



*Merry
Christmas*



REMEMBRANCE

As we gather at the cenotaph,
where we once again give thanks.
To all of those who died for us,
in ships and planes and tanks.
We stand here with our heads bowed low,
in the steady falling rain.
And think of how they suffered,
through so many years of pain.
How they stood there in the trenches,
midst the mud and dirt and grime.
waiting for the dreaded sound,
of the enemy attacking one more time.
How a young man on the front line,
felt an awesome painful thud.
Then slowly slid down in the trench,
and laid there dying in the mud.
How the airmen watched the tracers,
floating up towards their planes,
Then slowly tumbled earthward,
where they crashed and died in flames.
How the sailors on the briny deep,
were filled with massive dread.
When torpedoes tore their ships apart,
and the sea consumed the dead.
They gave their all that we could live,
in a world that was free from strife.
They never really had the chance,
to lead a normal life.
Now as we hear the "Last Post",
echoing through the crowd.
Once again we think of them,
and how they were so proud.
To march away to foreign shores,
where they'd bravely fight and die.
to ensure a country that was safe,
for folks like you and I.
Now we must never forget them,
so on each remembrance day,
We must gather at the cenotaph,
and for our dear departed, pray.

George Del Fabro
November 2004



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

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

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

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

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

Deadlines for receiving submissions are:

Spring 1 March
Summer 1 July
Winter 15 October

To contact us:

samf@samfoundation.ca
Kcollacutt@bellaliant.net
1-888-497-7779 (toll free)
(902) 461-0062
(902) 461-1610 (fax) or (902) 720-2037 (fax)

Purchase your 50/50 tickets AND your 500 Club Tickets. More info herein.

SAMF website: www.samfoundation.ca

Newsletter

Editor: Kay Collacutt
Assistant Patti Gemmell
Photo Coordinator: Ron Beard

Website Staff Dave and Rose Slaunwhite

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SUPPORT YOUR SHEARWATER AVIATION MUSEUM FOUNDATION JOIN US



**BGen (Ret'd) Paul
J. McCabe, OMM,
CD**

**Chairman
SAMF Board**

Welcome to the Christmas issue of the Warrior. By now I imagine you are well into the Christmas preparations and looking forward to spending the holiday season with family and friends. Your SAMF Board members have also been very busy working with the museum staff to determine how the SAMF can best help fund the SAM expansion efforts.

As you know, the venerable Sea King fleet will be retiring at the end of 2018. As a result, two Sea King aircraft and their support equipment will soon be arriving to be displayed at the SAM. This along with the need to create a proper space in which to carry out aircraft maintenance in the museum have created a situation where an expansion of the SAM spaces is critical.

Working with the museum curator we have determined the near-term funding requirements for this expansion and are now working diligently to research the various funding options to meet the museum's needs. We hope to complete our analysis and arrive at a clear fundraising target soon after the Christmas period. One thing you can be certain of is that we will need your assistance in the way of donations and reaching out to the friends of the SAM and other organizations and associations for donations. Anything you can do to assist us at this time will go a long way towards our goal of supporting the construction of a proper home to display our Sea King aircraft with the respect that they deserve.

At this time of the year, I would ask that you take a moment to remember our military members who will be away from their families serving our nation over the Christmas season. On behalf of the SAMF Board, our members and volunteer staff, I would like to wish all of you the very best for a joyous and relaxing holiday season and a prosperous and healthy 2017.



**John Knudsen
SAMF President**

As you can see from the "Chairman's report" in this issue, the plans and groundwork for major fund raising is coming along fine and I am sure updates

will be forthcoming in Warrior when they become available.

In the mean time, if you are wondering how you can help, and since it is close to Christmas, many people buy "scratch and win" or other lottery tickets in various amounts, consider this, a 50/50 ticket will help the fund raising and the profits go to our legacy instead of the government. Also on a larger scale the 500 club ticket does the same but it is entered in the weekly draws, a wonderful Christmas ticket indeed. If you can't think of anyone on your list who deserves that fine a gift, then treat yourself, and help the building fund at the same time.

Wishing you and yours a Merry Christmas and a Happy New Year



FROM THE CURATOR'S DESK

By Christine Hines

I am happy to report that we had healthy visit numbers again this summer, mostly due to running our new television commercial prepared for us by the staff at 12 Wing

Imaging. We had a great response to our fresh, new commercial, and saw an immediate increase in visitor traffic. We welcomed a significant number of visitors from the USA, Europe, Asia, and a significant number of visitors from right here at home. We have been experiencing serious problems with our phone lines, this summer season., but a temporary fix has been actioned while we await replacement of those buried phone lines. While our phones are working, you may experience some static if you call in to the museum.

John Webber and his team of restoration volunteers have completed the installation of the replica Hawker Hurricane in the main exhibit hall. The interpretive panels have been completed and sent off to the printer, so stay tuned for information on an official opening of this wonderful project very soon. Slow, but Steady work continues on the Fairey Firefly restoration. Cosmetic repairs will ensure the aircraft is in suitable condition to join our static collection in Soward Hall. We have a brilliant scratch-built model of HMCS Warrior to complement the aircraft exhibit when completed, and eagerly look forward to the Firefly's emergence from the Maintenance Bay. Regular visitors to the SAM will not help but notice the quick progress being made on the Beech 18 restoration. The aircraft looks fantastic, with a great deal of effort having gone into cleaning, polishing and repairing the skin of the aircraft, and preparing the engines for installation. The tail-feathers are currently being reassembled and control surfaces being installed.

We have had an influx of restoration volunteers recently, and their hard work really shows. I hope you'll get a chance to see the restoration projects in person during your next visit!

Planning projects for Shearwater's 2018 Centennial is going well, and we are planning several small exhibits as well as a major redesign and installation of a core historical display that will celebrate Shearwater's 100 years of service. I am excited by the new projects coming down the pipe, and hope you'll enjoy seeing them unfold in the coming months.

All the best for the Christmas season, and I look forward to seeing you in the New Year!

Christine



Volunteer Paul "Tree" Mitcheltree working in the machine shop.



Beechcraft



New volunteer Ensell Douglas working on the Beech 18.



(L)

John Webber

(R)

Wayne White

J

From SAMF Secretary/WARRIOR Editor: Hi there. Merry Christmas and a Happy New Year to you and yours. Another year has just about finished. For some of us this has been a very short year and for others too long.

This issue is just a reminder issue - I don't want you to forget anything about your past service, so you may see articles you have read a time or two. Be kind about this.

It's been years since Bill Farrell was Editor and he too had the problem of getting folks to send in articles. Years later and here I am having the same problem. Even if you think you cannot write, you may come across an article that would be great for the WARRIOR - please send it along telling us where you found it etc so proper info on who wrote it can be used. You must know everything I put in WARRIOR is copied. I was never in the Service so couldn't write worth anything. You could look up things as well.

Volunteers. What a special word. They are needed everywhere. Look guys and gals, ask around you. There probably are places out there that desperately need you. (Perhaps not just military or Naval Air places but anywhere.) Why not donate an hour or two a month. Please think about it. Three or four hours a month - now that is not a long period of time. Just don't talk about how much you loved Shearwater, give something back. The Museum needs volunteers.

All you Naval Air buddies out there. The Shearwater Aviation Museum, the keepers of your history etc. really, desperately need your help - not just financially. This year they ran out of volunteers and when they re-open in April until September next year, they will be running on a 'wing and a prayer'. You need them too, you know you have the time you can offer - you know it and I know it. So please, call them and offer at 902-720-1083. Here are just a few things you can do for them. Some families did it together. The Mrs was available for the Gift Shop and/or the front desk to answer the phone and to greet folks. The men were required to take people around on tours to show them the aircraft they worked on, gave them their own experiences etc. Out of a six month period I'm certain you could spare one or better yet two afternoons to such an importance venture. The people you would see again after so many years is amazing. That is not too much to ask or expect. Volunteers could be used in the Library or even working on the aircraft itself. Having said this, when you volunteer, it is a commitment and things happen where you cannot get in to work on a particular shift. The nice, polite thing to do, is to let the staff know of your appointment or that you are ill. We have some say nothing and the Museum is left shorthanded.

I know there are at least 4, 5 or more who meet weekly at

MacDonald's to renew and keep friendships alive, tell lies etc and have a great time. If you can spare it for MacDonald's, two or more of you a week or month could go together to the Museum and carry on your tales of the exciting roles you played on the football field and in the arena etc. Get on it guys before it is too late - if you know what I mean.

After the new year, I will approach the Squadron Cos, Branch Heads - who knows even the Wing Commander - for an article or even just a few notes about their place of business. I for one would like to know what's happening up on 12 Wing Shearwater - must be something going on.

I thank God for each and every day I was permitted to work at Shearwater. I do my best to repay for that privilege in a small way. You could do the same if you wanted to.

Have a great holiday.

REMINDER

SHEARWATER AVIATION MUSEUM FOUNDATION MEMBERSHIP

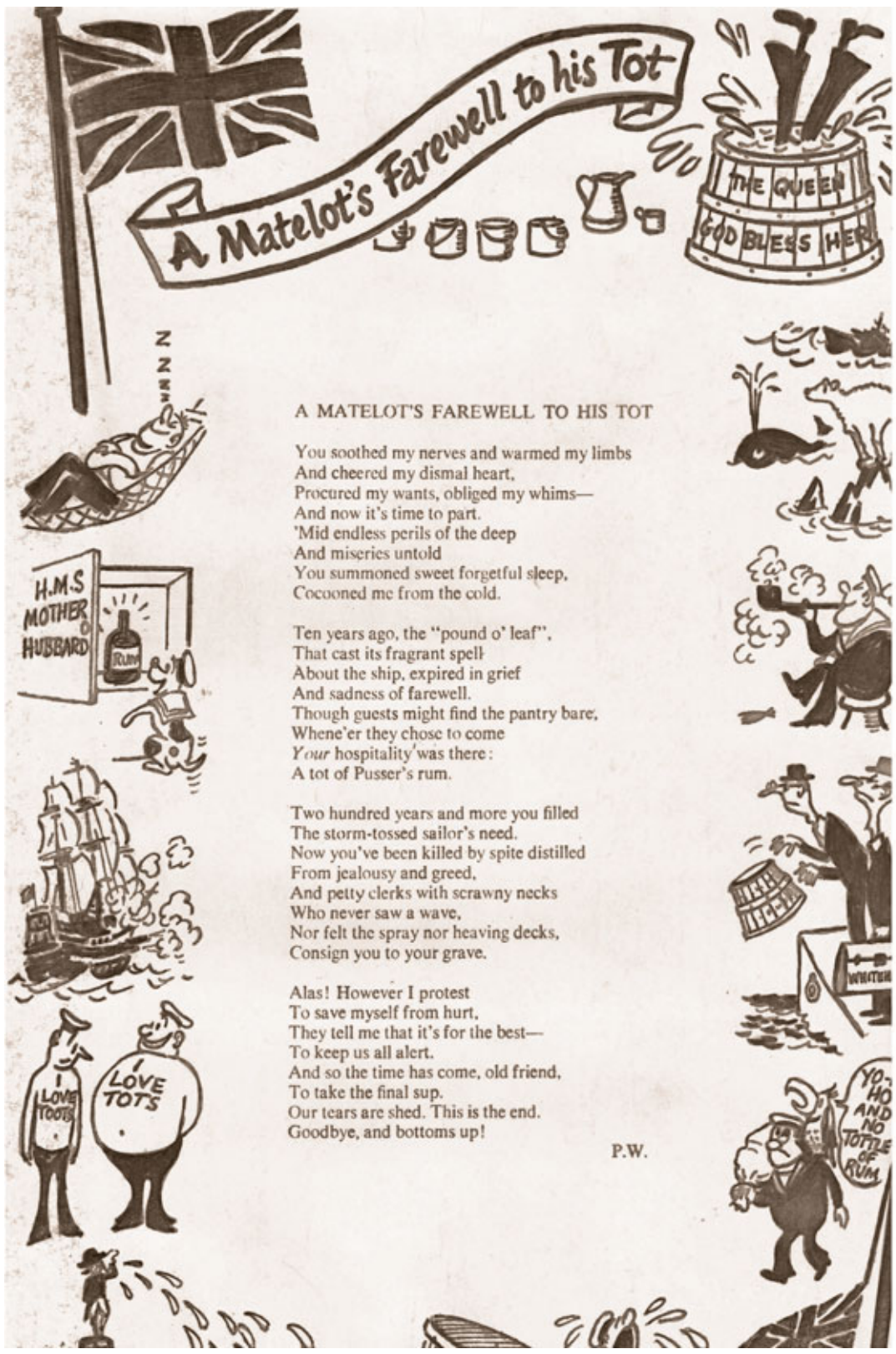
1 Jan 2017 - 31 Dec 2017

REGULAR MEMBERSHIP

IS \$50 PER YEAR AS OF 1 JAN 17

PLEASE SEND IN

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A MATELOT'S FAREWELL TO HIS TOT

You soothed my nerves and warmed my limbs
 And cheered my dismal heart,
 Procured my wants, obliged my whims—
 And now it's time to part.
 'Mid endless perils of the deep
 And miseries untold
 You summoned sweet forgetful sleep,
 Cocooned me from the cold.

Ten years ago, the "pound o' leaf",
 That cast its fragrant spell
 About the ship, expired in grief
 And sadness of farewell.
 Though guests might find the pantry bare,
 Whene'er they chose to come
 Your hospitality was there:
 A tot of Pusser's rum.

Two hundred years and more you filled
 The storm-tossed sailor's need.
 Now you've been killed by spite distilled
 From jealousy and greed,
 And petty clerks with scrawny necks
 Who never saw a wave,
 Nor felt the spray nor heaving decks,
 Consign you to your grave.

Alas! However I protest
 To save myself from hurt,
 They tell me that it's for the best—
 To keep us all alert.
 And so the time has come, old friend,
 To take the final sup.
 Our tears are shed. This is the end.
 Goodbye, and bottoms up!

P.W.

(30 Mar 72 was the last day for a 'TOT' of rum for the Navy (RCN). Ed)

50/50 DRAW OPEN TO EVERYONE

FUND RAISER FOR NEW BUILDING PROJECT

Over the years, notes/letters/email messages etc have been written looking for donations for many things. The SAM is in great need of an expansion - so this fund raiser is in aid of our new Building Fund Project.

Here is an easy way for you to play. Just call us at either of the two numbers below and give us your credit card number - tell us how many books of tickets you want and we will fill them out and add them to our draw. Can't get any easier than that. This way to play was well received last year. Or, you can mail in your request to have tickets entered for you to:

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

You are so generous to our cause(s) that we want you to have a chance to get something back from this appeal. Tickets will be sold **by the book** - each book of 6 tickets is worth \$10 - if you want more tickets, just **call us toll free 1-888-497-7779** or **local calls to 902-461-0062** or email us at samf@samfoundation.ca

Next 50 50 draw to be held January 2017

The winner of the last 50 50 draw was Mr. Eldon Johnston.

If you wish to mail in your request for tickets etc please do so to:

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

(Cheques may be made out to **SAMF**)

Mastercard - VISA cards accepted.

OPEN TO ALL

SHEARWATER AVIATION MUSEUM FOUNDATION

THINGS HAPPENING IN 2017

EVERYONE IS INVITED TO PARTICIPATE

SPONSORED BY SAM FOUNDATION

50/50 DRIVE For info or tickets call toll free 1-888-497-7779
 Or local 902-461-0062

500 CLUB For info or ticket call toll free 1-888-497-7779 or
 Local 902-461-0062 This draw began Nov 2016 and continues to 5 Jul 17.

November Winners:

Frank Dowdall	\$200
John Cody	\$2000
Dwayne Gemmell	\$200
Sherry Richardson	\$200
Marsha Wilson	\$200
Owen Walton	\$200
Margaret Ferguson	\$500

DINNER/AUCTION June 2017

SAMF GOLF TOURNAMENT Sep 2017

ANNUAL GENERAL MEETING Sep 2017

SAM FOUNDATION MEMBERSHIP REGISTRATION 1
 Jan 2017

Regular Membership now \$50 per year.





825 Naval Air Squadron

*Ernie Cable – SAM
Historian*

No. 880 Squadron has the longest history of all the units that served in Canada's Naval Air Arm. The history of No. 880 Squadron in the Royal Canadian Navy (RCN) and

the Canadian Forces is illustrated in an extensive exhibit at the Shearwater Aviation Museum. No. 880 Squadron came into being in the RCN in May 1951 when 825 Squadron was renumbered to 880 Squadron. The following is a brief account of the rich heritage 880 Squadron inherited from 825 Squadron, its proud ancestral predecessor.

The Royal Navy (RN) formed No. 825 Squadron on 8 October 1934 by combining two Royal Air Force (RAF) flights with personnel from Fleet Air Arm No. 824 Squadron, which was embarked in *HMS Eagle*. No. 825 Squadron, equipped with 12 Fairey III F single-engine, three-seat, reconnaissance biplanes, continued to serve on *Eagle* in the China Station in the spotter reconnaissance role. *Eagle* transferred to the Mediterranean Fleet in January 1935 and shortly thereafter the carrier disembarked its aircraft to Royal Naval Air Station (RNAS) Hal Far, Malta and sailed home to the UK for refit. In September 1935, 825 Squadron joined *HMS Glorious* for further Mediterranean service. In July 1936, 825 became a torpedo spotter reconnaissance squadron re-equipped with 12 Fairey Swordfish I, three-seat, torpedo-reconnaissance biplanes.

At the outbreak of the Second World War in September 1939, 825 Squadron based at RNAS Dekheila, Egypt embarked in *HMS Glorious* to search for enemy shipping in the Indian Ocean and the Red Sea. *Glorious* returned to the Mediterranean in January 1940, and the squadron operated from Hal Far, Malta until March 1940 when *Glorious* was recalled to the United Kingdom. Upon arrival in the UK, No. 825 Squadron disembarked at RNAS Preswick and deployed to RNAS Worthy Down, and subsequently re-deployed to RAF Stations at Detling and Thorney Island to carry out anti-submarine operations in the English Channel and search for enemy coastal transports in the Calais area. During the Dunkirk evacuation in May-June 1940 the squadron protected the evacuation flotillas against German E-boats. Eight of the squadron's 12 aircraft were lost at Dunkirk, including the CO, LCdr Buckley RN; five of the aircraft were lost in a single bombing raid over France on 29 May 1940. To make matters worse, the German battleships *Gneisenau* and *Scharnhorst* sank the squadron's carrier, *HMS Glorious*, on 8 June 1940.

In July 1940, the remnants of the squadron were brought up to a strength of nine aircraft and embarked on *HMS Furious* for September operations off Norway including

the notable night attacks at Trondheim and Tromsø. In February 1941, the squadron re-embarked in *Furious* for convoy escort duties for ships ferrying aircraft from the UK to the Gold Coast on the west coast of Africa.

In May 1941, 825 Squadron joined *HMS Victorious* and took part in the historic attack on the German battleship *Bismarck*. The squadron's Swordfish sighted *Bismarck* on 24 May and attacked the following day; a single torpedo strike forced the battleship to reduce her speed. A follow-on strike by Swordfish from 810, 818 and 820 Squadrons on 26 May severely crippled *Bismarck's* steering, enabling the battleship to be sunk by Royal Navy gunfire on 27 May 1941.

From June 1941 the squadron embarked in *HMS Ark Royal* to provide anti-submarine protection for convoys fighting to reach beleaguered Malta; the squadron also conducted strikes against targets in Pantellaria, Sardinia and Sicily in September. On 13 November 1941, U-81 torpedoed *Ark Royal* 50 miles from Gibraltar and the squadron's carrier sank the next day. The few 825 Squadron aircraft that were airborne at the time flew to Gibraltar, but the squadron essentially ceased to exist.

In January 1942, 825 Squadron reformed in England at RNAS Lee-on-Solent and again equipped with nine Swordfish biplanes for torpedo bomber reconnaissance duties. In early February six aircraft were detached to RAF Manston to augment strike forces against the possible breakout of the German battle cruisers *Scharnhorst* and *Gneisenau* and the cruiser *Prinz Eugen* from the French port at Brest. When these three capital ships dashed up the English Channel the squadron's six aircraft launched a torpedo attack as part of a poorly coordinated strike by RN ships and RAF aircraft; no hits were obtained and all of the squadron's aircraft were shot down. The CO, LCdr Esmonde, was posthumously awarded the Victoria Cross; of the eighteen 825 Squadron crew members, only five survived to be decorated.

The squadron regrouped at Lee-on-Solent in March 1942 receiving Swordfish II's as replacements for their lost aircraft. Three aircraft embarked in *HMS Avenger* for Arctic convoy duties to Russia; although 16 U-boats were sighted only six could be attacked. The squadron shared in the destruction of U-589 with *HMS Onslow* on 14 September. Upon return to England, the squadron carried out strike operations in the English Channel from the RAF stations at Thorney Island and Exeter while seconded to 16 Group, RAF Coastal Command.

From March 1943, 825 Squadron embarked in *HMS Furious* to provide anti-submarine protection for convoys sailing from Scapa Flow (Orkney Islands, Scotland) and Iceland as well as anti-submarine sweeps off the Norwegian coast. In December 1943, the squadron joined *HMS Vindex* to begin a long association during which many sorties were flown against the enemy in Atlantic and Arctic waters. While embarked in *Vindex* 825 Squadron was augmented by a fighter flight of six Hawker Sea Hurricane II fighters, the naval version of the famed RAF Hurricane, to defend the convoys

against air attack from Norwegian airfields. Terrible weather failed to prevent intensive flying allowing the squadron to share with surface forces in the sinking of U-653 on 15 March and U-765 on 6 May 1944. During April 1944, three modern Fairey Fulmar two-seat fighters from No. 784 Squadron briefly augmented 825 Squadron's obsolescent Swordfish.

In August 1944, the squadron now equipped with 12 Swordfish III's again embarked in *HMS Vindex* to provide anti-submarine protection for Arctic convoys. The highlight of this period was the escorting of convoys JW 59 and RA 59A to and from Northern Russia. On 22 August, Swordfish "C" sank U-354 and claimed a possible sinking the next day. A Sea Hurricane damaged another U-boat on 22 August, and two days later the squadron shared the sinking of U-344 with surface forces. The final success of this escort voyage occurred when Swordfish "A" sank U-394 on 2 September 1944.

In March 1945, after the Sea Hurricanes had been replaced with eight Grumman Wildcat (Grumman Martlet in Fleet Air Arm terminology) single-engine, single-seat carrier borne fighters, 825 Squadron embarked in *HMS Campania* for further Arctic convoy duties. On return from this voyage the squadron's Swordfish were transferred to 815 Squadron while the Wildcats remained in 825 Squadron until also struck off strength in May 1945 when the squadron was disbanded after Victory in Europe.

The Royal Navy reformed No. 825 Squadron at RNAS Rattray in Scotland on 1 July 1945. The squadron was a Canadian-manned unit equipped initially with 12 Fairey Barracuda II torpedo-dive-bombers with Air Search Homing radar. These aircraft were replaced in November with 12 Fairey Firefly FR I single-engine, two-seat strike-reconnaissance fighters that were given to Canada as part of Britain's war claim settlement. By the end of the year, all of the pilots and 60 percent of the maintenance ratings were Canadians; observers were in short supply and none would be available to relieve their British counterparts in 825 until the first Canadians graduated from course later in the summer. On 24 January 1946, when *HMCS Warrior* was Commissioned, the squadron was transferred to the RCN. In March, 825 Squadron embarked in *Warrior* for her maiden voyage to Halifax. On 31 March 1946, the squadron launched from *Warrior* and landed for the first time on Canadian soil at RCAF Station Dartmouth. The RCAF provided hangars and accommodation that formed the nucleus for the RCN's Naval Air Section, the Dartmouth home for the RCN's fledgling Naval Air Arm. For the next year 825 Squadron trained either ashore at the Naval Air Section or afloat in *Warrior*. In the winter of 1946 *Warrior*, with 825 Squadron embarked, sailed for Victoria, B.C. to escape the North Atlantic winter for which the carrier had not been winterized.

In April 1947, No. 803 fighter squadron and No. 825 anti-submarine squadron formed the 19th Carrier Air Group (CAG), and trained in fleet exercises off Bermuda. On completion, the 19th CAG turned its Seafire fighter and Firefly aircraft over to the 18th CAG and sailed in *Warrior* to the United Kingdom. While in the United Kingdom 825 Squadron re-equipped with 13 Firefly FR 4 strike-fighters and returned to Canada in June 1948 aboard the newly commissioned *HMCS Magnificent* on her maiden voyage to Canada. The FR 4's were on loan from the Royal Navy to train RCN pilots for the planned acquisition of the AS 5 anti-submarine version of the Firefly. In preparing for the creation of NATO in 1949, Canada agreed that the RCN would specialize in anti-submarine warfare; consequently, the Firefly AS 5 was required to replace the FR I strike-reconnaissance fighter. The Firefly FR 4's were required as an interim trainer because they better replicated the flying characteristics of the AS 5 than did the squadron's former Firefly FR I's.

In November 1948, the two Firefly squadrons, 825 and 826, were re-grouped to form the 18th CAG; having the same type of aircraft in the CAG facilitated maintenance. In early 1949, 825 Squadron returned nine of the loaned Firefly FR 4's to the Royal Navy (The squadron ditched two FR 4's and lost another in a mid-air collision; the RCN retained the last FR 4 until 1954) and took delivery of 18 new anti-submarine Firefly AS 5's. For the next two years 825 Squadron was stationed at Royal Canadian Naval Air Station Dartmouth (HMCS Shearwater) or was embarked in *Magnificent* for cruises. There was another re-organization in January 1951 when 803 and 825 Squadrons formed the 19th Support Air Group (SAG) to support the 18th CAG (826 and 883 Squadrons). All RCN air units were renumbered on 1 May 1951 to better identify Canadian naval air squadrons in the Commonwealth numbering scheme. Consequently, 825 Squadron was renumbered to 880 Squadron and the 825 identity reverted to the Royal Navy.

No. 825 Squadron garnered a proud heritage during its wartime operations that are reflected in its Battle Honours: **Dunkirk 1940, English Channel 1940-42, Norway 1940, "Bismarck" 1941, Malta Convoys 1941, Arctic 1942-45 and Atlantic 1944**. Although the Battle Honours were repatriated with 825 Squadron when it returned to the Royal Navy, the proud heritage and traditions of the squadron remained with the RCN and established the standard to be upheld by its successor 880 Squadron. The spirit of 825 Squadron's motto, "Nihil Obstat" (Nothing Stops Us), is exemplified in the fact that 880 Squadron was the longest serving air squadron in the RCN.

The Shearwater Aviation Museum has restored 825 Squadron Firefly PP462 to pristine exhibit condition. This Firefly FR 1 was among the first 825 Squadron aircraft to fly ashore from *Warrior* to Dartmouth in 1946.

To preserve part of 825 Squadron's history and to commemorate the founding role the squadron played in our nation's naval aviation heritage, PP462 is painted in the traditional RCN dark sea gray/light sea gray livery with 825 Squadron identification letters AB*J, the paint and marking scheme in vogue when the Firefly was retired from the RCN.

Postscript:

Upon return to the Royal Navy 825 Squadron continued to build on its proud heritage. Flying Firefly FR 5's, the squadron served in the Far East and Korea for which it was awarded the coveted Boyd Trophy. In 1953, it converted to the Firefly AS 5 and was engaged in anti-submarine duties and later participated in air strikes against Malaysian terrorists in central Johore.

In 1955, equipped with Fairey Gannets, 825 Squadron saw anti-submarine duty in the Mediterranean and then the Far East followed by shore based duty from Malta. In 1960, the squadron converted to Westland Whirlwind helicopters and saw duty in the Mediterranean, Persian Gulf (Kuwait Crisis) and East Africa (flood relief).

In May 1982, 825 Squadron equipped with Westland Sea King helicopters, prepared for service in the Falkland Islands in the troop carrying and heavy airlift roles. The squadron embarked helicopters on two commercial vessels commandeered from civilian shipping companies; eight aircraft on the *SS Atlantic Causeway* and two on the *SS Queen Elisabeth II*. At the end of the Falkland conflict 825 Squadron put a detachment ashore in Port San Carlos in June before returning to RNAS Culdrose, England where it was disbanded on 17 September 1982.

No. 825 Naval Air Squadron was re-commissioned as the Royal Navy's first frontline [Wildcat HMA2](#)** squadron on 10 October 2014, with the merger of [700\(W\) Naval Air Squadron](#) and [702 Naval Air Squadron](#). It will operate the first four Wildcat Flights to convert and deploy to sea on either a [Type 45 destroyer](#) or [Type 23 frigate](#). It will deliver training to Lynx qualified and new aircrew on the Wildcat along with Air Engineers and will be responsible for continuing Lynx Wildcat Tactical Development, identifying and understanding the significant potential of the aircraft. No. 825 Squadron took delivery of the Fleet Air Arm's last Wildcat on 25 October 2016.

**The Wildcat HMA2 is the latest naval version of the "Super Lynx" helicopter. The Wildcat is derived from the Augusta Westland AW-159. The Wildcat HMA2 is a ship borne helicopter optimized for anti-surface warfare and search and rescue. The Wildcat AH1 is the British army version of the AW-159 optimized for battlefield surveillance.

SHEARWATER AVIATION MUSEUM NEWS

It's that time of year again! Christmas will be here before you know it.

If you are looking for that hard to buy for, or military enthusiast on your list, why not drop by our gift shop for some great ideas. We have lots of T-Shirts, jackets, ball caps, toys, beautiful aircraft models, books and more...

Our Fund Raising Projects are still on. The 500 Club has tickets available. Draws are weekly, monthly and Special Event Draws are still happening. Contact Kay or Patti for more details 902-461-0062 or 902-720-1083.

The Museum is open to the Public. It will be open until 21 December for visitors and the Gift Shop will remain open until the 23 December (Hours are 10AM - 5PM). We will be open on 3 Jan 17.

December - March Monday - Friday 10AM - 5PM

Admission to the Museum is FREE, but we accept donations.

For more information, follow us on facebook or visit our website at: www.shearwateraviationmuseum.ns.ca

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J. ALLAN SNOWIE
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Additional donation: \$ _____ for

Building Fund Artifacts In Memory

Firefly, Avenger Restoration, Building Fund,

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.

Name _____

Address _____

City _____ Prov _____

Postal Code _____

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

Exp Date _____

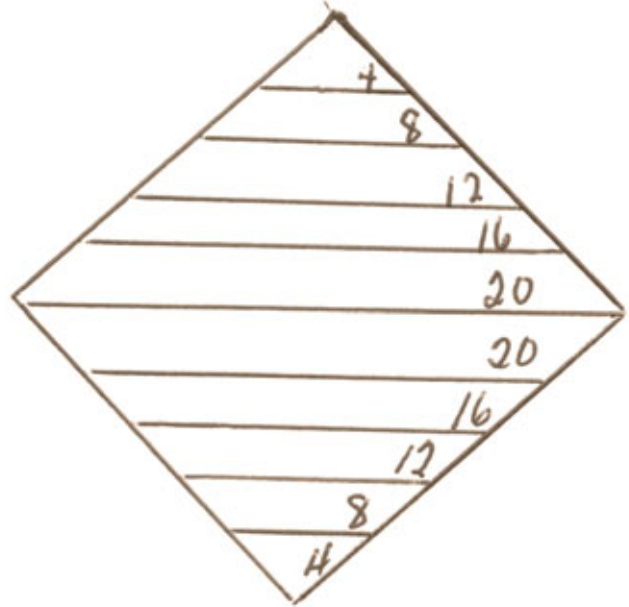
When your donations total \$1000 or more, your name will be added to our Donor Recognition Board. Check with our secretary to see how close you are to having your name on the Donor Recognition Board.

WALL OF HONOURPage 2

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.

Continued next page

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: _____

WE'VE GOT MAIL

ERNIE CABLE writes:

I received the Summer 2016 edition of the Warrior yesterday. It looks good; but the subtitle "RCNAS Shearwater Main Gate" on the bottom of the front cover is incorrect. As explained in a previous article, "Shearwater-Whats in a Name", there never was a "RCNAS Shearwater". The correct nomenclature is "RCNAS Dartmouth" as correctly stated in the subtitle at the top of page 4 in the current edition. The "RCNAS" abbreviation is irrevocably tied only to "Dartmouth", just as the "HMCS" abbreviation is permanently associated only with "Shearwater", since 1 Dec 1948 when the RCNAS Dartmouth was commissioned as HMCS Shearwater.

Also, the article on page 4 "HMCS Shearwater" appears to be an abbreviated version of the a lengthy paper that I wrote in 2008 about the history of Shearwater that I wrote for the information of SAM staff and volunteers. The author of the article on page 4 is not mentioned but it would be nice to acknowledge the references which provided the basis for the article.

Cheers, Ernie

Thanks Ernie - I do not recall the 2008 article - but that doesn't mean anything. As for using parts of it - I'm not that smart and would not think to do that at the best of times. The following is the attached article as noted in your message above.
Kay

Shearwater – What's In A Name?

Ernie Cable

Shearwater Aviation Museum Historian

The Shearwater is a medium sized (up to 50 cm long) seabird related to the Albatross and Fulmar. Shearwaters are all dark or with dark upper surfaces and white underneath. They spend most of the year at sea feeding on plankton, squid, capelin and swarms of crustaceans. Shearwaters come ashore only to breed and form large colonies of nests built in cliff burrows or under rocks. Only the Manx Shearwater breeds in Canada in a small colony in Newfoundland; these Shearwaters come ashore only at night to avoid predators. Southern Hemisphere Shearwaters from Tristan da Cunha migrate to Newfoundland waters in the summer and outnumber the local population. On the west coast, Short-tailed Shearwaters from Tasmania and Sooty Shearwaters from New Zealand and Tierra del Fuego occur off British Columbia. Because of the Shearwater's prowess over the sea its name was adopted by two Canadian naval units.

The first Canadian naval unit to bear the Shearwater name was the sloop, *HMCS Shearwater*, commissioned into the RCN in 1914. She was equipped with both sail and steam power and was the only ship having a figurehead that was commissioned in the Royal Canadian Navy. Just below her bowsprit as part of her stem she displayed the carved figure of the seabird known as the Shearwater. *HMCS Shearwater* served as sub-tender for Canada's first two submarines, HMCS CC 1 and HMCS CC 2 until paid off in 1919 after the First World War.

The second Canadian unit named after the Shearwater was Canada's second oldest air station, *HMCS Shearwater*. However, prior to the sanctioning of the "Shearwater" moniker the air station had a series of names and accommodated more disparate organizations with similar names than any other base in Canada. Needless to say, this has caused some confusion.

The current air base was established during 1918 after the Canadian government purchased land at Baker's Point and constructed a hangar and buildings for the seaplane station for the recently authorized Royal Canadian Naval Air Service (RCNAS)¹. The RCNAS was urgently needed to protect merchant shipping in the sea lanes approaching Halifax harbour. However, Canadian pilots, air riggers and fitters had yet to be trained and German submarines were already sinking shipping south of Nova Scotia and along the American eastern seaboard. Anti-submarine patrols were needed immediately. It was agreed that the U.S. Navy would fly patrols from the Baker's Point seaplane station until the RCNAS was able to assume the responsibility for protecting Canadian waters. U.S. Navy HS-2L aircraft, kite balloons and personnel arrived in August 1918 and the air station officially opened as, "**U.S. Naval Air Station Halifax**" under the command of Lt. Richard E. Byrd (USN)².

¹ 5 September 1918

² It is a common misconception that the U.S. Navy established the air station; the USN was only the first tenant at the Canadian built seaplane station.

The U.S naval moniker did not last long as the war ended in November 1918 and the Americans were gone by January 1919. The Canadian government decided that it no longer needed a naval air service and the RCNAS was disbanded. Paradoxically, Canada had to retain the air expertise that it garnered during the First World War so the Canadian Air Board was formed in 1920 and took possession of the Baker's Point seaplane station named "**Canadian Air Board Station Dartmouth**"³. The station was administered by the Canadian Air Force, a subordinate component of the Air Board. The station was one the six original airfields⁴ in Canada with Squadron Leader A.B. Shearer as the first Canadian Superintendent (C.O.). In 1922, the Canadian Air Force became a separate entity from the Air Board and the station officially became "**Canadian Air Force Station Dartmouth**". The most substantive change occurred on 1 April 1924 when the Canadian Air Force received royal assent, becoming the Royal Canadian Air Force (RCAF) and the station accordingly renamed "**RCAF Station Dartmouth**".

In September 1940, early in the Second World War, the Royal Navy required an air station for aircraft disembarked from ships of the Third Battle Squadron while revictualing in Halifax. The RCAF agreed to the establishment of "**Royal Navy Air Section Dartmouth**" (RNAS Dartmouth) as a British lodger unit at RCAF Station Dartmouth. Initially, the Air Section inherited the moniker "**HMS Saker**", which was a larger umbrella organization for the administration of all Royal Navy personnel in North America; but this was short lived and later changed to "**HMS Seaborn**". **RNAS Dartmouth/HMS Seaborn** was solely administered by the Royal Navy. It was a maintenance organization with no airfield or air traffic control responsibilities; its singular purpose was to assemble, repair and service Fleet Air Arm aircraft and administer Royal Navy air personnel while their parent ships were along side in Halifax. **HMS Seaborn** was disbanded after the war, in June 1946.

³ Baker's Point was transferred from the Naval Service to the Air Board on 12 July 1920.

⁴The six founding Canadian Air Board Stations were: Dartmouth, Roberval QC, Rockcliffe (Ottawa), Victoria Beach (Winnipeg), High River AB and Jericho Beach (Vancouver). In addition, the Canadian Air Force inherited the RAF's training base at Camp Borden. In 1922, the six CAB Stations were later transferred to the Canadian Air Force.

When the "Naval Air Arm"⁵ of the Royal Canadian Navy was authorized on 19 December 1945, the RCN required a shore base from which to operate its newly acquired Seafire and Firefly aircraft. Rather than build a new air station it was more prudent to establish "**Royal Canadian Naval Air Section Dartmouth**" (RCNAS Dartmouth) as a lodger unit at RCAF Station Dartmouth. Similar to its Royal Navy Air Section predecessor, RCNAS Dartmouth had no airfield or air traffic control responsibilities⁶. By 1948, the RCAF had a declining interest in the station and the number of RCN aircraft and personnel greatly outnumbered the RCAF's presence at Dartmouth. Therefore, on 1 December 1948 the RCAF turned the entire air station, including responsibility for the airfield and air traffic control, over to the RCN and the station officially became "**Royal Canadian Naval Air Station Dartmouth**" (RCNAS Dartmouth)⁷ under the command of Captain A.B.F. Fraser-Harris, the air station's first naval Commanding Officer. At the same time the RCN kept with British naval tradition of naming air stations after seabirds and commissioned the station as "**HMCS Shearwater**"⁸. It would be historically complete if there was a historical link between the "**HMCS Shearwater**" air station and the First World War "**HMCS Shearwater**" sloop, but it appears that the Shearwater names were selected independently with no reference to any linkage.

In 1968, following integration of Canada's three armed forces the air station name changed again. To preserve the heritage of Canada's only naval air station the Shearwater name endured and the air station became "**Canadian Forces Base Shearwater**". However, there was to be yet one more iteration of the Shearwater name when the Air Force adopted the Wing concept to identify its basic fighting unit capable of independent sustained operations. In

⁵ The Canadian Naval Air Arm is frequently referred to as the "Fleet Air Arm", however, in the Canadian context there was never a Fleet Air Arm. Because the Fleet Air Arm initially trained Canadian naval airmen the name was incorrectly transferred to the RCN. This was contrary the RCN's desire to develop a Canadian identity. During the Second World War the RCN studiously attempted to establish its Canadian identity by ensuring that its convoy escort groups remained national integral units, where possible, and not integrated into the Royal Navy's escort groups.

⁶ RCNAS Dartmouth was responsible for only servicing RCN aircraft and administering naval personnel. The RCAF was responsible for shore-based repairs on all RCN aircraft, which were on RCAF inventory.

⁷ A third RCNAS acronym, except this time the "S" stood for "Station" vice "Service" or "Section".

1993, the core capabilities residing at the former Canadian Forces Base Shearwater were designated "12 Wing Shearwater". Retaining "Shearwater" in the last name change recognizes the station's naval aviation heritage while at the same time draws on the former RCAF Station Dartmouth's Second World War historical link with 12 Group of Eastern Air Command in Halifax.

The air station was correctly referred to as Royal Canadian Naval Air Station Dartmouth or HMCS Shearwater; Royal Canadian Naval Air Station Shearwater is a misnomer.

.....

TONY SHEPHERD writes; Hello Kay ,

It can only be you who must have arranged for me to be sent this wonderful book about The Bonaventure ; it's fabulous !

I am overwhelmed to receive such a detailed record of this great ship during a memorable period of Canadian Naval Aviation .

Not only will I read it from cover to cover but it will be a treasure to share with all of my family . It will live in the 'special corner ' of my bookshelves .

The book was delivered undamaged ; I can only say what a kind person you are to have made this possible I shall always be grateful for such a kind gesture .

Thank you , Kay . Good wishes ,

Tony Shepherd
Lyndhurst
ENGLAND

Fellow CNAGers and Friends Thereof,

For several years, Hampton Gray V.C. Chapter, of Canadian Naval Air Group, has hosted a special annual Xmas event (Our

Wine & Cheese) at the Canadian Aviation and Space Museum.

It was our intention to hold another this year, however, given the fact that next year will be the 150th Anniversary of our Canadian Federation it was felt that we should retain the remaining funds within our coffers to allow us to host our own special event to recognize this historic moment in Canadian History.

Therefore, this years Annual Wine & Cheese has been canceled. Information regarding how & when we intend to celebrate our 150th will be promulgated once arrangements have been confirmed.

Yours In Naval Air,

Paul Baiden
National Chairman
Canadian Naval Air Group

**PLEASE SUPPORT THE
SHEARWATER AVIATION
MUSEUM
FOUNDATION.**

JOIN TODAY!

**MEMBERSHIP YEAR IS
1 JAN TO 31 DEC**

**REGULAR MEMBERSHIP IS \$50
PER YEAR**



From Eric Atkinson: I was very happy to be picked to serve as senior NCO in Charge and responsible for the maintenance and airworthiness of a H04S-3 helicopter provided by Helicopter Utility Squadron Twenty One for plane guard duties in Bonaventure, being responsible to the Command Officer in Charge of the Detachment, Capt D.J. Neilly.

I am proud to say that every one of the detachment personnel were dedicated to the serviceability of the helicopter, working many extra hours to see it would be ready for any emergency. They worked well together as a team and morale was high. I never served ashore or afloat with a better crew of Aircraft Mechanics.

Because of our dedication, we were able to respond to two rescue emergencies from HMCS BONAVENTURE saving five lives.

A Good Show scroll was awarded the men of HU21 Detachment.

Origin of the phrase “Roger that” in English

by Jakub Marian *Tip: See my list of the Most Common Mistakes in English. It will teach you how to avoid mis-takes with com-mas, pre-pos-i-tions, ir-reg-u-lar verbs, and much more (PDF Version).*

Roger that, or usually simply Roger (nowadays also often spelled in lower case) is a phrase used in aviation and the military to confirm that a message has been received and understood. It was popularized by radio transmissions of NASA's Apollo missions and by military fiction and is now sometimes used jokingly in everyday contexts. But how did it come into existence?

It all started with the big bang, then the dinosaurs... Fast forward a little bit, in the 1940s, the American military and British RAF used a spelling alphabet different from the current well-known Alfa, Bravo, Charlie. If you don't know what a spelling alphabet is: It is a set of easily distinguishable names for the letters of the alphabet used in conditions where misunderstandings (such as mistaking “M” for “N”) could be fatal.

The letter “R” was used as an abbreviation for “received” back in the times when messages were sent via telegraphy (in Morse code), and the practice of confirming that a transmission was received by sending an “R” back was extended to spoken radio communication at the advent of two-way radio during World War II.

The phonetic alphabet used by the British and American military during the World War II was:

Able, Baker, Charlie, Dog, Easy, Fox, George, How, Item, Jig, King, Love, Mike, Nan, Oboe, Peter, Queen, Roger, Sugar, Tare, Uncle, Victor, William, X-ray, Yoke, Zebra

When a soldier or a radio operator said “Roger” after receiving a transmission, he was simply saying “R” for “received”. The alphabet has changed since then, but the practice of replying to a message by saying “Roger” stuck.

It is just a coincidence that two-way radio became widespread during the relatively short period when the phonetic name of the letter “R” was “Roger”. Before 1940, it used to be “Robert”, and from 1956 on, it has been Romeo. Had the technology arrived a little bit earlier or later, we might as well have been saying “Robert that” or “Romeo that”.

By the way, if you haven't read my guide on how to avoid the most common mistakes in English, make sure to check it out; it deals with similar topics.

OM's, NA's, RN's, AESOP's

Navy Aircrew (backseats),

came from every tradeto qualify, you had to be Trade
group two, before you made the grade.

Seaside and air maintenance types,

All went to Aircrew School

six months of electronics, and morse code,

Wings on the left sleeve,

you thought you were cool!

Off to a squadron, HS or Fixed Wing,

your old trades in the past,

you were “Aircrew” now,

that was the thing!

You met your old mates,

they asked, what was it like?

Regular pay, Air allowance, Sea pay,

they applied too, to be Navy Aircrew one day!

When you went airborne,

you knew it was your old buddies, maintaining that plane,

you knew they were the best!

Safety Systems, engines or air frame!

On the carriers we had “SUSTOPS”,

The Cdns were known as the very best.

They launched 4 aircraft, every 4 hrs.,

24 hours a day for 14 days!

They never missed the launch,

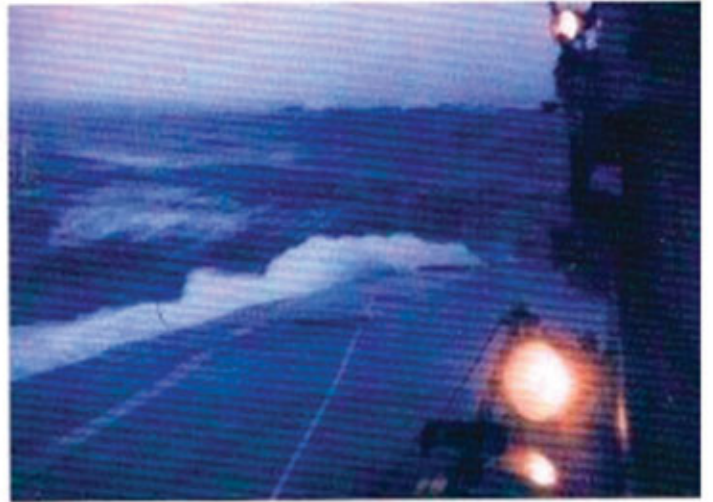
even NATO said our maintainers,

were better than all the rest!

Paul Crawford, CD

Naval Aircrewman,

(previously trade Grp 2 Med A)



Remember?

A NAVAL AIR MAINTAINER'S RECOLLECTIONS from Frank Dowdall

Hello Kay

I am going to attempt to answer your plea for some input from an aircraft maintainer. I served as a maintainer on VF871, VF870 and VX10. I also served as a maintainer at Shearwater Aircraft Maintenance Department (AMD) in the Battery Shop, Z2 Hangar, Electrical Workshop and the Instrument Repair Shop.

In January 1951 I was a Leading Seaman Electricians Mate (LSLM) at Newport Corners Radio Station when a call came from 'on high' for volunteers to be trained as aircraft electricians to help fill a shortage. I was one of 13 LM's to answer the call. We attended the Electrical Aircraft Servicing Course. We spent 5 weeks at the Electrical School in Stadacona and on 2 Apr 1951 were drafted for airfield training to Shearwater (SNAM which became NAMS). We were all LS or senior AB's, jolly jack tars of at least three years and didn't take kindly to being treated like the rest of the Ordinary Seamen taking their basic aircraft training such as wearing #3 uniform to class and marching from class to lunch on the Base. We survived, and on 2 May 1951, I was drafted to 30th CAG 871 Squadron to work on the Sea Fury, an aircraft that presented some challenges to an electrician. It was during my early days on 30th CAG that I met and learned so much from such talented electricians as Jake Leonard, Don Drinkwater, and Sid Snelling, to name a few.

The oil pressure indication system included the 'banjo' unit (named because of its shape) which was fitted behind the instrument panel. One had to go head first into the cockpit, close your eyes and visualize the unit to remove a couple of nuts and bolts, disconnect, remove and then replace. It was a challenge and I carried out the procedure many times, sitting on the tarmac in Shearwater in hot and cold weather; Rivers in the freezing cold and on the Magnificent in hot weather in the calm Caribbean and on a rolling deck on the Atlantic. It could be a frustrating experience, and I am sure there are still a few electricians who remember it well. I had a couple of close calls with that big 5-bladed prop which taught me to pay close attention when working on the aircraft while the engine was running, especially in the dark.

How many of you remember those days when everyone waited for the weekly 'beat up' of the Base by those daredevil Sea Fury pilots? We stood on the roof of Z2 or #1 Hangar and looked down on the aircraft as they whizzed by. Just think, many of those young daredevils became very senior officers in the RCN/CF. Bravo Zulu to all of them!

On 30 Jan 1957, I was drafted to VF870 Squadron to work on F2H3 Banshees. The Banshee kept electricians busy. There was always lots of work on the autopilot (P3 made by Bendix). The main amplifier was full of vacuum tubes and hard landings played havoc with the tube filaments. The amplifier was accessed by removing a panel on the bottom of the aircraft. It had many cannon connectors and was a real pain. Somehow, repairing the P3 became one of my main assignments.

A heart-throbbing experience occurred for me after I had worked all day in the cockpit of aircraft 126313. I don't recall what the problem was, but I had to have the ejection seat removed to carry out the work. The next day, 31 May 1957, the aircraft was being flown by Lt Derek Prout (RCN) in a flypast. The flypast of four aircraft was to show appreciation by the pilots for the diligence and hard work of the maintainers and the flypasts flying time was to push the month's total flying hours over 300 for the first time with the Banshees. We were all out on the Tower hill watching when Lt Prout came in low and fast and then began a slow pullup. We watched in horror as the starboard tip tank released over the Clarence Park area. Then the starboard wing separated, the aircraft rolled to starboard and crashed into McNab Island killing Lt Prout. My first reaction was 'what did I do to that aircraft?'. Of course, the aircraft logs were impounded and I waited on pins and needles until an investigation determined that there was a problem with fatigue failure (cracks) in the wing lock fittings, a problem we had apparently inherited from the USN.

I was also there on 27 Aug 1957 when Banshee 126306 piloted by Lt Ed Trzcinski (USN) was in a collision with an Avenger flown by Sub Lt Freeman (RCNR) of VC921 killing both pilots. PO Ross Steene and I were running towards the scene of the accident when the ammunition shells from the Banshee started exploding. We both dove into a shallow ditch alongside the tarmac. I found the watch of one of the pilots and it was still working (No, I didn't keep it!).

One day while working on a P3 amplifier in the belly of the aircraft, I noticed a small black box which I had never seen before. I brought it to the attention of the AEO, Lt Peter Wiwcharuck, and he advised me to keep the discovery to myself. Seems, it was believed, that some pilots found it very exhilarating to really push the Banshee to its limits and thereby overstressing the aircraft. The black box was a recording accelerometer which was being read by the AEO after suspected flights.

An interesting experience on the Banshee was paralleling generators, a procedure which required the electrician to be in contact with the cockpit via intercom, while working under the aircraft with the engines running

up to 100%. The fact that the aircraft was known to have jumped the chocks on a couple of occasions made one pay attention during the procedure. It was a bit nerve wracking doing this on the bouncing deck of the

Bonaventure. Another tricky maintenance procedure at sea was carrying out an undercarriage retraction test, especially in rough weather. How many times did we see the log entry 'Retraction test to be carried out in the air'? This could cause a bit of heart thumping for both the pilot and the maintainer. I don't recall that we ever had an accident resulting from an inflight retraction test. I always got a queasy feeling in the pit of my stomach when working in the cockpit of the Banshee, and the nose of the aircraft was extending over the edge of the flight deck while we were bouncing up and down. The Banshee was a good aircraft to work on. It was an interesting period in my career and I enjoyed the experience.

On 20 Aug 1959 I was drafted to VX10 where I worked on Banshees, Trackers, Sea Kings and the Dakota. I spent 5 years at VX10 spending lots of hours on test flights and liking the 'flying pay'. Some interesting projects I worked on included the PB20 autopilot (Tracker), rock and roll box (Tracker) and MK44 Torpedo (Tracker). On some aircraft, engagement of the Barometric Altitude Mode of the PB20 caused the aircraft to oscillate in pitch with the oscillations increasing in intensity as the autopilot remained engaged. I installed a string and weight (makeshift inclinometer) in the passageway between the front and rear seats. We flew trying to create the malfunction,

and then I recorded information about the rate and amount of pitch while crouching in the passageway and hanging on for dear life. On one occasion the aircraft started to oscillate, the pilot (>Stretch' Arnold, I believe) kept the PB20 engaged until I was convinced the wings were going to fall off the aircraft. It was a scary ride! The problem was rectified when a small spring in the Altitude Controller was replaced with one of a different design.

Carrying out accurate MAD compensation on the Tracker required very precise rolls, pitches and yaws, a very difficult task. CPO Earl Slack and PO Lloyd Simpson (electricians) submitted a suggestion award which resulted in the development of an automatic MAD Compensator. A modified Navigation Lights Control Box from the Banshee was used as a prototype and it allowed the pilot to do precise movements. I made a lot of flights in Trackers doing MAD Comps making sure that the unit caused 10 degree, etc movements of the aircraft when the unit was selected to 10 degrees, etc.

The project was very successful and a black box was developed to carry out automatic MAD Compensation on the Tracker and, I believe, the Argus.

The MK44 torpedo project was carried out by VX10 for the USN as we had an aircraft configured to carry torpedoes under the mainplanes.

On 19 Jun 1962 we deployed to Patuxent River, Maryland where about two weeks were spent installing instrumentation to measure for stress, etc during catapult launches and arrested landings. I did six trips and this was, indeed, an eye-opener for this young maintainer. On my first launch, there was some confusion in the cockpit as only one pilot had attended the pre-flight briefing. The original plan was to be catapulted, make a circuit and land, but at the briefing it was decided to catapult and land immediately. Apparently, this info was not shared up front. As one pilot tried to reduce revs and land, the other was trying to increase revs and go around. The aircraft fitter watching and listening on the ground was convinced that both engines cut out for a second as the dance for the controls was carried out in the cockpit. Once again, this young maintainer's heart was pit-a-patting.

While I was on VX10, the Sea King was introduced into the RCN. I spent from 27 Jun to 23 Sep 1963 in Key West on electrical systems courses. Between Christmas 1963 and New Years I was onboard Assiniboine assisting Sikorsky contractors with the final installation of the haul down system, a system that has been copied by several of the world's navies.

On 6 Jan 1964 I went to Stadacona, completed the Trade Group 4 course and on 10 Jul 1964 was drafted back to Shearwater Aircraft Maintenance Depot (AMD). My last job as a technician was in the Instrument Repair Shop. On 15 Apr 1966 I was promoted to Commissioned Officer (a naval rank which no longer exists) and on 29 Jun was drafted to AMD as the Avionics Electrical Officer. I also served as VS880 Aircraft Maintenance Officer, Staff Officer Avionics Instrument/Electrical at MARCOM/MAG, finishing my career in uniform as a Computer Programmer at MARCOM. I missed the 'hands on' maintenance but I did enjoy the rest of my naval career. I still maintain to this day that 'there was no life like it'.

**SUPPORT YOUR
MUSEUM FOUNDATION**

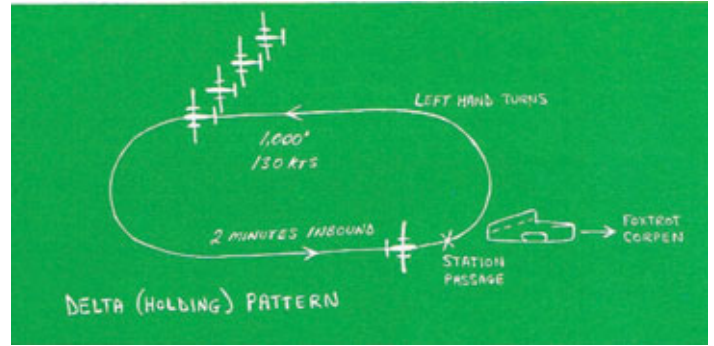
HORSE ON FLOATS

Sent to us by Leo Pettipas

In December 2003, Leo Pettipas wrote to Navaigen: Attached is a photo of an RCN HO4S equipped with pontoons. This is a very unusual configuration — something that didn't go operational, as far as I know. The picture may show VX 10 doing trials that never bore fruit. Does anyone know why the pontoons were fitted?

Ralph Logan replied: My memories of 1960 are just a little bit cloudy, but I wouldn't attach too much significance to an HO4S on floats at that time. On March 16, 1960, "Duke" Muncaster checked me out on floats on HO4S-3 side number 222. That was in HU-21 Sqdn, and to the best of my knowledge it was simply a training exercise. My recollection is that it was strictly an in-house HU 21 thing that only lasted for a very short period. A couple of others flew it, but it was not part of a training syllabus or a trial. It was available so we flew it. Why was it available? The floats were there and the HO4S was there, so I assume that Duke organized it to give his pilots the challenge of operating a helo on the water.

Bob Murray replied: The HO4S-3 with floats belonged to HU 21 where they were used, for a short time, to give pilots water landing practice. I can only recall the floats being fitted once or twice, as it was quite an evolution to attach them. The floats remained at the rear of the hangar for years.



In the Delta

Caulier, Alfred

Dunn, Paul

Fraser-Daveys, Heather (Bill)

Frusher, Geoff

Johnson, James (Jim)

Keeler, Tony

Lawton, James Manley (Jim)

Lightfoot Herb

Near, Ronald 'Pop'

Schall, Melanie

Charles Robin Thoms

Tonks, Rita (Tom)

Wiese, Glenn



Peace



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