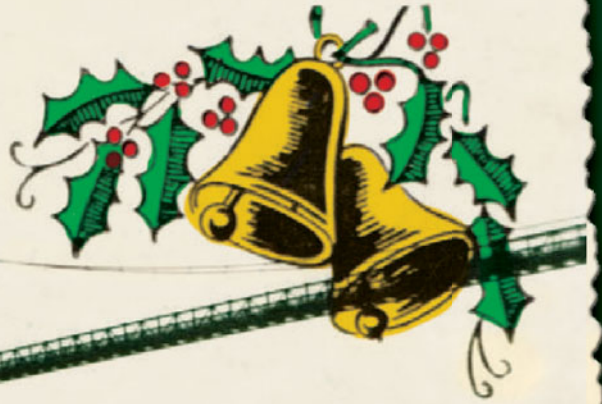


WARRIOR

Fall 2017

Christmas
Greetings



D-Day 6th of June 1944



Upon the 6th of June
Remember them with pride
Men from many nations
Fighting together side by side
Let us never forget
Their bravery and sacrifice
We may have our freedom
But they paid the price



By John F Connor

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

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Any opinions expressed herein are deemed to be those of the author(s) and do not necessarily reflect the opinions of the Shearwater Aviation Museum Foundation, its members, the Shearwater Aviation Museum and/or 12 Wing Shearwater.

***We need a new building!
We cannot do it without your help.***

***Support your SAM Foundation
fundraising!***

PLEASE, MAKE A DONATION TODAY.



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

Chairman SAMF Board of Directors

It is my pleasure as the Chairman of the Board of the Shearwater Aviation Museum Foundation to send you Christmas Greetings. This has been an exciting year at the Museum. Your SAMF Board members have been very busy working with the museum staff to ensure the continued growth and development of the museum and the facility. I look forward to the New Year and the possibilities that are ahead for the Museum.

We wouldn't be here without the financial help of our supporters. I continue to be amazed to see what we are able to accomplish with your support. Raising funds is a huge responsibility of the SAMF Board and I want to ask you for help. There is no amount too small and be assured your donation goes directly towards our goal of supporting the construction of a proper home to display our Sea King aircraft with the respect that they deserve. Please contact the SAM Foundation office directly to show your support. If you are interested in joining the SAMF Board we would be more than happy to answer any questions that you might have and meeting with you to determine how best you can contribute to the Board.

As the Holiday Season approaches, I would ask that you take a moment to remember our military and civilian 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 Merry Christmas, a relaxing holiday season and a prosperous and healthy 2018.



From the Curator's Desk

By Christine Hines



I can't believe that the last time I wrote an article for the Warrior, Nova Scotia students were just getting out of school for summer vacation. Those students are back in class again for a new school year, and already we are conducting class visits and in-class programs for our very popular Theory of Flight program. SAM Volunteer Jim Elliott delivers this program on behalf of SAM in schools and in the museum, with the assistance of

other volunteers from our cadre of guides. I am grateful to Jim for his interest and dedication to the Theory of Flight program.

Over the summer we had two Officer Cadets working with us, Charles Makongo & Chris MacMaster. Among other projects, Charles & Chris began a digitization project, using the new book scanner we purchased last year with a grant from the Directorate of History & Heritage. The project began with digitizing our collection of squadron line books, and will continue with our flying log book collection. If you have an interest in technology and original historical documents, this might be a project for you! Charles & Chris left the museum in late August to return to school; I would like to thank them both for their assistance, and wish them every success with their studies this year. LS Cyril Richards came to us last year as a volunteer and has recently finished his tenure with us. Cyril worked on a variety of projects in all areas of the museum. Sgt Jeff Hawes was with us for the summer to photograph our fine art collection for a catalogue project. Cyril and Jeff have both finished their terms at the museum, and we're grateful for their efforts.

If you haven't seen the work our maintenance teams have been doing recently, you really must plan a visit. The Expeditor restoration is coming along very nicely. Cpl Chris Rodusek has been doing a fantastic job working on the inside of the cockpit, while student volunteer Trevor Benoit has been busy working on the decals; Brad Thomas has been working on the framework for the door sourced by machinist Paul Mitcheltree and acquired for the museum by Doug Chiddenton. Pierre Desrochers & Cpl Phil Gagnon have been working on the engines and mounts, and Pierre has been working on the H04S (891) gearbox, while waiting for parts to finish his Expeditor engine project. Sgt Jocelyn Girard and Wayne White have also been busy salvaging parts from the old H04S in order to use this equipment for future technical exhibit projects. Work on the Firefly has been steady recently. New team member Raymond Marshall, who is extremely skilled at woodworking and refinishing, has stabilized the wooden propeller blades that we received with the aircraft in 1993. Mick Stephenson has been working on Firefly skin panels

and cowlings, to ensure it will be ready for painting. Also new to the team is Cpl Sarah Getz, who is busy working on upholstering the seats in the Piasecki HUP3. Steve Cochran has been working steadily on the Link trainer we received a few years ago, and is patiently rewiring the various instruments and control console. Chief Morale Officer John Knudsen ensures the troops have sustenance to carry out their projects. These are all great undertakings that take patience and skill! Thanks to all for their great contributions in the shop!

I can't discuss volunteer work without acknowledging our front-of-house team who ensure our visitors have a great experience. Our guides and shop attendants are welcoming and knowledgeable. Guides Michael McFadden, Doug Chiddenton, Jim Elliott, Ivor Axford, Ken Brown, Dave Banfield, and Bud Berntson work with students, Cadets, Canadian Forces groups, community groups, Veterans and visiting individuals to share Shearwater's story. Our shop attendants work at fundraising as well as reception and clerical duties to keep the front-desk area running. These very helpful people include Margaret Ferguson, Carol Shadbolt, Shirley MacDonald, and Elaine Elliott.

With the help of all of these generous people, many of whom also work as SAM Foundation volunteers supporting fundraising projects and mail-outs, our Volunteers are critical to our success. To all of our stalwart volunteers, past and present, I extend a hearty thank you from John, Duncan, Patti, Lisa and myself. We deeply appreciate all you do for us, and are proud of the work you do. I invite SAM Foundation members to drop in and see the good work of these people in person!



Kay and I have both received numerous questions regarding the status of the Foundation. In order to inform the maximum number of members who did not attend the AGM, I have included a copy of my report. **John Knudsen**

PRESIDENTS ANNUAL REPORT 2017

Funding for SAM operational contracts dried up by 1 Sep 2017. This affected Engineering, Publicity and other key areas. SAMF Board of Directors authorized a sum of \$17K to be used by SAM for operations during the next 2 months. The new Board of Directors will review this item during the board's first meeting, scheduled for 19 Oct 2017.

MUSEUM EXPANSION FUNDRAISING

STEERING GROUP

Purpose: To review the museum facility requirements along with the various fund raising options then develop specific fundraising proposals.

Members: SAMF Chairman, SAMF President, SAM Curator, SAMF Fundraising Chair, plus others as required.

Authority: The Steering Group has no financial authority and must forward any fundraising proposals to the SAMF BoD or SAM Board of Trustees as appropriate
TERMS OF REFERENCE 4 MAY 2017

Fundraising

The first event of the season Dinner/Auction was held 10 June 2017 at the lions Club Eastern Passage. By most reports it was a outstanding success, good food, good service and cleared over 12k dollars. Congratulations to the fundraising chair (Patti Gemmell) and all her helpers.

500 Club Ticket sales are slow, probably caused by persistent phone and internet problems, work around using Kay's cell phone, and making every effort to contact last years ticket holders individually. Patti Gemmell and Kay are working overtime on this.

SAMF membership dues cover the period 1 Jan until 31 Dec of any given year. The dues are to a large degree used to cover the cost of printing and distributing of the newsletter (Warrior). 2018 membership dues are \$50. Warrior continues to get rave reviews and will remain at 3 issues per year. Thanks to Kay and her various helpers

The wall plaques continue to be a good of revenue, ably handled by Jim Elliott.

Golf tournament was cancelled due to shortage of participants and sponsors. The new Board of Directors will review this item during the board's first meeting, scheduled for 19 Oct 2017.

Accounts with TD Bank have been transferred to Scotiabank because of the constant support from Scotiabank and total lack of support from TD Bank.

\$2500 approved for simulator support to SAM.

SAMF will be funding the Christmas party for volunteers.

Merry Christmas

FROM OUR EDITOR - Kay Collacutt

Hello everyone. Another year gone by and too swiftly for me.

First off, thanks to our volunteers, without you, we are nothing.

Have you given any thought to helping us with the WARRIOR? If you have a computer and can type, great. You don't even have to live on this coast. I'm certain you can find any info you would require on your computer. We could all work together and then when the time comes, there you will be ready and able. Male or female - we need you. I'm certainly not getting any younger so will be watching for your reply. I'm not giving up just yet - but....

Throughout this issue, you will find pages of just photos - this is to try and keep you reminded of your friends that have already left us and also to remind you of those still here. Some we have names for and others naught. Send along any names you might remember, please.

No doubt you will have read where our 'Government' has stopped funding certain aspects of the military. Their choices are horrendous. These charmers are the elite in stopping all funding especially for the historical side of the house. Sports groups have also been hit extremely hard and are no longer with us at Shearwater. It gets harder and harder to come up with funding for our Foundation and Museum. Therefore we are still depending on YOU to help us. We have another building to erect to help us maintain our aircraft and their maintenance. Please dig deep and send any extra pennies you may have along with your membership funds.

Keep well and keep in touch with those you can.

Have a very ***Merry Christmas and a Happy New Year.***

Here are a couple of photos to get those memories in gear:

L - R

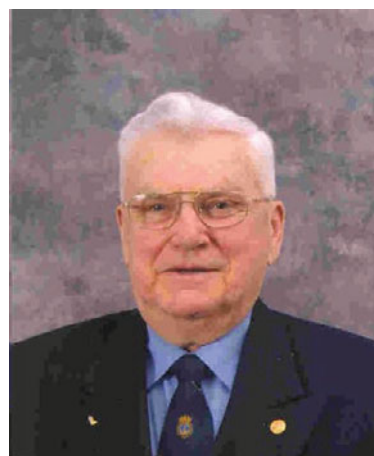
Wayne Fairbairn

Ron Beard

Ray O'Grady



Dave Tate



Eugene 'Buck' Rogers



A Brief Synopsis of Canadian Naval Aviation History (1945-1970) and Its Contribution to Canada, Canadian Aviation and Canada's Aerospace Industry

Canadian Naval Air History

The following documentation of Canadian Naval Aviation's two and one half decades (1945-1970) is but a minute snapshot of the valiant, innovative, professional efforts of this small but extremely dedicated group of servicemen that forged a most significant place in the archives of both Canadian Aviation, and in particular, the Canadian Aerospace Industry. Their efforts, on land and sea, in war and peace, are a testament to what Canadians can do when confronted with potentially insurmountable challenges.

These Naval Airmen were instrumental in defeating aggressive forces in the world, successfully overcoming Cold War confrontations, developing modern Anti-Submarine Detection Systems/Tactics and modern aircraft technology, and were always ready and available to assist during numerous homeland and international catastrophes. Their footprint on the development of our current national aerospace industry, and countless leading Canadian engineering, educational, medical, legal, and government institutions, has been nothing less than astonishing.

As you read through these few pages, you will undoubtedly gain a much better understanding of the aforementioned accomplishments, accomplishments that instill pride in all Naval Airmen who served Canada during those magnificent days of carrier operations. These extraordinary efforts are a fundamental part of our heritage and are indeed, worthy of the continued recognition of those who have gone before while providing a basis to ensure that all those who follow will have the opportunity to recognize and complement their efforts.

Although the main part of our Canadian Naval Air History essentially took place between 1945 and 1970, we feel it is important to emphasize that our roots commenced during WWI. The Canadian Naval Aviators serving in the Royal Naval Air Service (RNAS) and in the Royal Canadian Naval Air Service (RCNAS) from 1914 – 1918 made significant contributions to the historical record of the Royal Canadian Navy. Of particular note, is Raymond Collishaw of Nanaimo, a young Canadian Naval airman, who was the leading Naval Ace of the Great War with 61 victories. Out of the 936 Canadians who served in the RNAS in WWI, 53 were considered air aces, accumulating 10 DSOs, 63 DSCs, 45 DFCs and numerous orders and foreign decorations. An enviable record indeed! Official records indicate that one out of five of these pilots was killed while, in the trenches, the odds were one in ten. Subsequently, many of these individuals came back to serve as skilled aviators in WWII.

Note: A compelling account of Canadian naval aviators in the early days of flight has just recently been documented by Mr. Allen Snowie in a book called "Collishaw and Company - Canadians in the Royal Naval Air Service 1914-1918".

New Beginnings

History tells us that Naval Air became relatively silent between WWI and WWII, however, in 1942, the British and Canadian Governments became painfully aware of the urgent requirement for adequate naval air forces to provide critical air coverage in the mid-Atlantic to combat a German U Boat threat even greater than that of WWI. Consequently, in October 1943, the Canadian Cabinet War Committee approved the re-establishment of the RCNAS.

By February 1944, RCN personnel were manning two Royal Navy aircraft carriers, HMS Nabob and HMS Puncher, with Canadians providing a high proportion of aircrew and aircraft technicians to Royal Navy air squadrons. Experience levels of RCN personnel in seaborne air operations continued to grow to the point where in May 1945, the Canadian Cabinet War Committee established an RCN force plan for the Pacific Theatre that included two Light Fleet Class carriers, two Naval Air Stations and ten Naval Air Squadrons totalling nearly 2,000 Naval Aviation personnel. Despite the official Japanese surrender in September, 1945, ending the Pacific conflict, the continuing requirement for a Canadian Naval Air Branch was underscored by the fact that experienced RCN personnel had adapted well to the special requirements of carrier operations, and were ready to operate as Canadian units against future threats.

In December 1945, the Canadian Cabinet approved the post-war, permanent RCN Air Branch. Although small, the aviation component of the RCN developed into a force second to none in the "Western World". During its 25 year existence it contributed significantly to the defence of North America and to the North Atlantic Treaty Organization's (NATO) force in the Atlantic, thereby helping to deter Soviet aggression and the outbreak of global nuclear war.

ORGANIZATION/PRIMARY ROLES

The first RCN carrier, "HMCS Warrior", was commissioned 24 January 1946 and 803 (Seafire) and 825 (Firefly), both originally with the Royal Navy's (RN) Fleet Air Arm, became the first official Canadian Naval Air Squadrons. They embarked in HMCS Warrior for training, operations and transport to RCAF Station, Dartmouth, Nova Scotia, arriving on 31 March 1946. The RCN Air component became a lodger unit at RCAF Station Dartmouth, constituting the Royal Canadian Naval Air Section (RCNAS). By the summer of 1948, the RCNAS had grown to four squadrons, a fully operational training group and 900 personnel operating 56 aircraft from 11 hangars. On December 1st, 1948, the RCAF Station Dartmouth became officially known as RCN Air Station Dartmouth and was simultaneously commissioned as "HMCS Shearwater".

Thus began the formation of a distinct, totally Canadian, Naval Air Service.

HMCS Shearwater's disciplined aircrew operational training and proficiency programs, combined with the sound leadership of dedicated personnel at all rank levels, produced a rapid advancement of aircrew experience levels, innovative aircraft maintenance procedures and greatly improved aircraft availability, especially during carrier flying operations. Meanwhile, HMCS Warrior, built with expedience for wartime service in the Pacific Theatre, lacked heating and cooling systems needed for acceptable living and working conditions. Hence, Warrior was returned to the Royal Navy in exchange for HMCS Magnificent, commissioned 07 April 1948. "Maggie" would serve with the RCN until June 1957, during which time she would become the focal point for further advancements in aircraft maintenance and operating procedures designed to ensure personnel safety and aircraft reliability in a hostile sea environment.

During the early to mid 1950's, Naval Air Squadrons, including Air Reserve Units, increased in number as the RCN was expanded to meet Canada's commitments to NATO. These commitments included Anti-Submarine Warfare (ASW), Combat Air Patrol (CAP), and Air Support of Land Forces. Part of this build up of Air Branch personnel involved extensive training with the United States Navy on carrier based fixed wing aircraft, early vintage helicopters and dirigibles. Squadrons were outfitted with Anti Submarine, Airborne Early Warning (AEW) Grumman Avengers and Hawker Sea Fury Fighters. Three small Bell helicopters were brought into service 01 September 1951. They were followed by the first Sikorsky Helicopters taken on strength 29 April 1952. In light of the increasing variety and complexity of airborne navigation and anti-submarine detection gear, Experimental Squadron Ten (VX10) was formed 5 November 1952 and charged with developing and testing equipment and systems intended or being considered for use in Naval Aviation.

The heyday of Canadian Naval Aviation came with the commissioning of the carrier HMCS Bonaventure, 17 January 1957. This new carrier, fitted with an angled flight deck; mirror landing sight; the latest steam catapult technology; and a carrier approach radar, provided Canada with its first all-weather day-night capability to operate Banshee jet fighters and the modern ASW Tracker aircraft from its deck. The Banshees with their Sidewinder Missile capabilities were not only capable of providing CAP to the fleet but also direct support to the North American Air Defence System (NORAD). On the retirement of the Banshee fighter in 1962 and the introduction of the Sikorsky Sea King ASW helicopter, "Bonnie" became a dedicated ASW carrier. New Canadian destroyer escorts, which were built and/or converted to enable the large Sea King helicopters to operate from their decks, added a third dimension to the team which became renowned in the

world of ASW.

Canadian Naval Aviation and carrier operations as a whole forged a unique place in the protection of Canadian security and national interests. First and foremost was its ability to protect Canada's interests thousands of miles from her shores, still a fundamental principle of national and global security. Its admirable level of success can be directly attributed to the fully integrated, experienced aviation team that delivered highly capable operational aircraft to combat the threat of the day in support of NATO and NORAD during the Cold War. A prime example was Canada's naval air support to the blockade of Soviet shipping during the Cuban Crisis. This type of support continues to play a major part in today's naval doctrine, in particular, when operating internationally with embarked maritime air (Sea Kings) during security operations.

History tells us that the Royal Canadian Navy emerged from the Second World War as one of the most powerful and proficient navies in the world. North Atlantic convoy protection operations had focussed early attention on the importance of air power over the sea. As far back as 1943, Canadian Naval Authorities foresaw the growing submarine threat and briefly considered following the USN lead to convert some of its planned new destroyers to carry helicopters in an above water attack role. It was clear by 1948 that the world was dividing between East and West making the Cold War inevitable. This and the inexorable westward deployment of Soviet submarines forced Canada to review its plans to be able to conduct effective operations in its North Atlantic area of responsibility.

One outcome of this was the concept of putting heavy anti-submarine helicopters equipped with new technology dipping sonar to sea not only on aircraft carriers as the RN and USN had done but on smaller destroyer type ships. In 1956, helicopter trials on HMCS Buckingham, a Prestonian Class Frigate and later HMCS Ottawa, lead to the complex conversion of St. Laurent class destroyers to carry a single ASW helicopter housed in a hanger with a unique Canadian designed Helicopter Hauldown and Handling System (BEARTRAP). The essential advantage of this development was to permit suitably modified helicopters to sustain operations at night and in adverse weather conditions. The incredible success of this system reflected the ingenuity of the Canadian scientists, engineers, test pilots, operators and industrial partners and garnered much interest around the world. In the late 60's plans were finalized for 4 new 280 Class Frigates each capable of operating 2 ASW helicopters. Like their predecessors, these ships would also be built in Canadian shipyards employing a broad array of Canadian industry in their fitment.

SECONDARY ROLES

In addition to Canada's commitment to NATO and NORAD, naval aviation resources on both the East and West coast played a substantial role in Search and Rescue

(SAR); in Aid to the Civil Power operations; in joint Canadian, United States (CANUS) projects; and in support of other Government Departments. The flexibility of naval helicopters providing SAR from shore based facilities and ships at sea, proved invaluable in numerous rescue operations, a fact that is well documented by those that owe their lives to these often heroic efforts. Bonaventure's rescue helicopter played a major part in the transfer of survivors and recovered bodies from Flying Tiger Flight 923 that ditched in the Atlantic off the coast of Ireland in September 1962.

It was Bonaventure's rescue helicopter that immediately responded to the flash fire aboard HMCS Nipigon and to the explosion in HMCS Kooteney. In each event, and under inordinately hazardous conditions, she transferred firefighting equipment to the distressed destroyers and returned to the carrier with the burned and injured. Naval helicopters saw service in support of the Springhill, Nova Scotia coal mine explosion in 1956, and again during the 1958 mine disaster and provided key assistance during major forest fires in Nova Scotia and Newfoundland. Naval helo's also provided the lift capability to supply materials to remote Arctic sites during the construction of the NORAD Distant Early Warning System (DEW Line). Aboard the icebreaker HMCS Labrador, Bell and Piasecki naval helicopters were not only employed in ice reconnaissance, but were also directly involved in the monumental task of mapping and charting the Canadian Arctic. Naval Aviation resources were also assigned the significant responsibility of Arctic water surveillance during the strongly contested transit of the USS Manhattan through the Northwest Passage. Other secondary roles were drug enforcement and Fisheries Patrols to protect Canada's resources while enforcing the laws established by the International Commission for the North West Atlantic Fisheries. (ICNAF)

CONTRIBUTION TO AEROSPACE

The contribution to the Canadian Aerospace Industry since the reincarnation of Canadian Naval Aviation in 1945 has indeed been significant, especially given the modest size of the aviation component. Off shore aircraft companies invested in permanent infrastructure and facilities in Canada to support the repair and overhaul of naval aircraft. Other aircraft manufacturers licensed Canadian based firms to manufacture and assemble their products. Canadian companies, influenced by naval aviation requirements, designed and manufactured new and innovative aircraft systems and components. Industry started apprentice training programmes, while vocational schools and colleges added courses in aerospace related topics. Over time, research, development, and manufacture of new and advanced ASW sensors, and aircraft electronic and avionic systems provided the stimulus for industry and Government to invest hundreds of millions of dollars in leading edge technology and aerospace jobs

With the advent of Naval Aviation in Canada, a contract

was let in 1946 to the Canadian Car and Foundry Limited, a Montreal company, to effect the repair and overhaul of the British built Firefly and Seafire aircraft. Engine repair and overhaul was sub-contracted to Canadian Wright Limited also located in Montreal. The jigs, tools, aircraft technical data, and technical staff were provided by the Fairey Aviation Company of England to transfer the knowledge and skills to the Canadian employees. Thus began the first in a number of post-war aerospace technology transfers related to naval aircraft and aircraft systems that became a leading element in the expansion of Canada's aerospace industry.

In early 1948, as the Canadian Car and Foundry Limited began to phase out of the aircraft industry, the Fairey Aviation Company of England established a branch plant in Eastern Passage, Nova Scotia. This facility, Fairey Aviation Company of Canada Limited (FAC), opened in 1948 and provided aircraft repair, overhaul, modifications and the manufacture of spare parts for the Fairey Firefly and Seafire; Hawker Sea Fury; Grumman Avenger and Tracker; and the McDonnell Banshee fighter aircraft. Over the subsequent years FAC increased their technology base, including specialists in design engineering; aeronautical, structural, electrical and electronic engineering. As such, it was responsible for the design and prototyping of major conversion and reconfiguration programmes for the Avenger, the Tracker and for Sea King helicopters.

FAC expertise was further engaged to develop the Helicopter Haul Down and Handling System (BEARTRAP), originally designed by VX10 Squadron. This system was created to support the safe operation of the relatively large Sea King ASW helicopter from the decks of the relatively small St Laurent and Annapolis class destroyers. This major Canadian Naval Aviation innovation significantly influenced international understanding of, and capability in, the operation of naval helicopters from small ships. The Canadian aerospace company, DAF Indal, Toronto acquired the design and manufacturing rights to the Helicopter Haul Down System and became the world leader in the design, manufacture and installation of variations of the original VX 10 BEARTRAP design.

In 1970, with the closure of FAC, former employees of the company formed a partnership with the President of Industrial Marine Products (IMP), Halifax leading to the formation of IMP Aerospace Limited and the construction a large new aircraft repair and overhaul facility at the Halifax International Airport. Hiring a good many former FAC employees experienced with naval aircraft and the challenges of operating aircraft at sea, and with the engineering and technical support provided by HMCS Shearwater, IMP came up to speed in short order to support the Tracker and Sea King fleets. Today, IMP continues to support the Sea King fleet, including US Navy Sea Kings, the Canadian Forces CP140 Auroras and the Cormorant SAR helicopters.

Contracts for two major naval aircraft buys went to US aircraft firms that licensed the manufacturing to Canadian companies. One hundred Grumman Tracker ASW aircraft were manufactured in Toronto by De Havilland Canada and the Helicopter and Systems Division of Pratt and Whitney Canada built forty-one Sikorsky Sea King ASW helicopters and later developed a major Sea King helicopter airframe, engine and electronics update programme. The entire technology transfer required to manufacture and support these aircraft was passed on to numerous Canadian component level manufacturers and suppliers who in turn became suppliers to the vast US aircraft industry.

The success of a multitude of other Canadian based companies can be directly attributed to the influence of Canadian Naval Aviation requirements. They include: EMI Cossor Electronics Limited, Sparton Electronics and Hermes Electronics Inc. for sonobouy development and production; Canadian Marconi/CMC Electronics Inc. that designed and manufactured the Sea King Doppler navigation radar; Litton Systems Canada Limited for development and manufacture of Tracker and Sea King airborne radars; SPAR Aerospace for the repair and overhaul of the Sea King helicopter gearbox; and Canadian Aviation Electric (CAE) that developed the Automated Compensator for the Tracker aircraft Magnetic Anomaly Detection (MAD) System and manufactured the next generation compensators installed in most ASW aircraft worldwide.

Historically, the naval air squadron that provided the greatest contribution to the aerospace industry was VX10. Squadron projects ranged from routine evaluation of small items to aircraft acceptance, a continual series of armament and weapons trials, and evaluation of ASW sensors and aircraft electronic and navigation systems, all of which were predominately RCN initiatives. Other tasks included the complex and hazardous Carrier Suitability Trials aboard the carriers HMCS Magnificent and HMCS Bonaventure, and the development of the Bendix PB20 Automated Flight Control System, a system which was a precursor to today's automated flight control and landing system utilized worldwide in both military and commercial aircraft.

VX10 made many contributions to the art and science of naval aviation that were far beyond that expected of such a comparatively small unit. This role included the development of the ASW Tactical Navigation System (ASWTNS); the Explosive Echo Ranging System (JULIE); the Magnetic Anomaly Detection System (MAD) improvements; Automated Permanent Magnetic Compensation (APMC) for most ASW aircraft MAD systems; the development of the Mark III Tracker aircraft; the Sea King helicopter Doppler Navigation Radar System; and the most ambitious and successful development project, the Helicopter Haul Down and Handling System.

The main development and evaluation effort of the ASWTNS and related ASW detection systems focused on

the integration of navigational and sensor inputs and their accuracy; the operation and reliability of the system as a whole; human engineering factors; and the development of effective operational techniques for using the system both as a navigation aid and to assist in the detection, tracking, localization and attack of submarines. This was likely the first major turn-key ASW systems integration to be conducted in Canada that involved several aerospace suppliers throughout the evaluation. On 27 July 1959, a VX10 crew flying from the USN carrier "Valley Forge" effectively demonstrated the capability of the fully integrated ASWTNS by continuously tracking a submerged, unrestricted, high speed, nuclear attack submarine. This historic achievement was a dramatic milestone which significantly advanced the ASW capabilities of both the Canadian and US Navies and provided marked technological advancement opportunities to the aerospace suppliers.

VX10 Squadron operated out of Shearwater until June 1970 when it merged with 448 Test Squadron and the Central Experimental and Proving Establishment (CEPE) to form the Aerospace Engineering Test Establishment (AETE).

TRAINING/PERSONNEL DEVELOPMENT

The many different entry training systems for aircrew, technical officers and maintenance staff, were based on the criteria of being Naval personnel first, and aviation specialists second. Initially, these officers and men came from cadres with aviation expertise acquired in the RN, RCN and RCAF. However, as Naval Air expanded, the majority of personnel came from Military Colleges, Canadian Universities, Technical Institutes, the Navy's Training Programs and HMCS Shearwater's Naval Air Maintenance School. Selected pilots were trained to wings standard in the RN, RCAF, RCN and USN, while Engineers underwent one-year naval air engineering specialist training with the RN. Some of these went on to obtain wings and became test pilots while others went on to post-graduate training in Canada, England and the United States. In all, seventeen Canadian Naval Pilots graduated from either the "Empire Test Pilot's School, Farnborough," or the "Naval Air Test Center, Patuxent River". These test pilots "initially groomed by VX 10 Squadron" were an essential component in evaluating the technical qualities and capabilities of naval aircraft and their systems, in particular, their flying characteristics and performance with respect to carrier and destroyer operations.

Maintenance personnel were recruited, while others were transferred from existing naval trades. Initially many were trained with the RN, particularly Air Artificers, until apprentice training was established in the RCN. This program provided the highly skilled technicians essential to conducting depot level repairs during carrier operations at sea. Senior NCOs (Petty Officers) performed as supervisors and managers while still effecting "hands on maintenance". Junior technicians were trained as "dual tradesmen" all of which was designed to optimize carrier accommodations

without jeopardizing crucial maintenance requirements. Senior non-commissioned personnel, “from all aviation trades”, were offered further specialized training, academic upgrading, and commissions.

BENEFIT TO SOCIETY

Many of these highly talented individuals eventually sought employment in the rapidly expanding Canadian aviation industry. They were able to apply their well honed skills in all fields including Naval Air Reserve Squadrons established at Naval Reserve Divisions; aircrew; maintenance and support for world airlines; the aerospace industry; research and development; legal, medical and educational institutes; private business; and Government, including Air Traffic Control and Aviation Standards. Their many individual contributions are characterized by the remarkable advances in aviation technology and weapon systems in an era of transition from piston-engine to gas turbine, and from vacuum tubes to transistors to micro chips.

The following highlights only a few of the areas in society that were influenced by this most talented group of former Naval Airmen. They tested and certified new aircraft types; engineered simulators for Canada’s space arm design; developed and produced a Canadian family of gas turbine engines; were instrumental in the development of aircraft sensors and navigation systems; became jumbo jet aircraft captains; assisted in startup and operation of successful helicopter companies and feeder airlines; authored books on Naval Aviation and other historic topics; became noted authorities in the legal profession; and took lead positions in government and industry. Most importantly, Naval Aviation made an immense contribution over the years to keeping Canadians safe.

SUMMATION

To recognize the tremendous accomplishments of Canadian Naval Aviation is to herald a distinguished and remarkable contribution by Canada’s Naval Airmen to the defence of North America, in NATO operations and, to the aerospace industry and Canadian society as a whole.

In the short span of 25 years, Naval Aviation made a huge impact on Canada. Not only did it contribute substantially to the security of our country during troubled years but it did so with pride and dedication. Its innovative spirit, collective wisdom and talented leadership multiplied into advances in world recognized aerospace and ship technologies, air operations at sea and commercial helicopter operations across our country. And, although relatively few in number, naval air personnel carried this proud legacy into Canadian society and their impact will be felt for many years to come. Though formally ended in 1970, our spirit continues and is evident in the CF today.

Written by the late Bud MacLean and HGVC

An old air-type

I've started thinking recently
as days go flying by
and start to ink incessantly
of days of flying high

and try to use my time to rhyme
a little air-type sonnet.
Found coloured foolscap - not quite lime
and wrote the sonnet on it.

It seems I always get the yen
when word arrives from SAM
or maybe E's from NAVAIRGEN
brings out in me the HAM.

I have a TV, Channel ME
that plugs into my skull
Commercials? No. Completely free
and never very dull

Some black and white, but crystal clear
The programs old I guess
But switching on my memories dear
feels good I must confess.

I'm thanking SAMF for being there
for poking at my brain
brings back the times they're there to share
alive in mind again.

A special time my flying days
at angels one or two
and this old man he proudly says
My youth - well spent with you.

From John Thompson



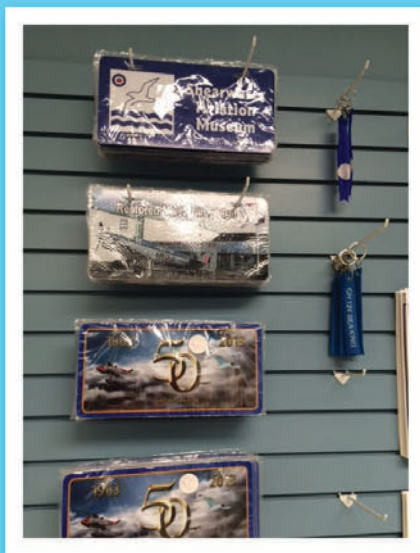
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FOR THE MILITARY ENTHUSIAST, VETERAN, AND OR MILITARY MEMBER IN YOUR FAMILY, WHY NOT CHECK OUT THE SALES AT THE SHEARWATER AVIATION MUSEUM GIFT SHOP. WE HAVE SOMETHING FOR EVERYONE. IF YOU DON'T SEE SOMETHING YOU LIKE, ASK US AND WE CAN BRING ITEMS IN OR WE DO CUSTOM ORDERS.

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HOPE YOU ALL HAVE A MERRY CHRISTMAS AND A WONDERFUL NEW YEAR!!!!!!



SHEARWATER AVIATION MUSEUM AND ARCHIVE

Welcome to the "Museums Best Kept Secret" ...the library. The Shearwater Aviation Museum is located in the Old Church area of the Museum.



Many people do not realize that the Shearwater Aviation Museum has a fully functional lending library & archive.

We carry a huge and varied selection of books all with a military or military historical theme. We also have a reference section, a small fiction section and a new Children's section. We also have a photo archive if you are looking for

a memory.



We are slowly building and improving the library. The recent purchase of a book scanner will help us bring our library and archive into the digital age and make the library and archive available online but for now please feel free to come in and enjoy our huge selection. Photocopying and scanning services are available for a small donation. We are open Monday-Friday 10am – 5pm.

by Lisa Bullen

BELLY LANDING

by Earle Cale

On one occasion, as I was preparing to do my job from the starboard catwalk, the landing Sea Fire caught an arrestor wire, took a sharp turn towards me, and with the two bladed wooden propeller breaking into splinters on the steel flight deck the aircraft approached the same position which was occupied by myself. There being no room for the two of us, I turned to my right and dove for the opening to a gun sponson. The ship's photographer was, unbeknownst to me, directly in the path of my intended escape route. My dive took me head first into his soft, and large, belly. I bounced back and landed staring straight up at the Sea Fire's wheel which was spinning just a few inches above my head as it had dropped over into my territory in the catwalk.

When I recovered from my instant of fright, I jumped up on the flight deck to check on the status of the pilot. By the time, I arrived, our most efficient rescue team was already on the scene.

I never did get to apologize to the photographer whose stomach that saved me from certain injury had my flight continued through the entrance to the gun deck which was five feet below.

The only alternative was to think that it was my Guardian Angels working overtime.

Now on to the next episode of my flight deck career.

I was dutifully pushing on the tail plane of the landed Sea Fire aircraft when I failed to recognize that the tail hook had been placed in the lock up position. The aircraft started to taxi forward at a very fast pace with me draped over the tail. The aircraft was going so fast that I thought that it was going to take off again. As soon as we had passed over the two crash barriers, I dropped off of the tail and did a little tumble on the deck.

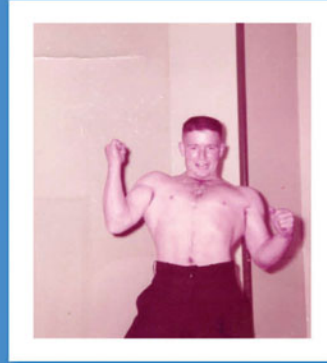
Uninjured, I jumped to my feet and started running back to service the then landing aircraft. When I reached a point between the two crash barriers, they were raised in case the landing aircraft did not catch a wire. I had to wait in that position until the aircraft had made a safe landing. When the barriers were lowered so that I could return to my place of duty, a thought ran through my head that perhaps I should have chosen Gunnery as a Trade.

MERRY CHRISTMAS

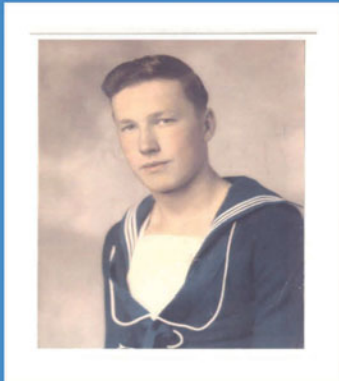
MORE PHOTOS TO SPUR ON YOUR THOUGHTS.



GLENN "JOE" COLLACUTT AND BUDDIES (NAMES?????)



RON KAY



**W.
MORAN**



STU MINGO



PETER CHARLES BRUNER





**Jim Elliott and teens -
very interested teens.**

Jim Elliott is a volunteer with the Shearwater Aviation Museum (SAM).

On the road to this avocation he spent 27 years in the Royal Canadian Navy/ Canadian Armed Forces (1961 – 1988). Starting out as a hard sea trade it was two years before the transition to Radio Air in Shearwater where he basically remained for the next 24 years. He retired while serving as Referral Coordinator for the CFB Halifax Military Family Resource Center in 1988.

During this period, Jim served in HMC Ships: Crescent, Bonaventure, Preserver, Protecteur, Iroquois, Skeena, and finally, Athabaskan. Working on aircraft, he served in VU32, VS880, and Base Aircraft Maintenance Engineering Organization (BAMEO) and was qualified on T-33 T-Bird, CS2F Tracker, and CH124 SeaKing. Interspersed throughout these efforts was a stint in AVSO working on electronic test benches, primarily TACAN. He says the most rewarding time of his career was as an instructor in VT/HT/MOTS 406. Yes, he was there for the transfer from primarily fixed wing to rotary wing training, (later the Trackers hied off to Summerside).

Volunteering at SAM was a natural extension of Jim's career. He puts his knowledge to use as a Tour Guide booking in for Wednesday mornings and other times when needed. Tour Guides meet and greet visitors and provide informative commentary on the exhibits to young and old; introducing civilians to the Maritime Air environment, and swapping stories with old hands. We also listen to those guests who have stories they want to tell. It is usually very interesting.

Further, on the first Wednesday of the month, except

summer months, Jim acts as the facilitator for the Flight Sim Nova Scotia (FSNS) group who meet at 1930 hrs in the SAM Briefing Room. The group discusses and demonstrates new and improved FS equipment and gives flying lessons ranging from basic flight to complicated cross wind approaches/landings and cross-country navigation/radio procedures. They have also toured the NAVCAN tower at the Halifax International Airport and the Moncton Flight Center. FSNS is open to anyone and is free.

Putting Jim's time as an instructor to advantage, he teaches grades five and six students the Basic Theory of Flight both in house in the SAM Briefing Room (50 seats) and as an outreach program in their school classrooms. This is another case of personal joy when the lights come on for students as they finally "get it" through practical demonstrations and real aircraft applications. It is a very successful program.

As a member of the Board of Directors of the Shearwater Aviation Museum Foundation (SAMF), Jim acts as the SAMF Tile Coordinator. The tiles cover several walls of the museum and are a tribute to members, past and present, and sponsors. Current tiles are diamond shape and can be purchased in half tile or full tile at \$300 and \$600. Full details are available in the center of this and all issues of the WARRIOR. Tiles are in fact a good fund raiser for the SAMF. Contact the SAMF secretary (Kay Collacutt) and she will set him to help you in the formatting and production.

Jim has found his time at SAM fun and rewarding. He has conducted tours for cadet organizations from across Canada and groups of the best of cadets from around the world. Visitors have come from all over the globe, for example: Australia, Britain, Belgium, Denmark, USofA, and Shanghai, China (this mother, son duo was a lot of fun. He was pre-teen, and an aviation buff. She spent over 4 hours with Jim learning enough so that she could talk with her son with some limited understanding.

Jim has often said, "All in all, it's been a hoot and keeps me from dragging my anchor."





NSCC Aviation Institute Senior Avionics Instructor Don O'Leary presents the CNAG - Atlantic top student award to Nalisa MacArthur in June. On behalf of CNAG, the award is presented annually by the Aviation Institute to a member of the graduating class who best exemplifies the qualities of leadership, teamwork, initiative, ethics and academic achievement. Nalisa has accepted a position with Voyageur Aviation in North Bay Ontario.

ANOTHER SHEARWATER AVIATION MUSEUM VOLUNTEER.

the technical and management side, for various companies and for Transport Canada.

Steve started as maintenance technician with Bell Canada and Dictaphone, then radio operator Air and Marine services. Supervisor, Leased Telecommunications for Air and Marine services. Quality Assurance Specialist for Transport Canada, Consulting Analyst for Martin Marietta Canada and volunteer with National Museum of Science and Technology.

Most of the time when someone is working on restoration work you hear banging, sanding, drilling and workers trying to shout over the power and air tools, but not so at the Link Trainer, here you will find "Steve" competently and quietly restoring and testing the old equipment, but when "Stand Easy" is piped Steve is with the rest of the gang telling "war stories" and sharing in the comraderie.

Steve has volunteered at SAM for over 8 years and is highly respected and appreciated for his competent and well thought input.



'Steve'

Stephen Cochran has over 40 years experience in telecommunications and information systems, both on





*L - R Jim Adam, Pat Sadler, John Bruce, Dave Weir,
Ron Heath (Pilot), John Henderson, Shaky Thorne*

*Stationed at Royal Naval Air Station Eglinton -
HMS GANNETT a few miles outside of Londonderry, Northern Ireland

S H E A R W A T E R





Members of #6 JAOBTC at their first reunion in Halifax, September 1993.

L-R Ken Brown, Bill Meahan, Nick Garapick, Don Ramage, James Stegen, Gunner Campbell, Fred Hawrysh, Ed Smith, Bob Bissell, Pappy Weise and Doug Chiddenton



**Congratulations -
Major and Mrs William Clair (Ret'd)**

Maj Bill Clair (Ret'd) 81 years old married Fran Coleman 83 years old on the front lawn of Parkland at the Lakes, a Shannex property, on September 23, 2017.

Bill retired from the military, August 31, 1991. At that time he was the Base Commander's EA and a public relations officers and, I'm told, he was the Editor of the WARRIOR Newspaper. (The BComd at the time may have been Gen Eichel - Bill can't quite recall.)

Much happiness to you both. Ed



The Halifax Explosion: A century later

It killed and injured thousands, levelled neighbourhoods, and scarred the city for decades – in 2017, Halifax marks 100 years since the great disaster in its harbour.

By Ryan Melanson, Trident Staff

Halifax changed forever on the morning of December 6, 1917. What should have been another cold, sunny morning in the crowded harbour, which was in the full swing of the First World War effort, gave way to a disaster of nearly unimaginable proportions.

The story is well known to most in the region. The French munitions ship *Mont Blanc*, loaded to capacity with more than 2,500 tons of TNT, lyddite and barrels of wet citric acid, was set to steam through the narrows of Halifax Harbour. It found itself on a collision track with the Norwegian ship *Imo*, and despite last minute efforts to change course, the ships collided, with the *Imo* slicing through the hull of the *Mont Blanc* and quickly sparking a fire as fuel and liquid explosives spilled throughout the ship.

For about 20 minutes, the burning ship in the harbour was simply a distraction to be gawked at from shore for most; few knew of the dangerous cargo, and there wasn't nearly enough time to prepare the populace for what was about to take place. When the ship blew, just after 9 a.m., the ball of fire that lit up the sky was the largest manmade explosion to have ever occurred, and held that title until the nuclear bombs of the Second World War.

Almost instantly, 1,600 people died and more than 1,500 buildings were obliterated, with 12,000 damaged. The North End and Richmond communities vanished, while other areas of the city, protected by elevation and distance

from the blast, still dealt with thousands of shattered windows and small fires.

Final numbers put the dead at just under 2,000, with 9,000 more injured or blinded and tens of thousands left with their homes destroyed and lives turned upside down. The massive destruction of property, and the loss of life that tore apart families and orphaned children, would obviously be a defining element of life in Halifax for the following decades. Even those who grew up through the 1950s, 1960s and 1970s became accustomed to seeing those who were blinded and disfigured by debris and shattered glass. RAdm John Newton, the Commander of Maritime Forces Atlantic, has spoken about his own memories of a city heavily populated with survivors of the blast.

"I was growing up in that timeframe where you could still see the impact; it was so evident that Halifax was a city of blind people. The disfigurements and the facial scarring was something you had to get used to as a young kid," he said.

RAdm Newton is also keenly aware of the effects the disaster had on the young Royal Canadian Navy, still in its first decade of existence at the time, along with the Royal Navy and United States Navy sailors in the city, and the roughly 3,500 soldiers who made up Halifax's Army garrison. It's part of the reason he's made sure the Navy

and Canadian Armed Forces in general are always well represented at the memorial ceremony held each year in Halifax's North End on December 6. The Stadacona Band are also an annual fixture at the event, and in recent years, RAdm Newton has directed all alongside ships of the Atlantic Fleet to sound their fog signals for 30 seconds at 9:04 a.m., the exact time of the blast, creating a mournful wailing through the harbour.

"There were sailors lost and heroism on the water. It is a key piece of our early history as much as any other story," RAdm Newton said.

HMCS *Niobe* and HMS *Highflyer* were the two Commonwealth ships that suffered the most, both in terms of damage and loss of crewmembers. Unaware of the dangerous cargo, both vessels sent small boats with crews of six and five, respectively, to assist the burning Mont Blanc. All 11 perished instantly when the explosives blew, and the explosion and subsequent tidal wave took the lives of four more men from *Highflyer* and 10 from *Niobe*.

Crewmembers were also lost from the patrol vessel HMCS *Margaret* and the tug HMCS *Musquash*, while countless civilian and merchant vessels, from steamers to small schooners, suffered varying degrees of damage and casualties. But considering their proximity to the scene, RCN and RN ships fared well overall thanks to their hulls being protected by water, and surviving members of the naval service were some of the first to begin rescue efforts at the battered dockyard and then further into the city, after tending to their own casualties and getting their ships to shore.

At Stadacona, two fatalities were recorded, with many injuries. The military hospital at Admiralty House, now the Naval Museum of Halifax, had its roof blown off and staff inside, including surgeon Joseph Rousseau, continued working through severe injuries, deep cuts and broken bones. And without minimizing the contribution of thousands of servicemen who dug through rubble for survivors and helped fight fires across the city, it was in supporting medical services that the military establishment may have made the most difference. LCol Frank Bell, the district senior medical officer, took quick control of established emergency and military hospitals, but also instructed orderlies of the Army Medical Corps to use all supplies available and stand up facilities to assist civilian doctors and nurses arriving from other provinces and from across the border. In the span of about 10 hours, orderlies had a fully functional hospital set up at the Bellevue Officers Mess on Spring Garden Road, with smaller installations at the Halifax Infirmary, Ladies College and Saint Mary's College, among other locations.

"Such impressive accomplishments underscore the extent to which the military medical organization had taken hold of the crisis," writes author John Armstrong in his account of the Explosion and its repercussions. Armstrong also quotes LCol Bell himself, who expressed relief that such a large number of trained military members were present and prepared to help deal with the horrors surrounding them.

"It was apparent that had such a disaster occurred in any port not well organized for relief work, and without great military assistance, the number of deaths and the amount of suffering would have been tremendously increased," Bell wrote in a report on the incident.

The collection of individual and collective tales from soldiers and sailors who dutifully helped in relief efforts is a large one. Capt(N) (Ret'd) Craig Walkington, a former Naval Reserve Officer and Chair of the Halifax Explosion 100th Anniversary Advisory Committee, said some of that story will likely be highlighted at this year's main commemoration ceremony. The short annual gathering normally focuses on mourning the dead rather than putting spotlights on any group or individual, but the 100th Anniversary edition will allow room to expand on certain elements.

"And the military will certainly be a part of that, because the reality is that they played a large role and were heavily engaged in the rescue efforts," he said.

Other projects and events happening as part of the commemorations through the year will also highlight some of the military aspects of the larger Explosion story. The Army Museum Halifax Citadel, for example, has begun developing an exhibit based on new research into the explosion commissioned by Parks Canada. Set to be titled "The City Regiments Response to the Halifax Explosion", the exhibit's goal will be to "recognize the contribution of military personnel in relief efforts immediately following the Halifax Explosion," according to the summary submitted as part of the city's 100th Anniversary Grants Program. This will be an addition to artifacts and displays already housed at the museum, including items like a watchman's clock from HMC Dockyard that remained intact, and a heavily damaged sentry rifle from the day. The new exhibit is planned to be on display for three years, and portable display cases will allow for it to be toured through schools and other community institutions.

Another unique project that may be relevant for military enthusiasts is a play being developed by Halifax's Zuppa Theatre Company, based on Janet Maybee's 2015 book *Aftershock: The Halifax Explosion and the Persecution of Pilot Francis Mackey*,



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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.

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.



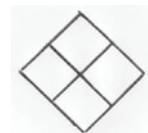
Option A

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Option B & C

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Option D

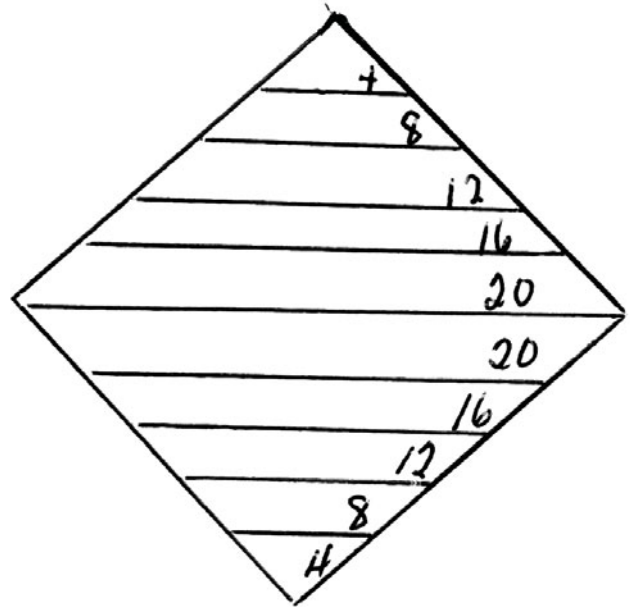
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Which Last Will and Testament is dated this ____ Day of _____20___. I hereby add to that said Will as follows:

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: _____

**Support
the
Shearwater Aviation Museum Foundation**

with the Halifax Provincial Courthouse being proposed as the venue for the show. While the script will focus on the inquiry testimony of harbour pilot Mackey and the manslaughter charges against him that were later dropped, Acting Commander F. Evan Wyatt, the RCN's Chief Examining Officer at the time, was also charged, and was the only man to stand trial in relation to the disaster. The trial was brief and he was acquitted due to a lack of evidence, but he remains a central player in the story of the Explosion Inquiry.

Of course, the impact on military assets and personnel is only one piece of the story, and the effect of the explosion stretched across the entire city and beyond. Fittingly, the majority of the commemorative projects planned fall within that wider focus. One of the most significant will be an enhancement of Fort Needham Park, the city's official memorial to the victims of the Explosion. Improvements to the space, which provides a view overlooking the once-flattened North End, include improvements to entrances and walkways with a focus on accessibility, landscaping and lighting work, a new children's nature playground, and new

Walkington said excitement is building among the members of the anniversary committee. The group was established in 2014 through an order passed by Halifax Regional Council, and the first years were spent on governance and the development of things like guiding principles and a vision statement, laying out what they hoped to achieve in 2017.

"Having done that, we've now gotten to really look at this series of recommendations as to what is the most appropriate way to commemorate this seminal event," he said.

As for the milestone commemoration ceremony itself, taking place on the morning of December 6, few details can be made public at this point, but organizers are promising a much enhanced version of the annual event. They're expecting thousands to attend, including as many Explosion survivors as the committee can identify and invite, along with a number of visiting dignitaries. Efforts are being made to have representatives from Boston and the New England States attend due to the way the area famously provided manpower, supplies and monetary aid in the days and weeks following the disaster, though space will also be found to recognize the donations and other forms of relief that came "from literally all corners of the world,"

Walkington added. The committee also hopes that Governor General David Johnston and Prime Minister Justin Trudeau, who have been formally invited, will attend the ceremony.

A century later, visible signs of disaster of the disaster are nowhere to be seen, the heavily impacted north end is a thriving neighbourhood, and the city itself has grown to become the economic hub of Atlantic Canada. Few survivors of the blast are still living, and those who were children at the time and likely have few memories of 1917. Nevertheless, the Explosion will always be a defining moment in Halifax's history, and one that residents will mark not only on its 100th anniversary, but for many more decades to come.



interpretive elements to be integrated throughout the memorial plaza. This initial phase is to be completed through the summer and fall, while even more improvements are set for the years following the 100th anniversary.

Other events and initiatives coinciding with the milestone include a memorial concert hosted by Symphony Nova Scotia, a recreation of the 1918 memorial service at St. Paul's Anglican Church, the filming of new documentary films on the subject, and collaborative community art projects led by a local school, among many others. By the end of 2017, up to \$200,000 will have been awarded through grants to these and other projects related to the Explosion.

For information on 2017 commemoration events as it becomes available, visit Halifax.ca/Halifaxexplosion, and to delve deeper into some of the stories surrounding the Explosion and its aftermath, visit the newly launched 100years100stories.ca

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The Sea Fury articles by Dave Tate, John "Deke" Logan, Stu Soward, and Brant "Pop" Fotheringham were collected by Steve Schaefer of Calgary several decades ago and subsequently passed on to Leo Pettipas in support of his research and writing on Naval Air. Leo has in turn forwarded them to us for publication in "Warrior." The article by Roy de Nevers was extracted from Roy's unpublished memoirs, which he gave to Leo shortly before his (Roy's) death several years ago.



As a matter of interest, this picture of Fury, Side #106, is yours truly entering the barrier, having pulled the tail hook off on Maggie's rounddown. I was "low & slow" and just made the deck, rather than the Quarter deck.

Dave Tate

The First Helicopter Rescue in the RCN

Dave Tate

On 21 September 1953, as a member of VF 871 Squadron embarked on board *HMCS Magnificent*, I took off as No. 4, in a flight of four, scheduled to carry out combat air patrol duties for the carrier. My aircraft was WG 568/side # 134. Although she had performed normally during start-up and catapult launch, it was during join-up that a problem appeared. While joining up, at climbing power, the fuel pressure began dropping and the engine started to "run down." I immediately reduced power, (0 boost and 1500 rpm), the fuel pressure started to rise again, and at this lower power setting the engine appeared to function quite normally. In the hope that the problem had perhaps been only temporary, I once again tried a higher power setting. Unfortunately, the results were the same – loss of fuel pressure and engine run-down.

As it was obviously impossible to participate in the exercise under these conditions, Commander Air decreed that I orbit the carrier and be recovered on completion of

the scheduled exercise and after all the other aircraft had landed (in about 1½ hours time). During this waiting period the time was put to good use in experimenting with various power settings, simulated approaches at altitudes, etc, to determine maximum power and engine running time available in the landing configuration at final approach speed. It was ascertained that above 2250 rpm, the problem reappeared, i.e., drop in fuel pressure and engine run-down. As this was the minimum rpm required for a carrier landing, my next investigation was to find out exactly how much engine running time I had at this rpm, with gear and flaps down and sufficient boost to sustain the final approach and landing speed (approximately 95 knots). On the average, the engine operated satisfactorily for about 15-20 seconds in this configuration. That meant that if a landing was attempted, the gear and flaps would have to remain up and a lower power setting used until about the 15-20 degree approach position. The alternative of ditching the aircraft alongside the carrier rather than attempting a landing was also contemplated but, after due consideration of both, it was agreed that I have a go at getting on the carrier. From this point on, I simply orbited the carrier and waited until all other aircraft had been recovered.

When it came my turn, a normal break was carried out and the downwind flown with gear and flaps up, 1500 rpm and boost to maintain a speed of about 130 knots. At the 180° position, the turn-in was initiated a little earlier and about 150 feet higher than normal. At about the 20° position, gear and flaps were dumped, the rpm increased to 2250, and the speed gradually reduced to about 100 knots. This time, however, the engine started to wind down much earlier than had previously been the case. I immediately throttled back and selected the gear and flaps up, hoping the engine would respond as it had previously and that it would be possible to carry out a controlled ditching alongside.

With the gear and flaps up (or on their way up) the engine did catch momentarily but then it failed completely, even at these lower power settings. As 95 knots (final approach speed) was below the clean power off stall speed, the aircraft did just that and the right wing dropped sharply. At this point in time it appeared that the aircraft was going to roll over completely and enter the water upside down. In an effort to prevent this, and as there was nothing to lose anyway, I put on full left aileron and hard right rudder, more or less putting the aircraft into a spin. This fortunately prevented her from rolling over, and the right wing hit the water, broke off, and turned the aircraft to 180°, hitting the water tail first. After the impact, once I regained my senses, I unfastened my harness and started to get out of the aircraft which was almost totally submerged.

As a little aside, this was the first cruise during which we had been issued hard hats (crash helmets). Had I not been wearing one, there is little doubt I'd still be with the

aircraft, for when I looked around, there floating beside me in the water was my hard hat, in two pieces. I therefore owe a great debt to our Squadron Commander Mike Wasteneys who insisted that we be issued hard hats before embarking on this cruise.

During all of the foregoing, and unbeknownst to me, Angel (the H04S Sikorsky rescue helicopter) piloted by Lieutenant Ian Webster with co-pilot Frank Harley were positioning themselves for what turned out to be the first helicopter rescue in the RCN. Accordingly, once clear of the aircraft there was Angel overhead with the rescue horse collar settling in the water beside me. In less than a minute, I was safely stowed aboard by the crewman and we were on our way back to the *Maggie*, a distance of a few hundred yards. Less than two minutes later we landed aboard the carrier and no more than five minutes after that Roy Findlay, the Squadron Chief, had me in the Chief's mess for "up spirits" (foregoing my tot of medicinal brandy from Eric Kierstead in the sick bay). From this point on



things became rather fuzzy – need I say more?

One of the Sea Furies that participated in the 1952 CNE air show, Toronto

Over 400 Knots on the Clock

James Brant "Pop" Fotheringham

I took command of the 31st Support Air Group in March of 1952 and remained only until April of the following year. The Sea Fury squadron in the Group during that period was initially 870 Squadron which became VF 870 in November 1952 when we adopted the US-style designations. The SAG was based ashore, being embarked for brief periods to be reasonably current for operations at sea. We did some carrier qualifications in *Magnificent* in May 1952, and we were embarked for about three weeks in November 1952.

One of the main activities of the Group was to put on an armament display during the International Airshow at the

Canadian National Exhibition in Toronto in August and September of that year. We actually fired live ammunition at a target in the water in front of the grandstand. Horrors! We were competing with the RCAF who were using F-86 Sabres in the show. By resorting to some subterfuge, we succeeded in having the Sea Furies accepted by the crowd as of nearly equal performance to that of the Sabres.

The 31st SAG at the time was composed of 880 Squadron commanded by Lt. Cdr. E.M. (Ted) Davis flying Avenger aircraft, and 870 Squadron, commanded by Lt. Doug Peacocke. I was the Air Group Commander. If you are not familiar with the waterfront of Lake Ontario at the CNE, the shoreline runs east and west at that point with a breakwater about 150 yards offshore parallel to the shoreline. The shoreline in the specific area was lined with bleachers for the crowds of spectators who were on hand.

A target (supposedly a submarine conning tower) was moored inside the breakwater in front of the stands.

The RCN portion of the show consisted of the Sea Furies conducting a rocket attack on the target, followed by a strafing run. The rockets were fitted with concrete heads. The Sea Furies were flying a left-hand circuit over the lake and attacking from east to west. We subsequently found that spent cartridges were landing on the Island Airport as we started the strafing runs! Imagine conducting such a hair-raising event in front of thousands of people. We had many routines worked out in the event of a runaway gun, etc, but even so it would hardly pass safety standards today. Of course, the crowds loved it!

After the Sea Furies were finished, the Avengers took over, making their runs from west to east. Our show was preceded by the RCAF who were displaying their F-86s for the first time. The Air Force finale consisted of a low-level, high-speed run from east to west in open line astern at the maximum speed of which the Sabres were capable, observing the conditions. It was the speed that was the real crowd-pleaser, so we had tough competition. After hearing of their show, we made some modifications.

At the end of the strafing run by the Sea Furies, we climbed as steeply as possible to the west in a circuit over the mouth of the Humber River just to the west of the CNE. When the Avengers were reporting the start of their final run, the Sea Fury in the circuit nearest to a heading of east peeled off and dove steeply from the height of about 10,000 feet which we had then attained. He was closely followed by the rest of us and we went by "on the deck" in front of the crowd with something over 400 knots on the clock.

The show was done in the mid-afternoons of a hot summer and there was always some heat turbulence that made for a very rough ride. There was always, or nearly always, a westerly wind blowing along the shoreline. A wind of 15 knots immediately gave us a relative 30-knot

advantage over the Sabres, who had flown their gaggle in the opposite direction and against the wind. The whistle so characteristic of the Sea Fury engine led many of the crowd to believe that the Navy also had jets and, certainly to the unpractised eye, we went by the crowd every bit as fast. I don't know how rough a ride the Sabres were having with the turbulence, but from a competitive point of view, as well as a fish-eye view, we kept our ends up!

We had quite a lot of trouble on the carrier deck with tail oleos. A number of seemingly smooth deck landings resulted in a broken oleo, with the tailwheel scuttling up the deck after the aircraft was arrested. Fortunately for my "face" as Group commander, I lost no tailwheels!

On one occasion I suffered loss of oil pressure while flying in the vicinity of *Maggie*. In response to a frantic plea, the ship immediately turned into the wind, cranked up the revs and I got aboard with a pound or two of oil pressure still showing.'

At Least the Manual System Worked

Stu Soward

I had no barrier accidents or any accidents other than damaging a tail oleo on 5 November 1952 aboard *Maggie*, a tail oleo on 7 November 1952, and a number 10 wire on the same day caused by hook bounce. The tail oleos were subsequently modified, as were the hook dampers, and the number of such incidents did decrease.

On my last trip off the carrier, there must have been a drop in the wind speed over the deck, and since I was the LSO aboard, I was the last one to fly ashore. I remember dropping off the bow and, with full power on, I could not climb and could not descend into the sea, so I skittered over the waves in an incipient torque stall to starboard until I could get my airspeed up and regain control. With full power on, full left rudder to keep the starboard wing out of the water (at the same time trying to get the gear up and unable to climb), I was able to increase my airspeed and regain control. All ended well.

On 28 September 1953 I took off at Vancouver in Sea Fury 117 with three others to head back to our base at *RCAF Station Summerside*, PEI. As we approached Lethbridge, I noticed on selection of undercarriage that I had no hydraulics. So as a consequence I had to revert to the emergency pump system. I then had to continue all the rest of the way across Canada to PEI, pumping down the undercarriage and flaps, pumping gear up and everything to do with the hydraulics. As a consequence, I had to land last and take off first at each stop, and invariably missed my meal since the other guys would be sitting on their butts while I was going through this evolution. I suppose I am probably the only Sea Fury pilot that flew approximately 5,000 miles in over two days with no hydraulics. At least the manual system worked.

They Were Completely Demoralized

John "Deke" Logan

The Sea Fury was probably the finest single-seater, piston-engined fighter aircraft ever built. I can recall that the latest Corsair could out-climb us at higher altitudes and that the USN Bearcat and British Sea Hornet were slightly faster at low levels, but overall we out-performed even the earlier jet aircraft.

The Sea Fury was a demanding aircraft; because of its high performance, the wise pilot knew his engine, his instruments, and his emergency procedures so well that he reacted automatically to most situations. The aircraft performed well on such diverse missions as combat air patrol, photo-reconnaissance, strike (rocket and strafe), dive-bombing, or long-range escort. It would lug anything that could be hung on it; I have even towed a drogue for air-to-air cannon-firing practice and also towed the same off the carrier, having the cable and drogue streamed on deck beside the catapult.

I first flew the Sea Fury in the Carrier Trials Unit at *RNAS Ford*, in Sussex, in July 1947. Pat Whitby, Jeff Harvie and myself were sent to the UK ahead of 803 Squadron to assist the RN in completing the service acceptance trials, since the Canadian squadron was to be the first to put the Sea Fury into squadron service.

The 19th CAG formed at *RNAS Eglinton*, Northern Ireland in early September 1947. H.J. (Dickie) Bird was CO of 803; Jack Sloan, XO; and Pat Whitby and myself, Flight Commanders.

During my Sea Fury squadron time, I flew the aircraft for 940 hours and made 223 deck-landings. We knew we were the elite among all Navy and Air Force pilots, as so many otherwise excellent pilots just were unable to cope with the demands of flying this superb aircraft from *Maggie's* tiny flight deck. We were wonderfully served by absolutely first-class maintenance people throughout my Sea Fury tours. Engineers particularly remembered include Al Brown, "Rocky" Campbell, Craig Balson, and "Dudley" Allan. Dudley was also an excellent pilot, so we used him as a squadron pilot much more than in engineering.

On 28 February 1951 I was orbiting astern of the carrier off Bermuda during deck-landing refresher training for 883 Squadron when the CO, "Chiefy" Munro, got a late wave-off and torque-stalled, entering the sea on the port side. To everyone's amazement this durable character shortly reappeared, bobbing down the side of the carrier and shaking his fist at the LSO, who he felt had spun him in.

In August 1951 I got my "barrier." I was flying in "Pappy" MacLeod's pride and joy, "AA*S" VX 675, which had even been simonized. When I landed on, the deck was clear,

so “Wings” sent me off for a second practice landing. I entered the landing circuit directly and without the usual “down hook” check. I came all the way and landed on negative hook, careening straight into the barrier. Both LSO and his “Teller” had reported the hook down, but it surely wasn’t. “Pappy” probably put a hex on me, as my similarly beautiful “AA*0” was ditched and lost at sea two days later by Mike Turner.

Another interesting episode occurred a few days later. As we were approaching Malta, the British asked our permission to carry out a simulated torpedo attack by Blackburn Firebrand torpedo-strike fighters. This they attempted to do at dawn, but Commodore Ken Adams wasn’t napping. He shot a few of us off the catapult about an hour before dawn into the blackest night I can remember. Shortly thereafter, “Big Art” McPhee vectored us right through the Firebrand flight – they had dim navigation lights for station-keeping, but I don’t think they even saw us until they felt our slipstream. Anyhow, they were completely demoralized and returned to Malta without completing the mission.

We were embarking ten Sea Fury aircraft in *Maggie* in September 1954, flying almost daily throughout a return trip to Vancouver via Panama. Our Avenger flying counterparts were down about six aircraft as there was a lot of marginal weather. Our boys, both pilots and maintenance, were terrific. Partly as a result of this performance, VF 871 won the Navy “Safe Flying” Trophy for the second time – they also won it when Mike Wasteney was CO, and this was most unusual for an embarked squadron.



A Passenger in a Single-Seat Aircraft

Roy de Nevers

I joined VX 10 as a test pilot on 28 April 1954. Contractor acceptance testing (CAT) of aircraft was a routine duty for test pilots, and it did not take me long to get checked out in the procedure. In the RCN we had a standard type of

test card, similar to that used by the RCAF, for each aircraft. There were spaces for recording relevant data such as oil pressure, manifold pressure and, if relevant, cylinder head temperature, airspeed at lift-off, stall speed and speed attained in a full-power dive. The purpose of the dive was to check that all panels were securely attached. A Sea Fury would be taken up to 20,000 feet, then dived at full power to check that a speed of 425 knots was achieved.

On 30 April 1954 I did my first familiarization flight in a Sea Fury, WG 575, which took one hour. This consisted of take-off and climb, turns, stalls and other manoeuvres. The five-bladed propeller did have a noticeable gyroscopic effect when the tail wheel lifted off the runway. The countervailing rudder had to be promptly applied at the appropriate moment, else one would have become a passenger in a single-seat aircraft. It had a tendency to take charge and head for the boondocks if one was not prompt enough in getting the rudder applied.

I did a second familiarization flight in WG 575 on 3 May, and on the same day I did an oxygen climb and an acceptance sequence in the same a/c. Since I had used oxygen regularly on all of the Bomber Command operational trips that I had done during WW II, using oxygen was nothing new for me. The oxygen masks were quite similar. All of the wartime ops trips over Germany were flown at 24,000 feet, with oxygen being used from ground level after take-off.

One of the pieces of equipment that underwent testing by VX 10 in a Sea Fury was the ADF-14 radio compass, something that had not previously been fitted in the type. The purpose of the project was to determine the suitability of the ADF-14 for installation in the aircraft. Characteristics such as ease of maintenance, accuracy and operation were taken into consideration. Trial installations of this nature were the justification for VX 10 having its own Sea Fury (WG 565).

Near the end of May 1954 I did a practice flight in WG 575 in preparation for a planned trial installation of a “G” suit and meter. The fittings had been installed, the training flight carried out, and I conducted several test flights with this gear the following August. A second Fury, WZ 639, was subsequently fitted with a “G” meter so that Bert Mead and I could determine how many “G” Ron Heath had applied to the WEE Sea Fury (TG 117) that he had stressed back in 1949 at an airshow in Edmonton. A reading of 7.7 “G” was registered with no evidence of distortion. Bert then did a flight in which he applied as close as he could get to 8.0 “G.” When his turn came up for a second flight in October, an 8.3 “G” was applied in a 20-minute flight. On examination it was found that the former had bent about the same amount and in the same spot as that in the aircraft that Ron, *without a G-suit*, had

been flying in '49!

Another project, in which I was involved in the summer of 1954, was a trial installation and testing of a position light flasher. The idea was to have the navigation lights flashing rather than being on steady as had been the practice until that time. The argument for the change was that a flashing light was less likely to be confused with a light on the ground of the same colour. It is possible, by autokinesis, to have the optical illusion that a fixed light is moving.

One clear night over France in WW II our rear gunner had our pilot madly corkscrewing to evade what the gunner believed to be a Ju 88 doing a curve of pursuit attack on us with a small searchlight trained on us (the pilot was carrying out the normal gentle weave that was done at times so that the gunners could spot enemy night fighters more readily). It finally dawned on the gunner that he was looking at a planet that was low near the horizon. As navigator I was able to confirm this, knowing as I did the approximate position of the planet Jupiter and its relation to the aircraft and the course we were steering. The gunner apologized to the pilot and crew for the error and unnecessary consternation he had caused. Returning to the summer of 1954, I could see from the cockpit of the Sea Fury that the lights were flashing satisfactorily.

In September of 1954 I was appointed Commanding Officer of VX 10. Flying duties continued, some of them in Sea Furies, including the aforementioned "G" trials and navigation flasher tests. The Fury was capable of towing aerial targets, and in August of 1956 I carried out a drogue-towing test in Sea Fury WJ 301. The drogue was not streaming properly after take-off, so I came back to have it straightened out. On the second attempt I was able to get to 15,000 feet and then to 20,000 feet. The purpose of the test was to check whether the drogue would be suitable for towing behind a T-33 for ship gunnery purposes. It worked well enough for me, and was subsequently tried on a T-33.

Back in March of 1954, VF 870 had relinquished its Sea Furies and paid off to prepare for re-equipment with jets. The squadron aircraft had been flown to the Navy's aircraft storage facility located at the airfield at Debert, Nova Scotia. In May of 1956 the unit was moved to another airfield, this one at Scoudouc, New Brunswick, and in that month I ferried to Scoudouc some of the Furies that had been in mothballs at Debert. In June I went to Scoudouc to conduct a test flight on one of the Sea Furies quartered there. It needed a modification to its engine, which was duly carried out by the Scoudouc maintenance crew. At the time it seemed a bit odd to me to modify an engine on an aircraft that was not likely to fly ever again. However, had it been required at least it was serviceable at that time. By now, the Sea Furies' tenure with the RCN was rapidly drawing to a close, along with my involvement with them.

Those Old Sea Kings

Ancient choppers? Those are Sea Kings,
have rotor blades instead of fixed wings.
Sometimes nervous, but still I loved her,
the Atlantic Ocean, flying above her.

More ancient still was that old Horse,
HO4S3, nicknamed of course.
Had only one Mom to keep her up there,
a mom's an engine, if you should care.

The Sea King's worked for fifty years,
though their "trannies" had the noisiest gears.
Transmission working overhead,
can't hear a bloody word you've said.

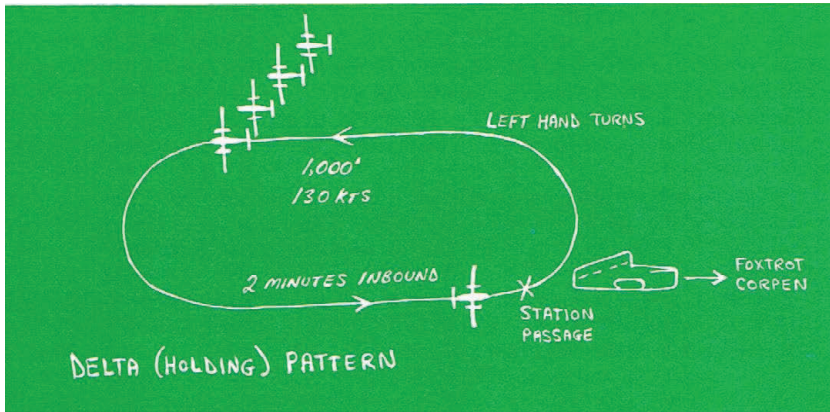
You fixed wing guys can take my word,
In spite of everything you've heard,
those birds had a "built in" parachute.
When problems they became acute,

and caught in a dicy situation,
they could do what's known as autorotation.
the chopper is a great aircraft,
can descend and land on its own downdraft.

So fixed-wing chappies go ahead,
ignore these facts that I have said.
I do confess; and under oath,
Sea King, Tracker: I miss them both.

from John Thompson





Wickstrom, Dewain

Woods, John

Yanow, Bob

Young, Ross

In the Delta

Brushett, Gerald

Cobley, Bryan David

Curleigh, Colin

Deschenes, Beverley (Rolly)

Emanuel, Frank

Gillis, Earle C.

Hearns, Tom

Illingworth, Fred

Landry, Dave

Logan, Don

Loney, Frederic Gordon (Ted)

Mar, Jim

McGreevy, Mary Anne (Jeremy)

Mercereau, Cecil

Montgomery, Corinne Joy (Wilf)

Moore, Betty (Al)

Morin, Lou

Riddell, Ross (Soda)

Schleihauf, Brian

Schurman, Marie Louise

Sutherland, Eltie (Suds-Bruce)

Turner, John

Tweten, Al

Urquhart, Glenn

Walker, Ron

Walter, Jack

Canadian pilot's family finds closure after Hurricane Irma washes up debris 59 years later



**Royal Canadian Navy
Lt. William Thomas
Barry Troy**

It has been nearly six decades since Royal Canadian Navy Lt. William Thomas Barry Troy vanished with barely a trace off the coast of Florida.

The 29-year-old Chatham, N.B., pilot, known to loved ones as Barry, took off from an aircraft carrier off the coast of Florida in a F2H-3 Banshee jet on Feb. 25, 1958, bound for the naval air station in Mayport, Fla.

But Lt. Troy never arrived at his destination. He was presumed killed in a plane crash, but neither his body nor the plane wreckage were ever found — just his pilot's helmet and a wheel from the fighter jet.

"We really didn't get a lot of information, so we were kind of in the dark all these years," his brother Dick Troy, 80, told As It Happens host Carol Off. "There was sort of never any finality to this story."

Troy was 21 when his brother was first reported missing. His family held out hope for the first few weeks, he said, but "worried that the worst was yet to come."

"It was traumatic for us and we really had no closure. My mom and dad grieved for many years. We all did, but a mother has a close attachment to her children,

as you know, a special attachment," he said. "So they went to the grave without getting anything." Lt. William Thomas Barry Troy was 29 when he died off the coast of Florida. His body was never found. (Veteran Affairs Canada) Now, 59 years later, Troy finally has some measure of closure about his brother's death.

Last month, on the heels of Hurricanes Irma, park ranger Zack Johnson came across a pile of debris washed ashore on Florida's Hanna Park.

The findings include parachute rigging, some metal pieces and a parachute harness with the words "Lt. (P) Troy" inscribed on it.

"We happened to find this ball of stuff on the high water line. I know I drove past it at least five times. Other rangers say they drove past it, too," Johnson told News4Jax.com.

"I knew I had found something special when I found the lieutenant's stencil on the back of the float coat."

He suspects it had been buried for decades under the sand dunes and brought to the surface during the latest hurricane season.

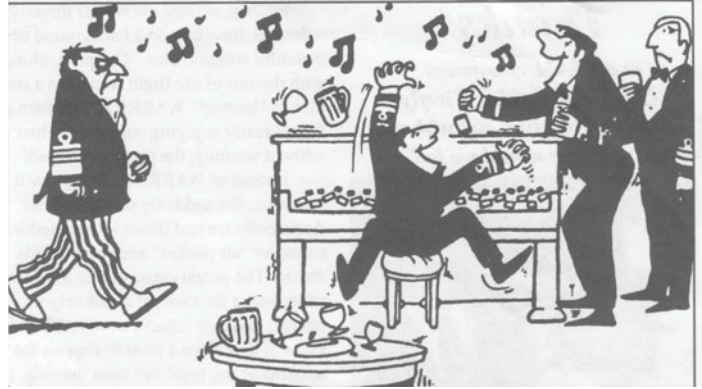
Troy learned the news when a television reporter from the Channel 4 news called him for comment. "It was surreal to say the least. You could have knocked me over with a feather," he said. "It was stunning. I got more information from him than we ever would have got from the navy."

Among that information was that his brother's parachute was never opened. "The fact that the chute was never deployed means it was very quick," Troy said.

The debris is now in the possession of the Jacksonville Sheriff's Office, but Troy hopes the officers will return the parachute so he can pass it onto his daughter and grandchildren as a memento.

The family never had a body to bury and his brother's name is inscribed on his parents' headstone, he said. Troy would also like to see the place where his brother died. "I would like to go to that beach, though, and maybe stand there," he said. "You know, for myself."

Exerpt copied from information on the computer from CTV News, CBC News, "As It Happens" host and information from Veterans Affairs Canada. Sent to us by Ron Beard.



Fun around the piano.



**Back: Curt Miller
Moose Mills**

**Font: George Plawski
Paul Legere**

TWO CANADIAN HEROS TO BE REMEMBERED



● **Commissioned Officer Claire (Kip) Tully**
● **Petty Officer First Class Douglas Mander**

Killed 50 years ago this month on November 30, 1967 when a Sea King helicopter from HMCS Bonaventure crashed north of Bermuda. The pilot LT Leo Wolfe and the co-pilot SLT Brian Roberts were ejected from the helicopter while still strapped to their seats and survived. My ship HMCS Gatineau found the survivors and I was the diver who jumped in the water to assist in the rescue. Unfortunately, CMDO Tully and PO1 Mander were never found. It is believed that they were killed on impact and went down with the sinking helicopter. Another ship found a wheel of the helicopter but the helicopter itself was never found.

The above caption by Donald Courcy, the Diver.

Radio silence is broken. This is an event which will be forever etched in my mind. I was on the same launch and we were flying in the Delta pattern on the starboard side of Bonnie awaiting the recovery of 4 Trackers. It was a miserable dark, windy and rainy night around 2100 hrs. It seemed that every Tracker received at least 2 red flares(bolters).

As we were flying the upwind leg of the pattern we observed the other helo(02) at the 2o'clock position when the red grimes light suddenly disappeared. We turned and were quickly over the 2 survivors one who was in the one man life raft and the other hanging onto the side. We quickly lowered the Billy Pugh net but were waved away as the motor cutter from the rescue ship HMCS Gatineau was already bearing down on them. How they reacted so quickly is still a mystery to me.

Strange to say I had something akin to a guilt feeling for a short time after this as this had been my crew a few weeks earlier. Jimmy Dodd, a former observer, was our new Tacco and asked me if I wanted to fly in his crew to which I readily agreed. I made a prediction that unfortunately proved to be very prophetic. It is amazing how quickly 50 years can fly by. **Cheers Dale Smith**

Myself, Ted Procher & Yves Martel were on the HMCS Fraser Helairdet at the time as DDH's were sundowners at the time Fraser wasn't involved in flight ops at that hour. When it was first broadcast that an aircraft had gone down, our first thoughts were Tracker. We attempted to launch but were denied (we could have recovered on Bonnie). Information broadcast to the ships company was sparse but we knew we were looking for at least two possible survivors. Fraser commenced a search pattern with the uppers manned and the Aldiss lamps being used to sweep the area. We recovered many fragmented pieces of 02 the most significant I remember were parts of the sonar dome housing and a portion of floor board with two intercom/radio switches! Kip & Doug would have been seated between those articles. At that point in my mind we were no longer looking for survivors.

Jim Cannon wrote: I was going through old "stuff" yesterday and came across this poem (author unknown) written when we of the 7th Frigate Sqdn (I was on Inch Arran) were at sea during the Cuban Crisis. It is entitled The Lost Squadron and it reads like a poem from our own John T. Enjoy.

**In the year of 1962
The 7th sailed the ocean blue
Her destination exact unknown
But Sable's Banks appeared her home
Stein days later, no word at all
Of the Frigates known as concrete wall.**

**Lost, five Frigates, pusser grey
What will Kenny have to say
His defenders sent to Sable
Though appeared so very able
Tailed the Red-Boat far away
To a place I guess they stay**

**If ye readers read our plight
Of the 7th can cast some light
Please send word to Admiral Dyer
He'll not call no one a liar
He wonders too- the good ships all
Known afloat as concrete wall.**

WE'VE GOT MAIL!!

Bill Moran wrote:

In mid-June, The USS Destroyer Fitzgerald was in a collision with container ship ACX Crystal off the Coast of Yokosuka, Japan. Seven sailors lost their lives

In the late forties, something similar almost happened between HMCS Magnificent and one of it's escort destroyers.

The Maggie was on its winter cruise in the Caribbean. This was pre-helicopter days, so we always had two escort destroyers whose responsibilities were, in the event of a plane having to ditch, pick up the crew.

The planes had just taken off when a warning came from the bridge. They announced that the destroyer on the starboard side was on a collision course with the ship. The Maggie was making an emergency hard turn to port and we were directed to chock or tie down all loose equipment such as fork lift trucks etc... I was on the flight deck and saw the destroyer moving towards us. What surprised me was how long after the hard-starboard move was announced before the carrier began to react.

The end result was, the destroyer was fast approaching the forward part of the carrier when it and the carrier finally started to turn away from each other.

Somebody was asleep at the switch...

From **Walter Ellis**:

I just got a look at the Spring 2017 Warrior and was pleased to see on page 12 a photo of, among others, John Scott. I grew up in Dartmouth and in the late 50's John was my Scoutmaster and then Rover Leader. In case he sees this, Hi John, and thanks for many happy memories.

John always tried to maintain a serious demeanour around us young fellows, and we always tried to shake him up. When we were building our Scout hut, John acquired some tarps(?) that had clear inspection panels. While he was away, we put them up as vapor barriers and taped a picture of Alfred E Newman peeking in at us through a clear panel. He had to endure that until we had raised enough money to buy gyprock.

Another memorable moment came during a trip to a Rover Moot in Edmundston. John's friend Paul Cohan was driving John's 1959 Plymouth Fury (a beautiful car) up the old road along the Saint John River in the wee hours of the morning, and John was dozing peacefully until Paul remarked, "Your car cruises nicely at one hundred."! (mph,

of course). That was just before we hit a skunk and had to smoke Paul's cigars all the way to Edmundston.

Paul was the very opposite of John, and regaled us with all kinds of risque stories, that I can't tell here, while John squirmed and turned red. Then there was the Scout camp where Paul arrived in a kilt and the appropriate state of underwear (ie none). All was well until he squatted down for a pep talk and straddled a thistle!

Sorry that this doesn't exactly relate to Shearwater, but that picture stirred thoughts that I had to share. Also, I wanted to say thanks, not just to John but all the fine service people who gave something back to the community, and to Warrior for keeping their memories alive.

Earle Cale writes: The most recent incidents of military ships versus the merchant navy reminds me of an incident that happened in 1946 when the Aircraft Carrier WARRIOR was steaming north off the east coast of the USA with two destroyers in convoy formation.

The time was about 3 a.m. when the crew of the WARRIOR was awakened by a most violent shaking of our ship, Some of the sailors ventured topside to investigate this most abnormal occurrence. Our convoy of three ships was steaming north and a merchant ship was steaming east on a collision course with WARRIOR and would not give way to our convoy. An emergency reverse was given to the engine room which sent WARRIOR into a great shuddering stop. Thus a great and disastrous collision was avoided..

After the merchant ship had passed by, our Captain ordered one of the destroyers to light it with a Star Shell. This action had the desired affect. The Captain of the ship was queried as to the reason why he had not given way to a convoy. The Captain of the Japanese ship replied that since we were in international waters he was not required to obey the law and that he would do as he pleased.

The Japanese ship was headed to New York so the Harbour Authorities in New York were advised of the incident.

From **Sam Allen**: On reading Stan Brygadyr's comments on the two Argus aircraft that crashed.

On 738 I was airborne that night on the exercise north of San Juan. I was with Lt Lehmann in Sea King 4007. We were the first aircraft on scene and searched the area quite awhile but found no survivors.

On 737 That flight was to be my Check Ride! Fred Illingworth came over from Greenwood to do that. He had

a bad cold. We didn't go, so the flight was changed to a Crew Trainer. They were returning to Base with #1 Engine out. They landed 91 feet left of the runway, hit the snow bank and lost #2 engine. They tried to get airborne but the Argus did a left bank, cut the NORD aircraft in half and landed belly down. The left wing was torn off and #2 engine hit the aircraft in the RADIO position. This is where I would have been sitting. Al Sevez was killed Ross Hawkes the third Pilot and second Flight Engineer Arsenault died later in hospital.

On a flight on 11 Nov 1976 in 737 with Capt Squires as Pilot we landed with #1 and #4 engines out, First two engine landing that I know of.

J.E. "Jud" McSweeney writes:

I am writing regarding two items that have been addressed on several occasions in previous issues of the WARRIOR. Whether you think this information might be of interest to readers of the WARRIOR is entirely up to you; you might be well tired of flogging the dead Horse on floats - pun intended.

In Oct of 1958, when HS 50 was embarked in BONAVENTURE, five squadron pilots formed a musical group called the "Gut Bucket Five"; the Group was sometimes augmented by two officers who were serving in "Bonnie" at that time. The Brief, but complete history of the *original* "Gut Bucket Five" is enclosed elsewhere in this edition..

The second item concerns the photo of H04S 222 on floats. Sometime in the mid 1980's, I received a telephone call from Mr. Leo Pettipas. My cousin had told him that I had a photo of an H04S on floats and he wanted to know if I did have such a photo and, if so, could I send him a copy. I did send him a copy, completed with all the DND identification, which he later included in "Canadian Naval Aviation 1945 - 1968."

The picture was taken on 30 Oct 1958, the location was Morris Lake, Howie Henn was the Pilot and I was in the Co-Pilot seat. I think that this was the first time HU 21 fitted floats to a "Horse" which would account for the presence of a DND Photographer. It is most unlikely that this configuration would ever be suitable to any of the RCN's operational roles for the H04S.

Cheers, J.E. McSweeney

From **Lorraine Hogg**: Received my 'WARRIOR' and, as usual, read it cover to cover in one evening. I love it. Sad to read though of the financial state of the Shearwater Aviation Museum. Must be very disappointing

to you all. I have no idea of the circumstances nor how to make the correct suggestions that may help a bit. Only thing I can think of is raising the dues. However not everyone may be in a position to go this way.

It was on the news today that CFB Cornwallis is closing down their Museum. What a great loss and shame.

I am proud to be a member of SAMF and will do whatever I can to see it flourish again. WE note the Museum is short on volunteers on occasion - surely there are some out there who would be willing to give a few hours of their time once or twice a month.

Keep the public advised on how you will be trying to remedy this unfortunate situation.

Hat's off to "TREE". Great Job!

Hi Kay (**From Bob Bissell**)

Thanks for the compliment, but if i'm a gem you are a STAR. Without you we would not have the Warrior and the contact with our past.

It's not fun getting old and Ken did tell me that he now has a walker for safety purposes and I expect it is the same with you and your stick.

Couple of corrections - old grogg was Admiral Vernon who introduced rum to the navy when he was attacking Cartagena in Columbia in ??????. The TAS school was named after him ie HMS Vernon. and I was in the RNXS not the RNAX. so you can see how old age fades the memory a bit. Anyway its all gone now and a very modern shopping center in its place and the landmark Spinnaker Tower. All that is left is the very old main gate and brick wall to the old Vernon TAS school.

I used to teach navigation and port entry to my crew, but that now has all changed with the carrier arrival as the marks have been moved in accordance with the dredging to give a min 9.5 meters for the carrier.

The good news is that your warrior arrived in my post yesterday but didn't see it until today as I was having a luncheon get together with my old merchant navy mates. The bit you attributed to me must have been written when I was not doing RUM tasting, or else you as the editor have added sense to it. Anyway I have already received emails from Canada and it seems it was well received.

My first glance was the picture of the Avengers and 337 stuck in my memory, so unearthed my log book and sure enough I shared that old bird on many occasions with Willy Long, Jim Dunn and Don Perrault. I then noticed in the

article that was not mentioned we renumbered the aircraft to their old numbers, i believe all starting with 53. We changed in April 1957.

The article also failed to mention that the 3W2 Avengers, ie the guppies, were fitted with a transmitter that enabled us to transmit our picture to Magnificent. By just flying overhead the ADR in Maggie had a 200 mile radar horizon. A huge advantage in surface search and also air defence using airborne Sea Furys. Maggie had UK designed radars which gave a surface radar horizon of max 20 miles and air warning of about 75 miles. Bonnie, although fitted with American designed radars, except for the decca which was used for navigation, did not have the radar receiver. Anyway the guppies never flew on Bonaventure. The RN had the APS 20 , ie the guppy radar fitted to their skyraiders which they kept flying until they were fitted to the Gannet which took over and now the Sea King. In fact the only Sea Kings flying now are the AEW version. The RN now have all the Merlins that UK bought/built. The ones that originally went to the RAF have now been converted to the naval version, ie folding tail, blades etc for the Marines in their recently refitted carrier HMS Albion.

The letter from Stan Brygadyr brought to mind the Sydney expedition. I recall it and it was exactly as he described. It was the period of the Cuban crisis, when our Navy decided to support the USN, despite the intentions of the Canadian Government, so it was rather hush hush and I think we called it operation Beagle. We sailed the navy and dispatched naval air to the best of our ability. I was in VU32 at the time as perhaps you were and was told to put together a 4 aircraft detachment and head off to Sidney and await search instructions. By the time the threat/crisis was over we were still snowed in and came back to Shearwater when we could. I had Leckie with me on 19 Mar but I don't seem to have recorded my return to AW in my log book.

Lastly, I do remember Sherry, I think she was RN and sailed with us in RCNSA Halifax Squadron and had something to do with the RN 4th Submarine squadron???. Anyway she did well for the Navy.

I'm sure I will find more of interest in the Warrior and I will have a little more time on my hands. Joyce is going back to South Africa a bit early this year, I will follow in about 6 weeks, and I have retired from being chairman of our secure compound in Johannesburg.
Enough for now, Bob B

I always thought it was a pity that we gave up the AEW capability with the demise of the Avenger

J. Weldon (Weldy) Paton writes (in part): I was in NS touring with friends from North Carolina and took them to the Museum. They were duly impressed and Mike

(?) (McFadden) was a great help filling the blanks.

He picture portrayed on the wall behind the Swordfish was particularly interesting as I recognized just about everyone from John Stone USN Exchange, Monk Geary, Tex McNab, Ted Kieser etc and I am either the one with his head down (or nodding off) in the back row or the other side where all you see are hands.

I was dismayed to hear that the Federal Government had cut off all funding for Military Museums. Must keep something in the kitty to satisfy the terrorists that were so mistreated in Gitmo.

But enough of my sarcasm, the cheques are (1) my annual contribution.(NOTE) There is also a codicil in my Will with a bequest to the Museum. (2) An 'In Memory' of my good friend Jake McLaughlin and (3) AE John Frank who was ot only a Navy Buddy but also when we worked together at R.L. Crain (Ottawa Printing Firm).

Many thanks for your efforts in keeping alive the memories of Canadian Naval Aviation through 'WARRIOR'.

(I hope others will follow your lead and have a Codicil added to their WILL. What a great boost for the Museum and Foundation. Ed.)

From **Harry Frost:**

Just back in Canada from London, UK, where Faye and I have been living for almost 20 years. I joined the Fleet Air Arm Officers Association about 18 years ago. A vigorous group.

On Remembrance Sunday for the last 7 years I have had the honour to lead those who can march. We are part of several thousand from all services who march past the Cenotaph. Her Majesty the Queen and all the royals take part. As I approach 90 this year I will stand down.

In May this year I flew a Spitfire T Biggin Hill. The aircraft originally delivered to an RCAF squadron in 1941. It shot down one Me 109. After the war it was bought by a Canadian and subsequently was acquired by a heritage group in Kent. It is private and the owner has an Me 109, a Hurricane and two more Spits. All are in restoration. I am sending a photograph of the Spit with me. Notice the Maple Leaf on the fuselage.



I last flew a Seafire at Lossiemouth doing my operational quals in 1950. A real joy to fly this iconic aircraft.

From **Bruce (Suds) Sutherland,** (In part)

In August 1969, prior to HMCS Bonaventure's Fall cruise, my first wife Eltie went to live with her parents in BC to have our daughter Paige, who was born in Penticton, 26 Sep 69 when the ship was in Rotterdam. When the Squadron received the news in Shearwater, they sent the following notification to Bonnie: " New baby Suds launched today. Father's features, Mother's fixtures. Mother and baby doing well". I first saw Paige when the ship returned six weeks later in November. Paige was later christened on Bonnie, it's my understanding that she was the last one to have this honour before the ship was decommissioned.

Sadly, Eltie passed away, 4 Jul 17. In going through her Mom's papers, Paige found a Bonaventure Fall Cruise Information sheet that I had mailed to her before we sailed.

Please add Ellie's name to the "In the Delta" column.

Many thanks, **Bruce Sutherland.**

From **J.E.McSweeney**

The History of THE GUT BUCKET FIVE Oct 1958 – June 1959

In October of 1958 Bonaventure departed Halifax on a "Mediterranean Cruise" with VS 881, HS 50 and the HU 21 "Pedro" Detachment embarked.

One evening during the eastern transit Don Neilly, Art Williams and I were talking about music in general, when Don started to tell us about an alleged musical instrument called a "Gut Bucket." It was used to replace a double bass by "Skiffle" groups that were popular in Britain at that time. The Gut Bucket was not a complicated machine to build; it needed only a galvanized wash tub, some cat-gut 'G' strings (double bass length) a wooden broom handle, a bit of mechanical effort to fit them together and, voila, you had an improvised double bass. By evening's end we agreed that if Don could build a Gut Bucket, we should form a small group to make a little music for our own amusement and entertainment. It would be an HS50 trio of piano, trombone and gut bucket. Hardly your standard jazz ensemble but who knows, it might work.

On 16 Oct some of HS50's helicopters required compass swings and were flown ashore to the USAF base at Lajes in the Azores. Don managed to get to the PX and buy one galvanized wash tub and 3 "bass G strings." That evening, with the help of some of HS 50's ground crew, he created the "Neilly wash tub bass." It was probably the following evening that we adjourned to the wardroom anteroom to play.¹ After some considerable discussion

about what and how we were going to play I blew the first two bars of a familiar jazz standard, Art played the echo, Don thumped the gut bucket and "Basin Street Blues" became the first number the group played.

We had barely started to play when we were joined by two more HS50 pilots; Dan Munro arrived with a ukulele and John Hewer with a set of "brushes." A brass "spitkit" made a reasonable drum and the "**HS50 Gutbucket Five**" was in business. We continued to play once or twice a week for the remainder of the cruise and enjoyed the occasional and most welcome addition of Bob Laidler on clarinet and Jim Murwin on trumpet.

I have a very vivid memory of an evening performance in Portsmouth, which was Bonaventure's last stop on the cruise. We had been playing for a while in the anteroom and as we finished a piece I had the distinct impression that Art Williams was levitating from his seat at the piano. I heard someone say, "I'll play for a while now," then saw that Art was being helped from his chair by two very large hands belonging to a rather impressive individual with three gold stripes on his sleeves. That was my introduction to the legendary Hal "Fatty" Fearon. I don't think Art managed to reclaim his seat that night.

By mid-January 1959 HS 50 was headed south with Bonaventure. During that month at home Don managed to borrow a real double bass from the Shearwater Bandmaster; the "gutbucket" was no more but we still kept our name. HS 50 was not remaining with the carrier for the entire trip; we would be disembarking in Bermuda to let one of the Banshee squadrons get some sea time. By 1 February HS-50 was established at the USN's Naval Operating Base (NOB) in Bermuda.

NOB, home to a P5M seaplane squadron, was not a large establishment. HS 50s pilots were housed in the facility's Bachelor Officer Quarters (BOQ) and it was readily apparent that there were very few single officers living at the NOB. When we visited the Officers' Club that first evening the O Club manager seemed to be overjoyed to learn that he would have regular customers for the next five weeks.

It was probably the second night that we asked to use the O Club piano to make a little music; since there were few, if any, patrons to be bothered, there was no problem. As the evening was ending the Club manager asked us if we would be willing to play at the Club on Saturday night. He thought that if he could advertise a special Saturday night event with live music that he might attract a few more patrons to the O club. We said O.K. He advertised, we played and the place was packed. I guess it turned out reasonably well. HS 50 was at the NOB until 7 March; the Gutbucket Five played at the O Club every Saturday night, the place was packed every Saturday night, the Club made more money than it normally made in a year and everyone seemed to have a good time.

The club manager was so appreciative of our efforts that he ordered what he thought we would consider a real culinary delight flown in from the UK. He was somewhat disappointed when he realized that regardless of “how special” that box of kippers was, we were not about to eat them. I have very fond memories of those five weeks in Bermuda when the Gutbucket Five was the house band at the NOB Officer Club. HS 50 rejoined Bonaventure off Bermuda on 7 March, 1959 and arrived at Shearwater on 19 April.

By early May we were at sea and heading south again. During our time at sea the GB5 continued to play fairly regularly but again, the final port on the last cruise produced another memorable moment. That last port was New York. It was a pleasantly warm evening so the obligatory cocktail party for Canadian ex-pats and local dignitaries was held on Bonaventure’s quarterdeck. We were talking to some of the guests when a group of sailors appeared on the quarterdeck; they were carrying a piano. We thought that there must be some talented guest at the party who was going to perform. About 10 seconds later BV’s Executive Officer proclaimed, in a very loud and commanding voice, “My band will play.” Don and I must have been the first GB5 people he saw because he immediately informed us that we were his band and that he expected to hear music on his quarterdeck without any appreciable delay; actually, I think that his tone might have been slightly more imperative than that.

This must be the most extreme case of “carrying coals to Newcastle” that has ever been recorded. This is New York, New York “The Big Apple”; home of the Metropolitan Opera, with more symphony orchestras than exist in our entire country, the centre of jazz on the east coast and the toughest audience on the entire continent. And the Gut Bucket Five plus Bob Laidler and Jim Murwin is about to perform. We must have had either very big egos or have been as fearless as the “Light Brigade.”

We played; there were no boos or catcalls and the applause and comments seemed to be quite genuine. After the party most of the members of the “Gut Bucket Five” spent the rest of the evening at Eddie Condon’s Club listening to the real musicians play.

And that is the story of HS 50’s Gut Bucket Five. During our eight month existence we played at sea, we played in England, we were the house band at NOB Bermuda, survived a performance in the Big Apple and had a great time doing it. Moreover we went out at the “top of our game”; all told not a bad effort. We played only once in our home port; that was for an HS 50 social evening for the wives and significant others that was held where it all started in BV’s second anteroom.

ⁱThe preceding genesis of The Gut Bucket Five was described by Don Neilly in an earlier issue of “The Warrior”.

Early Morning Brief

The farts and snores are left behind
Four Papa Two, and groping blind
My thoughts of schedule - most unkind
Long-johns bunching - in a bind

By Gar, it’s early morning brief
Of sleep deprived, old time’s a thief
Coffee’s on... now that’s relief
“Now settle down” says Joe the chief

We aircrew have a special cook
Ahiding in his special nook
Short order stuff? He wrote the book!
A B.L.T. by hook or crook

With jaws achompin’ grub amunchin’
extremely early morning luncheon
We all grab seats, the crews ubunchin’
While Johnno’s head our cook is punchin’

Don't know why the altercation
maybe cook ran out of bacon
we'll never know what caused the row
'coz Johnno isn't with us now

In spite of this we start the brief
this schedule is our sleep-time thief
we're off to hunt the dirty Red
when all would rather be in bed

They squirt us off into the wind
by inertia to our seats we're pinned
as cat propels us off the bow
a muttered prayer; we're airborne now.

FROM JOHN THOMPSON

**AIRCRAFT CARRIERS
ROYAL CANADIAN NAVY (RCN)**



***HMCS WARRIOR ENROUTE TO MONTREAL IN 1946.
HMCS WARRIOR R 31, 24 January 1946 – 23 March 1948***



***From the collection of Larry Zbitnew, LCdr, RCN
HMCS MAGNIFICENT RML 21, 7 April 1948 – 14 June***



HMCS BONAVENTURE IN HEAVY SEAS.
HMCS BONAVENTURE CVL 22, 21 January 1957 – 3 July 1970

And once more - with feeling...

THE CARRIER OPTION

When HMCS *Bonaventure*, or 'Bonnie', was scrapped in 1970, the Canadian Navy wistfully thought it had seen the last of aircraft carriers. Too expensive and vulnerable to Soviet attack, they were just too politically expendable. Three decades later, strategic circumstances have changed. Thoughtful voices from many quarters demand a new look at the old idea, in guise of a 'littoral warfare ship'. First resurrected by the Royal Canadian Military Institute in spring 2001, and seconded soon thereafter by CCS21's David Bercuson, it is now a centerpiece of the Canadian Alliance Defence Policy White Paper, *The New North Strong and Free*. Lew Mackenzie's

endorsement has also gained approving notice. And it's not just Canada that has the bug. Reflecting on recent British experience in Iraq, military analyst John Keegan made his public conversion in the *Daily Telegraph*: "if [two new] carriers are not built and properly equipped, a shadow will fall over the whole of Britain's defence capability." Easy enough said for Britain, which like the US and France has a tradition of operating large deck carriers (India and Argentina have maintained it on a smaller scale). But Italy, Spain, Thailand and Brazil, among others, are getting in on the act.

So why shouldn't we? Our Navy arguably has the professional competence, as do the Army and Air Force, and the idea seems tailor-made for the new spirit of jointness infecting the Canadian Forces. The carrier option certainly would inject significant

combat capability. But it can be as much of a trap as an opportunity if not pursued with our eyes wide open.

Two important factors are driving the carrier renaissance. First, with no peer competitor to the US Navy's mastery of the high seas, the operational focus of militaries everywhere has shifted to power projection in the world's littorals.

Second, the previously prohibitive complexity of carrier aviation promises to be simplified immensely by a new generation of technology, in the form of vertical take-off and landing (VTOL) aircraft such as the Osprey and the Joint Strike Fighter (JSF). Carriers are becoming affordable, and opportunities for employment abound.

So far, so good. The Chief of Defence Staff has declared 'expeditionary operations' as the continuing rationale of the CF. The Air Force is engaged in the JSF project. The Naval staff admits "practically all of the CF's eight capability areas could be fulfilled most effectively by an aircraft carrier" (they are listed in *Strategic Capability Planning for the Canadian Forces* http://www.vcds.dnd.ca/dgsp/dda/strat/intro_e.asp).

Oddly enough, then, none of the new Canadian voices calling for a carrier are from the Navy or, for that matter, elsewhere in the CF. *Leadmark: The Navy's Strategy for 2020* does not contain the words 'aircraft carrier' except in an historical context. The Army goes nowhere near the term 'amphibious' in its *Advancing with Purpose*. Presumably neither would the Air Force, when (if?) its future strategy eventually appears. The generals and admirals have cause to take pause.

For starters, acquisition of aircraft carriers (note the plural) would demand a force structure much larger than present. A single carrier would be a one-shot wonder with no operational depth. The CF's 3:1 force ratio realistically suggests at least four to ensure that. Accepting that such vessels would look more like the Royal Navy's HMS *Ocean* than the much larger USS *Nimitz* still implies a CF trained effective strength closer to 100,000 than the present 50,000.

And then there is the problem of a concept of operations. Such a radically different force structure almost certainly demands an operational concept very different from the present. OK – so no one knows what the present one is. But it

certainly does not comprise an Army geared for amphibious landings, even if nominally 'administrative' (ie, non-opposed), or an Air Force capable of direct sea-based close air support, or a Navy centered around a high value unit requiring constant protection. Much of the current flexibility would be lost, even if traded for a different kind of flexibility. That opens the question of interoperability with others. Even a single carrier generally would have to combine with other forces to be militarily relevant. Exercising power projection with the US Marines would be a significant leap for Canada, not only in capability but also in strategic purpose. But what are the alternatives? Do we want to re-embark on notions of British imperial squadrons, even in Commonwealth guise, to reassert stability in the Sierra Leones of the world? One shudders to think of the many more Côtés d'Ivoires of La Francophonie.

These concerns and more can all be answered, and probably to positive effect. But they must be considered as part of fully informed foreign and defence policy reviews. A bigger structure brings bigger capability, but it also comes at bigger budgetary and diplomatic costs. The big-ticket carrier option must have a purpose. And that must be more than some mythological quest for the holy grail of jointness.

By Nic Boisvert

(Nic Boisvert writes on behalf of the Council for Canadian Security in the 21st Century. Web site – www.ccs21.org.)

Thank you, Sir. Very informative. Ed.

MERRY CHRISTMAS,

EVERYONE.



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Everything that's Bright and Gay
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Joy and Pleasures that will last
When the Festive Season's past.