the cockpit or elsewhere). Come on, as if you've been to the bar and **not** said to your friend "Ok, so the bet is \$20..." Anyways, the opening scene of the movie was set "somewhere in the Arabian Sea" and guess what, that just happened to be where we were operating that Friday and the aircraft carrier we were going to land on was none other than CVN-65, the USS Enterprise, the 'Top Gun' carrier.

weather, and the plan: launch, head to USS Enterprise, do a couple circuits and landings, and pick up our CO, (who was dropped off earlier by the other crew), and RTB. It was one of those beautiful afternoons at sea when you knew the sunset was going to be amazing; not a cloud in sight. The crew was Maj Steve Donaldson as MHCC, I as MHC, Capt Jeff Knock as MHCP, and Cpl Andrew Harton our AESOp (A.K.A. R2D2). After taking off from our deck, we headed in the direction of the carrier. Once visual, it was quite a site. At 1,123' long and 250' tall, the Enterprise is quite different from the small boats we were used to checking out; compared to our CPFs, she has twice our length and double our height. They don't call her Big 'E' for nothing.



As we approached, we were cleared to the 'starboard delta', the helicopter pattern for carrier ops. I got Jeff to do the first circuit and take the first landing. Sure I wanted to go first, but my job is to train my MHCP, so I let him run with it. This also allowed me the freedom to take some picture and video footage! After Jeff landed on, I took control for another circuit and the final land on. The approach was picture perfect; Big 'E' was heading south, the sun was setting on her starboard beam, and the sight was just amazing. Seeing all those

Seahawks, Greyhounds, Hawkeyes, Prowlers and Hornets, I can't even describe the feeling: it was just crazy. Yes, I'll admit, Danger Zone was stuck on repeat in my head. We never did 'call the ball' (like in the movie), but we did follow the signals from the LSE on deck.

I already knew I was lucky to be landing on Big 'E', but when I saw all the deck hands crowd around our Sea

The Enterprise has quite a distinguished service history dating long before Top Gun. She was the world's first nuclear-powered aircraft carrier. In October 1962, Enterprise was dispatched to its first international crisis where she sailed with other ships to set up quarantine of all military equipment under shipment to communist Cuba. The blockade was put in place on October 24, and the first Soviet ship was stopped the next day. On October 28, Soviet leader Krushchev agreed to dismantle nuclear missiles and bases in Cuba, concluding the Cuban Missile Crisis, the closest the U.S. and USSR have ever come to nuclear war. On November 25, 2011, Big 'E' celebrated its 50th birthday, making the carrier the oldest active duty ship in the U.S. Naval fleet. Hmmm, 'oldest active duty ship', makes me think about our 'oldest active duty helicopter'. Our helicopter was chosen by the RCN for production on 20 December 1961 and 27 November 1963 marked the first operational destroyer landing of a CH-124 Sea King (aboard HMCS ASSINIBOINE).

It was a no fly day for the Top Guns aboard Big 'E'. We didn't see any jets take off or land, but that did give us the freedom to do a couple circuits without the fear of being in the wrong place at the wrong time, not that we would be, we're Top Guns too, obviously! I vaguely remember the brief; the



King and stare at her in the same way we were staring at Big 'E', I realized that although this was a really cool cross deck for our logbooks, this moment was even more special than I previously thought. Initially, I thought the deck hands were looking at us funny due to the previous crew's AESOp who tried to jump out of the aircraft while still being attached via monkey tail. In any case, we were looking at them, their aircraft, and Big 'E' in amazement, and they seemed to be looking at the Sea



King thinking the same sort of thing. After waiting a short while, our passengers approached, got strapped in, and we were cleared to lift off. We pulled pitch, slid off her deck and transitioned forward. One last look back as we crossed her bow and that's when it first occurred to me, we might just be the last Sea King to land on Big 'E'. However, there were plans for an exercise with her later. "I can't wait to do this again" I said. "Ya, that exercise is going to be awesome", someone said, I forget who.

Well, days turned to weeks, weeks turned to months. 2012 went by and now it's February 2013 and we're on our way home. The mission is done for us; HMCS TORONTO has already taken our post. Onboard HMCS REGINA, people are thinking ahead to their plans when they get home, and I've done the same. However, I've taken some time to make a list of the most memorable moments of the deployment and at the top is our trip to USS Enterprise. As I thought of that day, I remembered that the exercise we were going to have with her was cancelled, and gone with that was our opportunity to land on her again.

So now the touchy feely part: You non-emotional types can skip this paragraph! You know when you move cities, you say bye to your neighbor and tell them "see you later", well, you never see them again. How about when a relationship comes to an end and you tell the other person "we can be friends, we'll see each other here and there". Nope, you don't see them either. Well, in those situations, you usually know you'll never see those people again, it's expected; tough to deal with maybe, but expected nonetheless. I think the times that are most difficult, are the 'unexpected lasts'. The kind that you did not know, at the time, that it was the last time

you were ever going to (insert whatever). The worst would be having a friend or family member pass away unexpectedly; I'm sure we all wish we could say 'good bye' knowing that it was 'good bye', and not 'see you later'. However, we know, all too well, that we're not always so lucky in life. Clearly, nothing is quite as profound as losing a loved-one, but I'm sure some people will be quite emotional the day we retire the beloved CH-124.

Though we haven't retired the Sea King yet, Big 'E' is done sailing and is alongside for good. After 25 deployments and 51 years of active service, she was officially inactivated December 1, 2012 and will be decommissioned soon. Much like our Sea Kings, she served over twice as long as originally planned. Both the USS Enterprise and the CH124 Sea King came from the same era, served in some of the same conflicts, and are both about to enter the history books. The last time these two Cold War era pieces of equipment worked together was on the 31st of August 2012. Affectionately known to the Det as 'Delores', call sign "Drifter" (CH12428) was the last Canadian helicopter (Canadian aircraft of any type) to touch the deck of Big 'E' and it all happened "somewhere in the Arabian Sea": It was an unexpected 'last'.

Soon we'll be alongside, deployment done, and we'll be back 'home'. I have many memories from this deployment; I hope to remember them all. However, on to the next course, upgrade, and posting we go. The world kept going while we were gone and we have a lot of catching up to do. It's the CAF now (not the CF), and what about the newest version of Windows, the latest smart phone, and the gossip from Hollywood? Boy, we're going to be busy and amidst the hustle and bustle, memories will fade. Life is made of every second that passes and though some events are arguably more noteworthy than others, I felt compelled to share one where I feel fortunate to have played a minor role. May moments like these live on.



A wonderful new book by John L. Orr. All Sea King personnel will enjoy this one. On sale now, in the Shearwater Aviation Museum

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Hormuz Harry Tail Mission

In late October 1990, I was the Helicopter Detachment Commander for HMCS PROTECTEUR deployed on OP FRICTION in the Persian Gulf. A Special Inspection had been ordered to check some vital components of the tail pylons of the five Task Group helicopters. One of our three Sea Kings (12412 ~ "Hormuz Harry") had failed the inspection and needed a new tail pylon. One of our aircraft (12410 ~ "Chicken Hawk") was deployed ashore at the US Navy's Duck Base in Bahrain. Although PROTECTEUR was at anchor near the main port of Bahrain for a replenishment stop, our detachment had been tasked to continue surface interdiction ops from the anchorage, so our third Sea King (12417 ~ "Big Bird") was airborne throughout the day.

On October 26 at around 1300 hrs, my crew was tasked to proceed to Bahrain via water taxi from PROTECTEUR's anchorage to man Chicken Hawk and bring back the only spare tail pylon in theatre (stored at our Forward Operating Base (FOB) on Manamah Bahrain). A message had already been sent to the Logistics Detachment (CANMARLOGDET) at the FOB to prepare this valuable part for delivery by helicopter.

When we arrived at the airfield, we were informed of a delay at the CANMARLOGDET warehouse and that the tail pylon would not be delivered until approximately 1600 hours. Sunset was scheduled to occur around 1800 hours; however, HMCS PROTECTEUR was going to be remaining at anchor just 12 miles away from the airfield for several more hours. We conducted all of the pre-flight requirements including all particulars for the slinging evolution and then waited at the Desert Duck base for our part to arrive.

According to the load dimensions and weights provided to us by the CANMARLOGDET, the load was too large to fit inside the aircraft but could be carried externally at a speed of a little more than 60 knots. This speed was well within the AOI guidelines for slung loads. Once the load arrived we reviewed the shipping container dimensions to confirm our pre-flight calculations. We then manned our helicopter and initiated the sling pick-up. Everything went smoothly up to the point that we did not get proper confirmation that the load was properly locked. We disconnected from the load and the airframe technicians that I had brought along to help with the operation started to investigate. They concluded that the sequencing was correct and that the load was properly locked inside the main probe. A micro-switch was found to be out of adjustment.

We hooked-up the load again and waited for take-off instructions. We had to wait longer than usual because a squadron of RAF Jaguars was departing in packages of two. As soon as we were given permission to depart, the number two engine fire warning light illuminated. I immediately warned the crew, put the load back on the ground, released the slinging stop, and landed. The fire warning light went out as we were landing. We all came to the conclusion that while hovering in a somewhat close space, surrounded by big concrete walls directly astern of us and to our sides, the fire detection system must have been triggered due to the re-circulation of hot gases emanating from the engines. This was mainly due to the long delay in receiving our take-off clearance.

We explained our situation to the tower, received further clearance and finally departed for the ship. The sun had already begun to set. We had planned on a slinging speed of 60 knots; however, when the helicopter accelerated through 45 knots the AESOP reported that the load began to swing excessively. I applied collective and slowed the aircraft to dampen the oscillation. It appeared that the load was lighter than advertised because the maximum speed that I could maintain and still keep the load oscillations within limits was 45 knots. Any deviance created abnormal oscillations in the load so we were essentially restricted to a very slow air taxi transit to the ship.

Because of the much slower than planned speed it was nearly dark by the time we had PROTECTEUR in sight. As it began to grow rapidly darker, the TACCO raised some concerns that we were violating orders by slinging a load at night below 60 knots.

My assessment was that we were now committed to a slower than normal night transit whether we continued to the ship or returned to Bahrain and I was not about to "jettison" this precious cargo into the ocean unless we started to get into an unsafe situation.

In order to maintain the load oscillations within limits, we had climbed to almost 1,000 feet ASL on our way to the ship. Despite this demanding and difficult situation we found ourselves in we knew that it would be much easier to descend from our present altitude while establishing a proper descent path for standard slung load delivery. In the meantime, the TACCO called the ship on the radio to inform of our position and intentions and requested permission to approach. The air control officer replied in a somewhat nervous voice that our recovery would have to be delayed because the ship was refuelling from a fuelling barge on her port side.

The TACCO, in a somewhat calm manner, firmly informed the ship that any delay in the recovery could not be entertained. He added that we were already established for a long and smooth descent to deliver the load safely and any further details would be provided upon landing. A long pause followed, then the air control officer came back with a "Roger" and provided us with the recovery information stipulating that the approach and delivery must be made from the starboard side. The approach was completed and the load was delivered successfully. There certainly was a higher than normal pilot workload required to fly that load and it had already been a long day, so I elected to recover onboard as soon as the load had been cleared from the flight deck rather than return to Bahrain to pick up our ground crew. They were subsequently directed to make their own way back to the ship via water taxi.

Following shut down, the Ship's Captain, the Air Chief of Staff and many of the ground crew, including the Task Group Air

Maintenance Officer and our Detachment Chief congratulated us for the safe delivery of Hormuz Harry's tail. As soon as my two abandoned ground crewmen were safely back on board, PROTECTEUR weighed anchor and departed for its new patrol area.

In retrospect, I must admit that this mission was the most demanding in my whole Sea King flying experience. I am very proud of having fulfilled its aim safely and effectively. I am also very grateful to all who were involved in supporting its completion; aircrew, ground crew and ship's personnel.

I am still very proud of what was accomplished by our crew that night. We were caught off guard in spite of our calculations but responded appropriately. Everyone on board knew that I was always ready to "Jettison" the load if the situation dictated, but they also understood the consequences and we all learned about flying from that experience.

Richard ML Bouchard, Maj (Ret)

26 Oct 1990 "... I must admit that this mission was the most demanding in my whole Sea King flying experience."





SHOCK WAVES

Our incident occurred during a MARCOT exercise in the Bermuda training areas. Our helo on Annapolis, CH 12429, was required to go to Preserver, the AOR, to have a transmission leak fixed. Because we were in the midst of an exercise, we had to get prior approval from the exercise umpires for an unscheduled flight. It was finally given when we came within visual range of Preserver which would make it just a short hop.

However, when we arrived over Preserver she was refuelling one of the participants and we were therefore cleared to the DELTA pattern which is 150 feet orbit above the Preserver on the expected Flying Course until the replenishment cycle was complete.

When we entered the pattern I gave control to my co-pilot, Captain Bechard, and reached for my cigarette package (we had ashtrays in the Sea King back in the day and, since cigs were duty free onboard, a lot of us indulged).



Before I could light up we experienced two very loud apparent explosions BAM!!BAM!! Then two more very loud BAM!! BAM!! – at the same time the Sea King lurched up and start to rollover to the right (I was never sure if we may have rolled right because the explosive shock/sounds caused the co-pilot, in the left seat with window open, to be knocked sideways over the centre console - and he had the cyclic!). I initially thought we had experienced major explosions onboard and took control, declared a MAYDAY,

stating that we had experienced explosions onboard and needed the deck immediately!! Once in control and realizing I could still fly, I checked all instruments which looked OK and assured myself that I had the helo stabilized. I advised FLYCO that we still had control and all instruments appeared OK. As I approached Preserver, I noticed they had commenced to break away from the RAS and onto the Flying Course. At this time FLYCO cleared me "Signal Charlie" and advised me they thought they knew what had happened to us. This seemed a very strange statement and, as I lowered the gear and completed the panel checklist, I couldn't help but wonder what he knew that I didn't! Minutes later we were on the deck and because there was fuel all over the place from Preserver's emergency break away, I did an emergency shutdown (remembering to turn off the battery switch this time - see my crash on deck episode). As we were climbing out to inspect for damage to our helo, FLYCO approached and I said "What do you mean you think you know what happened?" He told me to come into the hangar. As we went through the hatch, I was shocked to see that all the overhead fluorescent lights were on the deck. FLYCO advised us that the AOR (referred to by opposing forces is an HVU or HIGH VALUE UNIT) had been attacked by two 104s on a low pass at Mach 1.2, simulating missile attacks. Their shock waves had "rippled" the ship's hangar and had broken all the overhead fluorescent lights. Apparently, they were close to my altitude of 150 feet and either didn't see me or were able to steer clear. I didn't see them at all but observers on our ship said it was quite spectacular as we were struck by the 104 shock waves which caused multiple rooster tails across the water during the "simulated" attack.

Apparently, the umpires felt we would be landed on the AOR long before the pre-scheduled attack occurred. As can be expected, the maintenance crew gave our helo a very thorough inspection and then fixed the leak - we were on our way back to "Mother" the same day.

As Dave Church summed it up earlier in the story of our involvement in the Toronto DC Eight crash – "she's quite a girl" – it sure speaks a lot to the robustness of the Sikorski design!!

by Ken Edmonds (HS 50 – HS 443 – DMA Ottawa)

Photo OF 104s by Vic Johnson Cold Lake 1977

The Longest Day

by J.J. Paquette

No I am not doing a replay of the movie on D-Day, but in my experience some days are longer than others and this was undoubtedly MY longest day, September 12, 1984.

"Duty Day" limitations didn't seem to be a factor when we were flying TRACKERS and while the SEAKINGS were operated on a 12 hour cycle, our day often included substantial duties outside of this flying cycle. Even in normal SAR operations, while we had a concept of a "Duty Day", it normally only meant that you didn't have to work the day your SAR Standby started (normally at 1630hrs).

I can tell you that the concept of a "Duty Day" was very real in the post CF helicopter world and any duty day in excess of 14 hours meant a letter of explanation to Transport Canada. Given that we stood 12 hour shifts and a Sydney, NS MEDEVAC was a 3 hour trip without considering the time waiting for the patient, we were always trying to balance common sense with the Regulations and with the patient and crew well-being.

But this day was in the SAR world and no such oversight was in place.



I was the LABRADOR Flight Commander at 413 Squadron based in Summerside and had established a more formal system of converting pilots to the LABRADOR Helicopter and to their role in SAR. This meant starting an Instructor's Training program so that those instructing on the conversion course did so with at least some formal training. Needless to say that as the Flight Commander and the one who created the program, I was "Instructor" rated.

On the day in question I reported to work at 0800, and after

morning brief, had decided to ride along on the BUFFALO on a "shrimp buying" trip to Port Saunders, NF.

A little explanation here: most SAR squadrons had an intimate relationship with the various communities in their region due to SAR training exercises and actual searches. This in turn led to a sampling of the local fish products and eventually a side activity where we would enhance our communications and exposure to the region by conducting "buying" operations. Cross-country training in turn became a great opportunity for "selling" activity. The end result was a healthy Squadron Fund and a wider market for local seafood. This was all "just" under the table and when I took over a SAR squadron the Base Commander informed me that while he knew about the "fish operation" if he ever HEARD about the "fish operation" he would shut it down.

Back to my day: the trip to Port Saunders was quite an eye opener and we returned to base at about 1600 with a full load of frozen shrimp for the fish locker. It was here that, Capt. Ted Ellan, my duty SAR helo pilot, informed me that there was a mission pending and that the Co-pilot, Steve Teatro, was ready for an upgrade to Aircraft Captain but that he could only fly the mission as an AC if there was an Instructor rated Pilot with him ... and that was I.

"Okay, I can do that!" says I and Ted left for the day while Steve and I prepared for the mission. I am not sure to this day if I had been "had" but the mission was a MEDEVAC to the Bedford Institute research vessel, M/V HUDSON "250 miles off Halifax".

Obviously that was beyond our range but not if we landed on the oil rig ZEDCO 709 which was 90 miles SW of Sable Island ... the mission was on. The run to ZEDCO 709 from Summerside was into the dark and long, but the weather was not a factor. At the rig we refuelled and scoffed some of the excellent rig food, rechecked the position of the HUDSON (175 miles SE) and departed letting them know that we would be back for more fuel on the way home.

At the HUDSON, the rigging on the ship meant that we would have to hoist the casualty from the bow but, while this was a little more difficult with the vessel moving towards you, it was something we practiced. Approaching to the hover in front of the moving vessel on a pitch black night would be very difficult in a non-autohover equipped helicopter but we had a SAR advantage ... our squadron mates in the BUFFALO overhead. On any overwater SAR mission beyond 50 miles of land we were normally accompanied by the SAR BUFFALO crew. In this example of aerial hand holding, the BUFFALO crew would proceed ahead, check weather enroute, ensure good communication, double check our navigation, locate the subject ship and guide us there with the minimum of delay. More importantly, THEY CARRIED FLARES to light the area and assist us in our visual approach to the ship at night. When asked how many flares I wanted them to carry, I said "All you can!".

With flares being dropped at regular intervals behind the ship into wind to light a horizon Steve's approach to the hover over the bow of the HUDSON was straight forward. Once there we lowered the SARTechs with the stretcher to locate, stabilize and prepare the patient.

The issue now was whether to remain in the hover where we felt safe and secure or launch into an orbit to save fuel but then have



to make another approach to the bow (maybe it hadn't been as easy as I said). With lots of fuel and with lots of flares available to the BUFF crew, we chose to remain in the hover until

Dropping flares behind a vessel into wind means that the flares drift down towards your position and burn out while more flares are dropped upwind. Sometimes the drop position is difficult to determine resulting in the flares being at the wrong angle, too far or, as was happening now, too close. As we sat in the hover the discussion went something like this: "That flare seems to be drifting close ... think it will burn out before it gets here ... looks awfully bright ... it couldn't possibly try to occupy the same space we are in ... OH S#@T! let's get out of here!"

With an experienced pilot (me) in the left seat we chose to hover over to the opposite side of the HUDSON and watch a burning LAU 2-b magnesium flare settle into the ocean exactly where we had been hovering a moment before.

With the excitement over, the SARTechs appeared on the foc'sle with their patient and we returned to station to retrieve the casualty and the SARTechs. Now it was off to visit the ZEDCO 709 for the second time and then, with a full fuel load, head to Windsor Park in Halifax to transfer our patient to a waiting ambulance. Next we were to head to Shearwater. We had discussed our options for our arrival at Shearwater. We could declare a duty day and leave the SAR helicopter in Shearwater without a crew or we could suck it up and, having refueled, head for the barn at Summerside for a well-deserved rest. We decided to refuel and head for home but not before flying over the Halifax Commons to view the site where Pope John Paul II would say mass for tens of thousands that day. When we called Shearwater for landing clearance the tower had the gall to tell us to avoid making noise over the city as many were tired from setting up the Commons for the Pope's visit. I told him that we had been in this cockpit since 1700 the day before (it was now 0700hrs) and that that was not one of our priorities.

Now I have to say that the flight so far had been totally without incident (save the flare with our name on it) and the morning flight to Summerside was a treat knowing that we had done the job.

Back at Summerside the paperwork was done but being the Flight Commander there was always "just one more thing." Noon passed, then the afternoon ... then it was time to host the Maritime Commander's Senior Officers Bonspeil, an annual event which saw all the senior officers and their ladies get together for a weekend of fun. Well I guess I was well into a second .. or third wind because the longest day didn't end until I excused myself at midnight of Sept. 13, forty hours total and 9.7 flight hours in the helicopter and 5 hours in the BUFFALO after reporting to work on Thursday morning at 0800.

Rather than getting in trouble for this endurance contest, I was to bring it up in detail when I had an argument over some of the definitions for fitness in the BMI program noting that if endurance was the aim, my "Longest Day" certainly proved that I had this. There was no BMI standard for common sense but everyone got home safely, we enjoyed the bonspiel and Steve Teatro went on to be a very successful SAR Helicopter Aircraft Captain.

SAM Foundation Golf Tournament Trophy Presentation

Congratulations to the SAM Foundation Golf Tournament winning team representing DEFSEC Atlantic with a fantastic low score of 59; a record for our tournament of over 20 years.

The photo below shows the Foundation Chairman, Owen Walton, presenting the "Doug Peacocke Memorial Trophy" to the team from left to right: Owen Walton, Kevin Dallien, Jorn Buo, John Rudolph and Peter Gallant.



MORE NAVAL AIR RECOLLECTIONS

by Frank Dowdall

Before I saw the light and transferred to Naval Air to work on aircraft, I was an Electricians Mate (LM) on the Magnificent. On 3rd Mar 1950 the ship anchored in Quantanamo Bay. As soon as leave was piped, I was among a group of LMs catching a boat ashore and heading for the PX to grab a cold one. While at the PX, we joined up with some US merchant sailors and swapped a lie or two. When it came time for 'last call' we were parting as new found friends. We departed next day, visited Havana, participated in Operation 'Portex' with US, British and Dutch fleets and on 30 Mar and headed for New York, arriving at Pier 26 on 7th Apr for Easter weekend. On Easter Sunday, I was at Rockefeller Centre when I came face-to-face with one of the US merchant sailors from the PX. You can imagine our surprise at such a coincidence, but we had places to be, shook hands and went on our way. We arrived back in Halifax 14th Apr. After a busy four months of DLTs, we sailed 23rd Aug on a three month European cruise which took me to more places in a 3 month period than in any other 3 month period of my 29 years spent in RCN/CF. The cruise included a stop in Gibraltar on 6th Nov. Once again, it was into the 'rig of the day' and off for a cool one. In the first bar that I entered there was the same merchant seaman sitting at a table having an ale. Again, what a coincidence! We spent a couple of hours reliving the experience, shook hands and departed, never to meet again. I have forgotten his name but 'what are the odds?'

While on Maggie, I spent 7-8 months as a flight deck electrician where I was intimately exposed to the world of Naval Air. One of my more exciting jobs was as the operator for the large fixed crane aft of the island. The operator was required to be stationed in the crane during aircraft recovery operations. It was also my station for leaving and entering harbour, much better than being lined up on the flight deck. The crane was used during 'refuelling at sea' operations to keep the hose from flopping around. It got a bit stressful when the ship was heaving up and down in rough weather. On one occasion I lowered a seaman with appendicitis into a barge for a trip to a hospital in Gibraltar. I hoisted/lowered a lot of aircraft that were unable to fly on or off the ship. The ship's jeep, staff car and heavy stores were loaded/offloaded using the ship's crane. It was a busy and interesting job. I often had my camera with me during aircraft recovery and when entering foreign ports. Attached is a photo I took immediately after a Firefly hit the crane. I ducked down inside the crane housing when it became obvious the aircraft was heading into the crane. When the crashing and banging stopped, I popped my head up and snapped the photo as the crash crew was climbing on the aircraft to release the pilot from the cockpit. Later the same



day, the wing tip of another Firefly hit the crane housing just below my feet. These events occurred on 19 Nov 1950. It was a bad weather day but the aircrews were searching for survivors of a USAF B29 that had crashed a week previously. The survivors were picked up by HMCS Haida that day. The next day an order was issued stating that the crane operator would no longer be positioned in the crane during recovery operations. From that day on, the crane operator had to stay in the island and be available as required. To my knowledge, I was the last crane operator on Maggie to be positioned in the crane during aircraft recovery operations. I sailed on Bonnie several times but am not aware what the policy was on that carrier.

I don't remember the date, but I had transferred to Naval Air and was onboard Maggie servicing VF871 Sea Furies when there was a "clear lower decks" to the flight deck for a word from the ship's CO. He spoke about the dangers involved in flight deck operations both day and night and made the statement, 'There are only two types of men, the quick and the dead. I only want the quick on my flight deck'. He then announced that during flying operations no person involved in those operations would be allowed to partake of the daily 'Up Spirits' event. From that day forward, those personnel would receive their 'tot' at a rum mismuster to be held in the rum locker flats in the evening. Usually, a junior 'Subbie' pilot was detailed to be in charge of the rum issue and it wasn't too difficult to distract him enough to open the spigot and serve 'spillers' to those who wanted it. This procedure caused some discontent initially, but it soon became a very welcome time of the day. I am sure there are 'old hands' out there who have some fond recollections of rum mismusters on the Maggie, or maybe not!

Speaking of 'tots', I will never forget my first rum issue. I was underage and not entitled to the daily issue but it was a 'Splice the Main Brace' event (2 tots in one) and everyone was allowed to partake. It was my turn in the lineup. The Master-at-Arms (MAA) asked me if I wanted it 'neet' (straight) or with water. I said 'neet' and started to walk away as I intended to add Coke. The MAA stopped me and said "You want it neet – drink it sonny." I protested to no avail and proceeded to drink as the tears rolled down my cheeks while the MAA seemed to get a chuckle.

One of the items that seemed to be always in need of repair on the Sea Fury was the attitude light on the port undercarriage. It came on to inform the Landing Signals Officer (LSO) at night that the undercarriage was down and locked. The Sea Fury engine was started using a Coffman starter which held several cartridges. To prevent an inadvertent engine start in the hangar, the cartridges had to be removed from the starter prior to moving an aircraft into a hangar. There was a method of testing the starter circuit without cartridges which was carried out during the Daily Inspection (DI). On one occasion, I had just completed the repair of an attitude light on an aircraft in 110 hangar and stepped back to admire my work with my back to that big five-bladed prop. Suddenly, there was a great bang and the prop went into action. The aircraft had been brought into the hangar with cartridges in the starter. The engine basher was doing his DI and when he checked the starter it truly worked. I bolted straight ahead under the port wing (thankfully, the prop was at my back) and walked around the hangar about three times before stopping to talk to one of my supervisors, Gerry Brushett. We had been down South, I was well-tanned and had been tagged with the nickname 'Ebony'. Gerry looked at my ashen face and said "Frank, you really are a white man." I can tell you that event was both hairy and scary.

I was the Duty Petty Officer at VX10 one Sunday in the early sixties when I accepted delivery of a large crate. It was marked in stencil, as I recall, 'MK50 depth bomb'. I thought it strange that the Squadron CO, XO and several officers were in on a Sunday and not flying. Eventually, I advised the CO that this crate had arrived. He was rather upset that he wasn't the one to accept delivery as that is why he was there. I was advised to forget what I had signed for. At the time, the subject of nuclear weapons on Canadian soil was a political hot potato. At least one of the VX10 Trackers was modified to carry and drop a nuclear depth bomb. I had accepted the dummy weapon, which was used in a VX10 project carried out in a southern USA desert in New Mexico, I believe.

MY RECOLLECTIONS OF THE CRASH OF 432 DUE TO TAIL ROTOR BUZZ

by *Wayne White*



I was on the Nipigon HELAIRDET in the Fall of 1972 and we were preparing for our first trip to sea for WUPS off the coast of Bermuda. PO2 **Gerry McGrath** was our lead AVN tech along with **Dennis Cockerill**, **Ray Fowler** and myself. It was Fri morning and we had just completed a double engine change on a/c 432. We did our "B" checks on the a/c then towed it outside to complete engine run ups, leak checks, torque checks etc. and then the a/c continued on for its test flight. It was the first snow fall of the year and we didn't have the nice environmental clothing you see the techs wearing today so we hustled back into H hgr to get out of the weather. The a/c went into a hover at the heliport beside H hgr and some of the Helairdet stood at the servicing desk windows watching it while the rest of us went to the crew room to grab our lunch. We had just settled down when someone started yelling "CRASH, CRASH, CRASH". As you can imagine everyone jumped to their feet and with hearts pounding started running out the side exit doors and across the muddy field toward the crashed a/c. When I reached the a/c I remember someone yelling for someone to disconnect the battery at the nose of the a/c.

As we were under tool control, nobody had a screwdriver in their pocket. Someone was able to get at the onboard toolbox inside the personnel door and get a screwdriver so that the access panel on the nose of the a/c could be opened so the battery could be disconnected. I think it might have been **Dougie Day** who was on the Fraser Det. The firefighters weren't on scene yet so the other techs were busy helping the pilot and co-pilot exit the a/c through their side windows. **Wayne Fairbairn** who was on the Fraser Det helped to get the pilot out. The Observer ("**J-bar**" **Barone**) was trapped in the a/c as the MGB had come down on top of him and he was covered in all this red stuff-thankfully it was hydraulic fluid. The firefighters were now on scene and they worked hard to jack up the gear box to free the Observer and surprisingly he walked away from the a/c. What a miracle that all three had survived. I vividly remember that afternoon going through, my head, all the maintenance that myself and the rest of the techs had done to the a/c hoping that I hadn't screwed something up thus causing the crash.

After a weekend of very little peaceful sleep, I met the rest of the Det at H hgr on Mon morn and we caught the bus over to the ship and sailed for WUPS without an a/c. We simulated flying stations, hot refueling and all the other drills that Sea Training could throw at us. **Jake Cox** was the Observer that sailed with us and he kept every ones spirits up. He placed a chair in the center of the beartrap for flying stations and he taped broomsticks to the chair to simulate his cyclic and collective sticks. He had a skull cap on his head, goggles on, a white scarf around his neck and a kite, that he had made, flying above him.

After a couple weeks of these fun and games the ship pulled in to Bermuda and we were pleased to hear that the Det was being flown home via a 707 that was in Bermuda to support the exercise or which we were a part. Of course we were all anxious to hear some news as to the condition of the people that were in the a/c. **Gerry, Dennis, Ray** and myself had had many discussions while at sea reviewing all the maintenance that we had done on the a/c as it was quite worrisome for us all that we had done something wrong that could have caused the a/c to crash. We knew from the guys that had watched it crash that the T/R Blades had separated from the T/R Hub but we had no idea what this meant. We knew that the only maintenance that we had done to the T/R was to grease the hub during Supp Checks.

Once we got back to Shearwater the first thing scheduled for the techs was to be interviewed by the Board of Inquiry, a frightening experience for the young OD that I was. The results of the B of I determined that the cause of the crash was a phenomenon referred to as Tail Rotor Buzz that causes a vibration in the tail rotor hub resulting in the shank area of the blade to crack. The rectification was to install buzz kits that served to reinforce this area. Eventually T/R Blades with reinforced shanks were procured and the hollow pitch change shaft that runs through the Tail Gear Box and connects to the Pitch Change Beam was replaced with a solid shaft.

50 / 50 DRAW

Due to Printing deadlines we are unable to include the name of the winner of the 17 December 2013 50/50 Draw in this issue.

The lucky winner will be announced in our next copy of the Warrior. You may also visit our Website after the draw date for the result. You may call us at our toll free number 1-888-497-7779 or local number

461-0062.

From the Editor: There's been a whirlwind of activity around the Museum with the Sea King 50th Anniversary going on. 50 years. Wow - those Techs must be pretty good to keep it going that long. Just like the Techs who kept the Trackers and Avengers etc moving right along.

Thanks to Carol Shadbolt and Margaret Ferguson, who have been so helpful where the 50/50 draws are concerned.

Just to add a few words regarding a new restoration facility. I know that the Museum specifically asked for a million dollars for that facility. It is difficult to say whether they will receive any funding at all. If they do we are in a fairly good position to help them and perhaps finance what we/they don't have, with the help of a CFCF loan. Having said this, it would not be prudent for us to get our hopes up waiting for their request to be actioned. It is my belief we have to get started right away and get as much of the funding as we can, ASAP. Without you retired Naval Air folks it will be highly unlikely the facility will ever get off the rails. We have to try! It's your history and it must be maintained. Time is quickly running out on us. Please encourage your families to get involved. They should be very proud of you and what you have accomplished. As for corporate sponsorship, it is basically nil.

Recently, when speaking with a friend, Lem Murphy, the seemingly lack of interest of the Base in the Foundation and therefore the Museum came up. He noted that he "had thought about this as well and really didn't think that it is a lack of interest as much as it is a change in society and fraternal interests." He also noted that "the SAMF membership mostly is a closely knit group who shared not just Naval Air history but they spent a lot of social time together and got to know each other and their families well - probably at the Mess or at social activities and I feel there is nothing to induce Base members to share their time and resources with the museum and SAMF. An argument can be made that there is a responsibility for the museum to be creative in getting members into the museum. Just saying we have a great facility here and you are welcome to use it will not be enough; in my mind anyway. The museum has made great strides in hosting events. Somehow they have to build on that using base members."

So what is different now. Perhaps it's that Society has changed from a single wage earner to a two wage earner family. There is not enough time for the socializing after work. Then, there are stricter drinking laws. You cannot stop by the mess and have a few beers, swap lies and relive the "wild" things. Somehow having a coffee or a coke is just not the same. And as my dear friend Eric Edgar says, 'most are too young to have an interest in a museum at their age.'

To the two Base members who are SAMF members, the Hon. Col. of 12 Wing and one of my sons in law, I say thank you very much for your support.

You may wonder what all this has to do with the military members of the Base not joining SAMF. To me, this is a leadership issue and one where leadership has to, I believe, lead by example. It is a case that if the senior staff are going to support the museum then they too should join and do things to make members aware of the value of the museum. SAMF's lot in life is to fund raise for the Museum and in this regard we need all the help we can get. This, that I speak of, is all pertaining to SAMF fund raising by membership.

The Curator advises that the Base does help the Museum by permitting them to use one of their buildings; build on their land; provides heat; lights; pays the Curators wages and as well, pays for any overtime hours that are used by other staff members, etc.

In addition to this, they do, when support is available send Base members, equipment and supplies to help out in the Museum or with the aircraft that might be in their hangar at the time. This is very helpful.

I do not have any ideas of what could be done and hope I am not being too critical. Perhaps if we publicized the Museum and SAMF more. In this instance, the Museum has to sell itself - at least I think so. I'm just passing on thoughts folks as to how the status quo might be changed to make the museum seen as being a part of the Base rather than a facility located on the Base.

There is another "Group", if you will, where interest in the Foundation where membership is concerned, is nearly nil. There are still many, many retired Naval Air Folks out there who have never become members. They have been invited to do so on numerous occasions. Now is the time for them to help out by joining the SAMF to ensure their legacy remains intact.

So how do we entice all these folks to become members. Any ideas???

There you have it. To all our current members, your support to the SAM Foundation and therefore the Museum, financially and in kind, is beyond words. We needed you before and we need you again. This may be the last time many of us can help out. There are a few ways you can do this. Keep us in mind in a Codicil to your Will; join in our Fund Raising projects ie the Dinner/Auction and the Golf Tournament; purchase a Wall Tile (even half a Wall Tile) these can be paid for through instalments; upgrade your membership category and encourage your family to support SAMF by joining us. Life Memberships can also be paid for through instalments. Please... do your best with your support.

OK - down off my soapbox.

As always, dear friends, I wish you and yours A Very Merry Christmas and A Happy New Year. Keep well and keep in touch with each other. Kay

IT'S TIME TO RENEW YOUR

SAM FOUNDATION

MEMBERSHIP FOR 2014.

**IF YOU ARE NOT A MEMBER,
PERHAPS NOW IS THE TIME
FOR YOU TO JOIN US.**

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per year - around 10 cents
a day.**

**(See our pull-out section for an
application form.)**

Eagles soar over Somalia

By Sam Michaud

After three months of flying dusty missions over Somalia in the venerable Sea King, we believed that we had seen and done everything there was to do. Enjoying the flexibility of the Maritime Helicopter, HMCS Preserver's three Sea Kings had flown over most of southern Somalia supporting our troops on the ground. The missions ran from the mundane, troop transport and resupply, to the thrilling low-level escort missions and the punishing 8-hour reconnaissance missions at night along the Ethiopia-Somalia border. And, while we had seen the odd aggressive display underscoring the displeasure of the Somali warlords, we had become adept at developing and employing tactics that limited our exposure to the unfriendly skies.

We had become proud of our reputation among our allies as the "Body snatchers", an allusion to our propensity towards being in the wrong place at the right time to scoop several medical evacuations. We did not know that our reputation for night time tactical reconnaissance was well known among both our coalition allies and the Somali Warlords. This reputation earned our shipmates and us a trip south in February 1993 to the port city of Kismayu, to support coalition efforts to calm the region.

Our reputation had also earned us the directive not to be seen flying in the daytime as the local Coalition Commander feared that the Somalis, were they to know that we had shifted our attentions southward, might alter their nighttime habits. It was believed, by the coalition forces in the sector, that the Somalis were using the cover of night to reinforce and redeploy their forces surrounding the city of Kismayu. Lacking any theatre level, night time reconnaissance capability, the Americans turned to our small contingent of Sea Kings to confirm their suspicions.

Despite our ability to cover large areas of terrain with great precision, we lacked (and still do) the capability to equip our pilots with Night Vision Goggles (NVGs). Therefore, it had become our SOP to fly a daytime mission over an area, to identify any obstacles or threats to our low-flying helicopter, prior to engaging in the demanding nighttime missions. Since our Sea Kings were restricted from being seen in the light of day around Kismayu, we turned to the local American UH-60 Blackhawk unit to brief us on the lay of the ground, the disposition of forces, and the likely threats. The briefing was reinforced with a ride in a Blackhawk, designed to give all the Sea King Crew Commanders and Navigators a feel for the area.

That night we would fly our first night missions around Kismayu, and it was quickly recognized that the combination of terrain and force dispositions would place heavy demands on the crew in back to rapidly acquire, classify, and pinpoint contacts. It was also recognized that the demanding flying would take a great toll on the pilots as they maneuvered the Sea King at low level, typically between 200 and 300 feet, hobbled without NVGs and relying solely on their instruments and direction from the Forward Looking Infra-Red (FLIR) camera operator. Because of these factors, it was decided to combine the back-end teams of two crews to fly with the pilots from one crew. This allowed better tactical coverage, while still allowing us to rotate pilots often.

The first mission that night launched into the waning light of the day to begin surveillance of known cantonment areas



belonging to one of the local Warlords. Using the FLIR, the crew knew that they would not only be able to locate any vehicles in the cantonment area but would also be able to tell if they had been in use by the heat from their engines. After three hours of painstaking search and inconclusive results, the aircraft recovered onboard Preserver to refuel and switch crews. A short fifteen minutes later, a fresh crew launched into the dark Somali night to search a different sector for the elusive forces known to be massed in the desert outside Kismayu.

As the second crew combed the desert, the first crew sat down to review their mission tapes recorded from the FLIR. It was soon discovered that they had briefly over flown a force of several hundred troops only a few miles west of Kismayu. Occupying only a few frames on the tape, the contact had been missed during the hectic mission. Recognizing the significance of the force size and their location, Preserver quickly contacted the airborne Sea King and re-tasked it to search the last known position. Minutes later, the Sea King was combing the area around the reported contact without success. Correctly assuming that the force was on the move towards one of two likely targets, the city or the American forces just west of the city, the crew began a painstaking low altitude search along the most likely avenues of advance.

The search would not take long. Approaching the city from the west, the pilots' eyes were drawn to the opening salvos of what was to be a lengthy battle. As the aircraft continued to approach the city, it was clearly evident that the two local warlords were engaged in a desperate battle for the port city.

The Sea King and her crew quickly set themselves to work. The activity level in the aircraft soared as the crew reported contact all over the city and began the difficult task of building a recognizable picture of the situation on the ground. After careful assessment of the situation it was decided to risk an over flight to help clarify the confused and dynamic situation unfolding below. Approaching from the north end of the city, the pilots aimed to bisect the battle at about 300 feet to optimize the FLIR's effectiveness. Below, several hundred troops were engaged in a violent clash in the city streets using assault rifles, Rocket Propelled Grenades (RPGs), and Heavy Machine Guns (HMGs). As the aircraft over flew, the muzzle flashes of small arms, the flash-pause-bang of the RPGs, and the tracers from the HMGs

became very distinct and very real. Sporadic tracer fire was seen to arc up behind the aircraft as the gunners on the ground took wild aim at the unwelcome eyes of the Sea King.

Seconds later, the Sea King cleared the battle area to the south and took up position over the port facility. Taking the time to assess the situation and report to "Bandit 11", the American ground force controller, it became obvious that more information was needed and thus the decision was made to attempt one more over flight of the battle. Approaching the battle from the south, the aircraft quickly came under fire from both sides of the city as the suddenly non-partisan gunners took great exception to the second over flight. Forced to take evasive action, the aircraft cleared the area to the north-west having proven the old adage "one pass - haul ass" to still be a viable tenet for crews wishing to experience a long and healthy life.

Once clear of the immediate threat, the Sea King and her crew rapidly set-up shop on the northern edge of the battle area where it was able to monitor the progress of the battle. As the fight raged, the Sea King began to pick-up contacts retreating from the eastern edge of the city. A closer inspection revealed that the persons and vehicles vacating the city were a mixture of combatants and non-combatants fleeing the successful advance of the invading troops.



Throughout the night, the Sea King maintained vigil over the dying battle having left station only once to refuel. The real-time intelligence collected allowed the coalition commanders on the ground to ensure the safety of their own forces, while considering options available to stabilize the situation.

Through the next several nights, the Sea Kings again became the eyes of the ground forces as coalition forces moved in and began to enforce a strict curfew designed to reduce the nightly skirmishes. Time and again, the Sea Kings proved their mettle as they guided friendly forces through the narrow streets to suppress outbreaks of violence while also providing flank security to ensure that the troops on the ground didn't walk into a trap. To help coordinate efforts inside the aircraft, the major thoroughfares and landmarks in the unfamiliar city were labeled with names from the Sea King's home in Halifax. The intercom in the aircraft was often alive with reports of small arms fire along "Robie Street" or HMG fire "north of Barrington" as the crew de-conflicted the mess below.

The Sea Kings also built on their "Body snatcher" reputation when the PRESERVER was asked to take on a medical evacuation (MEDEVAC) mission already turned down by

the American Blackhawks as "too dangerous". Despite the ongoing battle, one of Preserver's Sea Kings launched into the night to attempt the MEDEVAC from a poorly lit area of the port facility festooned with unlit obstacles. Despite the danger, the crew flew a flawless approach to the confined area and was back onboard minutes later with the casualty and a surgeon. The casualty was a Somali national who had been shot through the abdomen and was in critical condition when airlifted to Preserver. Emergency surgery was performed onboard with the ship's medical team assisting the American surgeon in the life saving operation.

The performance of Preserver's Sea Kings operating over Kismayu earned high praise from coalition allies and served to exemplify the flexibility of the Maritime Helicopter even when operated outside what many consider to be its "normal" environment. The success of Preserver's Sea Kings was largely due to the capabilities of its air and ground crews that were developed and honed while exercising in its more traditional environments. The rigours of operating in the unforgiving North Atlantic had well prepared our crews for operations over the featureless desert. While appearing to be diametrically different environments at first glance, many of the same challenges existed over both. Drawing upon their finely developed crew coordination, the crews were able to quickly adapt to the new environment and become tactically effective in a short time.

Major Sam Michaud was a Sea King pilot operating from HMCS Preserver during the Somalia crisis.

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SAM Gift Shop News!!!!

Are you looking for the perfect Christmas gift for that hard to buy for person on your list? Well, look no further!!!!The Shearwater Aviation Museum Gift shop is now outfitted with all of your Sea King 50th Anniversary Merchandise. We have Golf Shirts, T-shirts, Jackets, ball hats and of course the Sea King 50th Commemorative Coin.

We also have a great selection of Mahogany models of Sea Kings, Trackers, T33's, Avengers, Hercs, VooDoo's plus others, as well as the Sea King 50th plastic models. Our staff is here to assist you with your needs. If you don't see it, just ask, we will try and get it for you.

Other items of interest: Cap badges, Pins, License plates, Glasses, Models, Toys and more!!!!

Reach us at: toll free 1-888-497-7779 or locally 902-720-1083 or giftshop@shearwateraviationmuseum.ns.ca

CHRISTMAS IDEAS





Merry Christmas

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

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A silhouette of a helicopter, likely a Sikorsky HO4S, is centered in the frame. The helicopter is positioned on a tarmac, and its shadow is cast on the ground. The background is a bright, orange sunset sky. In the distance, there are some structures, possibly part of an airport or a military base, silhouetted against the horizon.

50 years and still going strong!