

WARRIOR

WINTER 2025



HOMETOWN HERO

Lieutenant-General
Larry Ashley, CMM, CD

All Gave Some

By Michael Bull Roberts

All gave some, and some gave all,
The young once answered freedom's call.
They raged through battle, through smoke and flame,
For light, for peace, for freedom's name.
Through endless days and lonely nights,
They fought for truth and sacred rights.
At dawn, they charged where angels fall,
Facing death's shadow, giving their all.
They fought an enemy they'd never known,
Because the powerful had set the tone.
Bullets whistled through frozen air,
Explosions thundered despair everywhere.
Where farmers once worked in fields of hay,
Now silent heroes forever lay. The earth drank deep their
crimson tears,
Freedom's price paid through blood and years.

They fought so we could freely speak,
To raise our voice, defend the weak.
They built a land for dreams to grow,
A gift we guard, though often we don't show.
Now as I walk this soil they saved,
I bow my head for the lives they gave.
I feel the pride of a nation free,
And mourn the cost of our liberty.
For if those heroes could see today,
The greed and hate that rule the fray,
Would they weep for what's become,
For the peace, they died not just for some?
So before you curse this world in pain,
Or mock the freedom bought with slain,
Remember the blood that sealed your trust
Thank a soldier,
and never let history rust.

*D-Day Church service, Photo courtesy
of Valour Park Association*



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Special thank you and credit goes to Danielle Wezenbeek for her design of the front and back cover, typography, layouts, photo editing and illustrations in the winter issue of Warrior. Danielle is a student at NSCAD University who is studying to achieve a Bachelors in Interdisciplinary Design.



Remembrance Day Message from the President

Dear Members of the Shearwater Aviation Museum Foundation,
As we approach Remembrance Day on November 11, I am writing to share some thoughts and express heartfelt gratitude on behalf of the Foundation. Remembrance Day is a time when Canadians from coast to coast pause to honor the courage, sacrifice, and dedication of our military personnel—those who have served in the past and those who continue to serve our country today.

At the Shearwater Aviation Museum Foundation, our mission is to preserve and promote the rich history of Canadian Military Maritime Aviation. Each artifact and story in our museum is a testament to the bravery and commitment of the men and women of the Canadian Armed Forces. On Remembrance Day, we join with all Canadians in reflecting on the legacy of those who answered the call, defended our nation, and worked for peace in times of war and conflict.

This year, I would like to extend a special thank you to all current serving members of the Canadian Armed Forces and to our veterans. Your service ensures our freedom and safety, and your sacrifices will never be forgotten. Whether you are stationed at home or abroad, your dedication is the foundation upon which our nation stands. To our veterans, we honour your legacy, and we pledge to remember your contributions with deep respect and admiration.

As a Veteran, I am proud to be part of a community that values remembrance, education, and support for our military members and their families. I encourage everyone to take part in Remembrance Day ceremonies, wear the poppy with pride, and seek out opportunities to share stories of service and sacrifice with younger generations. It is through these acts of remembrance that we keep the memory of our heroes alive and ensure their stories continue to inspire.

On behalf of the Shearwater Aviation Museum Foundation, thank you for your ongoing support and commitment. Together, we honour the past, support those who serve today, and look forward to a future grounded in respect and gratitude.

With deepest appreciation,
Sgt (Ret'd) Jason Miller, CD, MA
President, Shearwater Aviation Museum Foundation



From the Curator's Desk

By Christine Hines

My heart is full...after all of our difficulties of the last few years, the SAM reopened last spring and while it wasn't until the summer that we celebrated our formal reopening, we've had a brisk, busy visit season. With herculean efforts from our volunteer corps, and 12 Wing lending us many hands and a mule whenever we asked, we finally have the museum exhibits reinstalled and operations are back to regular business. For their work, our restoration volunteer team was the winner of a Wing Commander's Commendation, awarded on 31 July 2025, by our Acting Wing Commander, LCol Matt Dukowski. A very deep, special thank you to all who came out to assist us, supported us, or just asked how we were doing under the weight of it all. Your support means more than I can say.

While we're back up and running, exhibit projects that were stopped in mid-progress have been restarted, including interpretive panels for some of our aircraft, and a refresher of the Swordfish interpretive materials (since it's been moved within the building, the panels need to be updated and replaced). Exciting news for those that have not heard of it yet: the SAM Foundation was successful in securing the donation of a Bell 47G helicopter from a private owner in Quebec. While not an original RCN example, it is the same model as some used by the RCN, and we are delighted to have it in the collection. We are just starting the process of assessing the aircraft and planning the restoration of the aircraft, and will report on our progress when able. Thanks to SAM Foundation, Mark Chapman, Eric Veillette and Dan Forget for travelling to Quebec for the recovery of the aircraft, and to the original owner, Mr. Gilles Ross for the most generous gift. We have many more, small exhibit projects to refresh or restart which will freshen the museum presentation. We hope that you can visit us soon.

The summer season saw us welcome a summer student, Danielle Wezenbeek, to SAM courtesy our first student subsidy from the Nova Scotia SKILL program. Danielle, a third year student at the Nova Scotia College of Art and Design, helped us with Visitor Services and graphics work. Additionally, SAM was the recipient of the much-coveted Provincial Archives Development Program (PADP) this year, and won the services of Heidi Schiller, for an arrangement and description project in the SAM Archives. Working on the Charles Butterworth and Gus Edwards Fonds, the Second World War is the focus of the work on this project. Welcome back Heidi!

Gratifyingly, we were also the venue for several large events this summer and fall, some of which you will read about elsewhere in this issue. We've seen a lot of friends return to SAM this summer, and welcomed new ones; new friends include Mary Patterson, from Mary Patterson Financial, Seaside FM and Mike C. and the Team from Irving Equipment Ltd. I'd also like to say my personal thank to outgoing SAM Board of Trustees members Wing Commander David Holmes, Wing Chief Warrant Officer Kevin Wezenbeek, and LCol Geoff St. Germaine for their efforts on our behalf. Thank you, one and all, for supporting our reopening efforts.

As always, many thanks for your continued support and belief in our work. Hope you can come and see us soon!

Hometown heroes

Get to know the remarkable stories of these hometown heroes, honour their memory, and express your gratitude for their service by visiting Parks Canada's National Historic Sites, National Parks, and National Marine Conservation Areas.

Larry A. Ashley (1937 -)

Born and raised in Simcoe, Ontario, Larry Ashley entered the Royal Military College of Canada (RMC) as a naval cadet in 1955. He felt the Royal Canadian Navy (RCN) best suited the values he would seek to achieve throughout his career – teamwork, innovation, and working with cutting-edge technology.

Larry Ashley graduated from RMC in 1959. Commissioned in the RCN, he was selected to become a naval aviator and sent to flight training with the RCAF. Upon receiving his wings, he was posted to Shearwater, NS, as a helicopter pilot.

Over the next 15 years, he served at sea and ashore. He helped develop innovations which revolutionized naval aviation (including the Beartrap landing system) and flew as a test pilot and a Squadron Commander in his beloved Sea Kings.

He was a founding member of Air Command when it formed in 1975. He served with NATO in Europe and held several senior command roles upon his return to Canada. In 1986, he was appointed Commander of Canada's Air Force, a position he held until his retirement in 1989. He is the only former RCN officer to ever do so.

His awards include Commander of the Canadian Order of Military Merit and the Queen's Golden and Diamond Jubilee Medals. He was Aide-de-Camp (ADC) to the Governor General of Canada and Honorary ADC to four provincial Lieutenant Governors.

New hometown heroes!

Come and discover the growing list of Canadians who have been recognized for their contributions to the Canadian Military and for their dedication to help preserve and promote Canada's naval heritage, as part of Parks Canada's Hometown Heroes initiative. By sharing these exemplary stories with Canadians, we express gratitude for their service and sacrifices.



*Commander of Air Command, 1986
Source: Ashley Family*

Following his retirement, he remained heavily involved with the aerospace industry in Canada, serving in senior management roles and as a defence consultant and advisor.

Throughout his career, Larry Ashley worked to benefit the naval aviation and aerospace communities. He has been involved with the Shearwater Aviation Museum for over 50 years. He was a founding Director of the Canada Science and Technology Museum Foundation, and for two decades, he served on the board of Bytown Brigantine, a program to challenge youth through sail training.

He and his wife Gail returned to settle in Halifax in 2016. They have three grown children and “a squadron of grand- and great-grandchildren spread across Canada”.



*Base Commander, CFB Shearwater, 1976
Source: Ashley Family*



*Remembrance Day, 1990s
Source: Prosser Family*

Floyd H. Prosser (1920 – 2010)

It would not be an exaggeration to say that Floyd Prosser’s life was one of dedication to service, both to his country and to his community. Born in 1920 in Elgin, New Brunswick, Floyd H. Prosser enlisted in the Canadian Army Active Service Force in 1941 in Moncton after spending the previous year with the local militia unit (1st Battalion New Brunswick Regiment (Tank)). Prosser spent two years in the United Kingdom training with his tank regiment before being sent to Italy in 1943 as part of the invasion of Sicily.

He was present at many of the 1st Canadian Armoured Brigade’s famous battles. When Canadian troops arrived in Rome in 1944, Prosser drove his tank next to the Roman Colosseum and, along with other Canadian troops, was blessed by the Pope. He also stood on guard as a Canadian representative for a visit from the Chief of Staff of the United States Army George C. Marshall.



*Kleve, Germany 1945
Source: Prosser Family*

After the liberation of Italy, Prosser was transferred to Europe, where he took part in the continuing liberation of Belgium and the Netherlands, eventually ending in Germany at the end of the war. He returned to civilian life in February of 1946 after serving nearly 5 years away from home. For his service to his country, Prosser was awarded: the 1939-1945 Star; the Italy Star; the France and Germany Star; the Defence Medal; the Canadian Volunteer Service Medal with Overseas Bar and the War Medal.

A life of service continued for Prosser when he became known around his home community as the go-to person when it came to fixing anything. Working as an industrial electrician for Westinghouse Canada until his retirement in 1975, Floyd was always quick to lend a hand. This dedication to service and community was continued when he became involved with the Royal Canadian Legion and was an ardent supporter of the annual poppy campaign during Veterans' Week.

Rowland Collinge Marshall (1927 –)

A young Canadian enlisting in the Second World War was not an unusual thing; over 1 million Canadians joined over the course of the war (1939-1945). What is unusual is being an eager young man enlisting at the age of sixteen and a half. Because of the lower age requirements of the Royal Canadian Naval Volunteer Reserve (RCNVR), this is exactly what Rowland Marshall did.

Joining the RCNVR in Windsor, Ontario, Marshall joined the crew of HMCS St Pierre (K680) where he was assigned duties as a “torpedoman”, an experience that saw the teenager arming the ship’s depth charges and escorting captured German U-boats to Northern Scotland. What must have seemed like a big adventure for a young man not yet 17 was just the start of an extraordinary career.

At the end of hostilities, Marshall continued his career, serving onboard HMC Ships Ontario, Magnificent, Toronto, Lauzon, Athabaskan, and Saguenay. In 1962, he transferred to the Naval Reserve and joined HMCS Scotian, where he underwent officer training, becoming Commanding Officer in 1975.

*95th Birthday Celebration
Credit: Juel Maerz*



Rowland remained in the Reserves for a total of more than 40 years. In 1977, as the retiring Commanding Officer of HMCS Scotian, the division was awarded the 1977 Award of Excellence, best amongst the 18 reserve divisions across Canada at that time. He also holds a BA and MA from the University of Western Ontario and a doctoral degree from the University of Ottawa, and taught for 40 years at St. Mary's University. In his retirement, Rowland became a student, taking many classes at Nova Scotia College of Art and Design, plunging into his life as an artist with gusto. He participated in many art shows and donated his paintings to numerous fundraising organizations.

Marshall is also a long-time trustee of HMCS Sackville, Canada's oldest warship and last of the corvette-class ships. Sackville is now a Canadian Naval Memorial and National Historic Site where she welcomes visitors from all over the world. In addition to his work with Sackville, Marshall also dedicates much of his time to the Naval Association of Nova Scotia where he has twice sat as that organization's chair. Rowland's philanthropy includes scholarships at secondary education institutions, and he is an active member of his church, community hall and local politics. Despite all this, Rowland was not a natural 'joiner', but just like his military service when he was asked to serve, he served actively and faithfully.

On his 95th birthday, Rowland was presented with the Queen's Platinum Jubilee medal and received a Quilt of Valour in March of 2023 for his contributions to Canada. Rowland is the father of five children, nineteen grandchildren, and four great-grandchildren and lives in Seaforth, Nova Scotia.



WWII Seaman Torpedoman prior to becoming an officer
Source: Marshall Family

Sharon Richardson (1936 -)

You might say that Sharon (Sherry) Richardson was destined to fly, but the road to her pilot's license at the age of 74 is the most interesting part. Coming from a family with deep roots in military service, it's no surprise her journey started with enlistment.

Born in Toronto in 1936, Sherry enlisted with the Naval Reserve in 1954 when she joined the crew of HMCS Donnacona in Montreal. However, her time with Donnacona was to be short-lived; in 1955 she transferred to the Royal Canadian Navy and was drafted to HMCS Stadacona, HMC Electrical School and trained as an air electronics technician. She was then drafted to HMCS Shearwater with VU 32 Squadron Air Electronics section.

In 1960, Sherry was commissioned in the Canadian Intelligence Corps, including a three-year Russian language course. This was followed by time working at National Defence Headquarters in Ottawa and CFB Trenton. In 1985 she returned to Halifax as staff training co-ordinator at Canadian Forces Maritime Command (MARCOM) Headquarters and then to Debert, Nova Scotia where she was attached to Regional Operations Reserve.



The 1990s brought significant change as Sherry was appointed the first female Commanding Officer of HMCS Sackville. The last of Canada's corvette class ships, Sackville is now a Canadian Naval Memorial and a National Historic Site that has been restored to her wartime configuration. It includes exhibits, artifacts and a memorial dedicated to those who served during the Battle of the Atlantic. Richardson also represented the Canadian Naval Memorial Trust which oversees the ship at commemorative events around the world, including a Battle of the Atlantic (1939-1945) event in Northern Ireland. In 2010, Richardson was introduced to Queen Elizabeth II and Prince Philip, Duke of Edinburgh aboard HMCS Sackville as part of the Royal Canadian Navy's centennial.



1959 Air Electronics Technician
Source: Private collection

Remembrance and Commemoration – 7-9 August 2025

By John Orr

Remembrance and commemoration were combined in a series of events related to the naming ceremony for HMCS Robert Hampton Gray, which took place on 9 August 2025 at the Irving shipyard in Halifax. The date is significant as it was 80 years to the day from when Robert Hampton Gray lost his life over Onagawa Wan, Northern Honshu, in the closing days of the Second World War. For this action, Hampton Gray was awarded a posthumous Victoria Cross, the last Canadian to be so honoured. (Why Hampton Gray was serving in the Pacific theatre on loan to the Fleet Air Arm of the Royal Navy was explained in the previous issue of *The Warrior*.)

Prior to the naming ceremony for HMCS Robert Hampton Gray, a number of events took place, beginning with a presentation at the Halifax Central Library on the evening of 7 August. The audience was mainly made up of the Gray family and was balanced by local 'naval air' or 'friends of naval air', including Vice-Admiral Topshee, Commander RCN and Rear-Admiral Kurtz, Commander Maritime Forces Atlantic.

Also present were Mr. Yoshitake Kanda and Mr. Ibuki Kanda, grandson and great-grandson of WO Yoshio Kanda of the Onagawa Wan Defence League. Of note, it was Yoshio Kanda, along with Captain (N) Terry Milne, the Canadian Forces Attaché Tokyo and Mayor Suda of Onagawa, who managed to construct and dedicate a memorial to Hampton Gray overlooking Onagawa Wan. Uniquely, this is the only such memorial to a foreign serviceman on Japanese soil.

We began the evening with the presentation of a Proclamation by Mayor Andy Fillmore, on behalf of the Halifax Regional Council, declaring that 9 August 2025 would be marked as Lt. Robert Hampton Gray VC DSC RCNVR Day. Receiving copies of the proclamation were Hampton Gray's nieces, Ms. Jane Underwood, sponsor of HMCS Robert Hampton Gray and Dr. Anne George, along with Commander Brian Henwood, Commanding Officer of HMCS Robert Hampton Gray.

Presentation of Lt. Robert Hampton Gray VC DSC RCNVR Day Proclamation L-R Mayor Andy Fillmore, Dr. Anne George, Commander Brian Henwood, CO HMCS Robert Hampton Gray, Ms. Jane Underwood.

Photo Credit: Office of Andy Fillmore



On behalf of Irving Shipbuilding, Rear-Admiral (Ret'd) John Newton, Managing Director, Fleetway Inc. gave a short, sharp presentation on the Harry DeWolf-class of Arctic and Offshore Patrol Vessels and HMCS Robert Hampton Gray. He was followed by Allan Snowie, who gave a presentation on "Our Halifax Eighteen" - the eighteen members of the Royal Canadian Naval Volunteer Reserve (RCNVR) who lost their lives while serving on loan to the Royal Navy's Fleet Air Arm and have no known graves. Of note, their names are inscribed on the Commonwealth War Graves Commission's (CWGC) Halifax Memorial in Point Pleasant Park.

This was followed by a screening of "The Last Battle of Hampton Gray," a film directed, written and narrated by Ian Herring, Hampton Gray's third cousin. This is a personal account of Hampton Gray's story from the perspective of a family member (Herring) searching for details of Hampton Gray's life. Along the way, he visited locations in Canada, the United Kingdom and Japan.

In the UK, Herring encountered wartime contemporaries of Hampton Gray who gave personal insight into Hampton Gray's wartime experience. While in Japan, he examined the personal connection between the Gray family in Canada and the Kanda family in Japan. The film has been uploaded to YouTube and can be viewed at <<https://www.youtube.com/watch?v=Un279Vwi-bg>>

On Friday, 8 August, a Memorial Ceremony was held at the Halifax Memorial in Point Pleasant Park. It was a bright, sunny day and while the majority of the park was closed due to a fire ban, we were permitted to hold our ceremony. Speeches were delivered by the Honourable Mike Savage, Lieutenant Governor of Nova Scotia and Colonel David Holmes, Commander 12 Wing Shearwater. At the request of Vice-Admiral Topshee, Commander RCN, the formal departure ceremonies were abandoned in favour of an opportunity for the guests to meet each other in a less formal setting.

*L-R VAdm Topshee, Commander RCN, Dr. Anne George, Ms. Jane Underwood, LGen Speiser-Blanchett, Commander RCAF
Photo Credit: John Orr*



The Memorial Ceremony at Point Pleasant Park was followed by a Change of Command and Change of Appointment Ceremony at Shearwater, in which Colonel Holmes handed command of 12 Wing Shearwater over to Colonel Tara Willis, and CWO Wezenbeek transferred his appointment as Wing Chief Warrant Officer to CWO McCarron. While formalities were proceeding ‘up the hill,’ the Gray family toured the Shearwater Aviation Museum, including the Hampton Gray section of the Museum’s Victoria Cross Gallery.



*Gray family and friends at the Halifax Memorial, Point Pleasant Park.
Photo Credit: John Orr*



Photo Credit: Irvingshipbuildinginc.

Saturday, 9 August, was another clear, summer day in Halifax as guests arrived in the forenoon at the Irving Shipbuilding in Halifax for the naming ceremony of what was rather prosaically known in the shipyard as ‘Hull 6.’ The Gray family and friends were in attendance along with Vice-Admiral Topshee, Commander RCN, Lieutenant-General Speiser-Blanchet, Commander RCAF, the Hon. David McGuinty, Minister of National Defence, the Hon. Joël Lightbound, Minister of Government Transformation, Public Works and Procurement, and His Excellency Kanji Yamanouchi, Ambassador of Japan to Canada. Also present were the ship’s company of the Robert Hampton Gray and members of Irving Shipbuilding who had constructed the latest addition to the Royal Canadian Navy.

Through the magic of naval tradition, ‘Hull 6’ became HMCS Robert Hampton Gray when Ms. Jane Underwood, the ship’s sponsor, proclaimed, “I name you Robert Hampton Gray. Bless this ship and all who sail in it.” And at that instant, Ms. Underwood completed the ceremony by energetically breaking a bottle of what was euphemistically referred to as ‘sparkling wine’ against the ship. (The ‘sparkling wine’ was in fact a bottle of L’Acadie Vineyards’ Prestige Brut.) Mission accomplished!

The naming ceremony was not the only commemorative event held on 9 August. In the afternoon at the Shearwater Aviation Museum, Parks Canada honoured LGen (Ret'd) Larry Ashley as a 'Hometown Hero' in recognition of his long and varied service to Canada.

In the presence of his family and those Shearwaters who had served with Larry over the years, his many accomplishments were recounted by both the various dignitaries and, perhaps more importantly, by his family. (For more, see the Parks Canada press release at <<https://www.canada.ca/en/parks-canada/news/2025/08/the-government-of-canada-honours-lieutenant-general-ret-d-larry-ashley-as-a-hometown-hero.html> >)

The 'Hometown Hero' ceremony concluded a rather eventful three days at Shearwater. It was an 'all-hands' event during which we honoured the past by paying tribute to Robert Hampton Gray and his colleagues; we recognized the service of LGen (Ret'd) Larry Ashley to Shearwater, the Canadian Armed Forces and his community; and we transferred command of 12 Wing Shearwater to a new Command Team as we face the future. No mean feat!

*LGen Speiser-Blanchett, Commander RCAF, Hon. David McGuinty, Minister of National Defence, LGen (Ret'd) Larry Ashley, Hometown Hero, Hon Darren Fisher MP, VAdm Topshee, Commander RCN, Mr. Ron Hallman, President and Chief Executive Officer, Parks Canada, His Honour Mike Savage, Lieutenant-General Nova Scotia.
Photo Credit: Karen Collacut-McHarg*



From the Desk of Karen Collacutt-McHarg

The Bell 47G

The Shearwater Aviation Museum Foundation Board of Directors is happy to announce the recent donation of a Bell 47G from Mr. Gillis Ross of Quebec to the foundation, which was then gifted to the SAM Museum. While our exhibit does not need to be airworthy, it is essential for us that the aircraft closely resembles the models that operated from Shearwater, particularly those that flew from HMCS Labrador. Notably, the Navy operated D-model 47s, characterized by their unique, smaller fuel tank shape — a key detail in our restoration efforts.

A special thank you to our SAMF members Mark Chapman for his tireless efforts to make this transaction happen, and to Eric Veillete and Dan Forget for their hard work in delivering the Bell to the museum.

Winners of the Cloud Nine Draws

June 4th Eric Veillete \$350.
June 11th Shirley MacLeod \$350.
June 18th Ed Adshead \$350.
June 25th Ken Walper \$350.
July 2nd Mary Ann Varley \$350.
July 9th Bill McHarg \$350.
July 16th Rolland Vaillancourt \$350.
July 23rd Ron Frank \$350.
Aug 6th Bill Sudman \$350.
Aug 13th Jim Elliot \$350.
Aug 20th Julia Burlingame \$350.
Aug 27th Larry Ashley \$350.

\$4,650 Total prizes.

Rafflebox Winners

April 30th William McHarg \$1177.50
August 27th \$752.50

There is one more draw this year Dec. 10th! Get your tickets at <https://www.rafflebox.ca/raffle/shearwateraviationmuseum-3> or call the office 1-888-497-7779 Toll Free

SAMF Dinner Auction

Our dinner auction took place Sept 6th and we were able to raise a profit after all expenses: \$6,031.29
Thank you to all that donated items, money, and bought tickets to make this event a success. We are already starting on next years dinner auction planning and collecting items.

Membership for SAMF

Bronze: \$50 Silver: \$100 Gold: \$250

Please send your membership cheque renewals to the address below. You can renew online at samfoundation.ca or call 1-888-497-7779 Toll Free, e-transfer to samf@samfoundation.ca

Contact

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1-888-497-7779 Toll Free
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SAMF Membership Donation Form



Name _____ Address _____

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Membership year is January 1st to December 31st

Status: Patron \$250 yr Sustaining \$100 yr Regular \$50

Additional Donation \$ _____

Building Fund
In Memory or Honour
Warrior Magazine
Restoration
Dinner Auction
Bonnie Book \$40
+ \$5 Shipping



If "In Memory or Honour" please provide name and address of recipient for the family to receive a letter of acknowledgement from the office administrator.

Name _____ Address _____

City _____ Prov _____

Postal Code _____

Payment Method

Cash Cheque e-Transfer to samf@samfoundation.ca

Visa/Mastercard Card # _____ Exp. Date ____/____ CVC _____

Planned Giving

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

Request made by Will

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

Income Tax Benefits

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

Request of Life Insurance

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

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

***Codicil to the Last Will and Testament of** _____

Which Last Will and Testament is dated this _____ Day of _____ 20____.

I hereby add to that said Will as follows:

I give, devise and bequeath to the Shearwater Aviation Museum Foundation the sum of \$ _____ to be paid out of my general estate.

Signed and Dated this _____ Day of _____ 20____.

In the City of _____ Province of _____ Postal Code _____

Witness: _____ Witness: _____

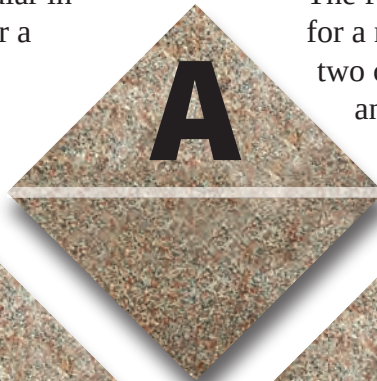
Address: _____ Address: _____ Signature of Testator

Wall of Honour

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.

Option A - \$300

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.



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 C - \$600

Option B - \$600

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.



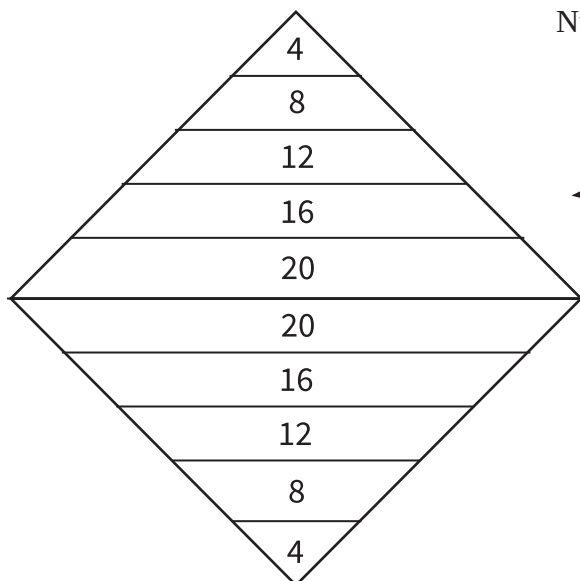
Option D - \$600

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

Wall Tiles may be purchased through monthly installments.

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

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



Number of spaces per line - Typical Option C example

Engraving request

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

REMEMBER TO COUNT THE SPACES!

From:

Name _____ Address _____

City _____ Province _____ Postal Code _____

Telephone _____ Email _____

Circle your choice:

Option A Option B Option C Option D

Method of Payment:

Cheque (Made payable to SAMF or Sam Foundation) Cash

Visa/Mastercard Card # _____ Exp. Date ____/____ CVC _____

For further information, please call the SAMF Secretary: Toll Free: 1-888-497-7779 or (902) 461-0062
Email: samf@samfoundation.ca

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

Lieutenant-Commander
Roy Sydney Baker-Falkner DSO DSC MiD RN

Canadian Leads Attack on Tirpitz Battleship

By Ernest Cable — Shearwater Aviation Museum Historian

Lieutenant-Commander Roy Baker-Falkner was one of many Canadians who flew with the Royal Navy's Fleet Air Arm. He became an uncelebrated hero for leading attacks against the Kriegsmarine's (German Navy) Tirpitz. Tirpitz was the second of two Bismarck class super battleships considered Germany's largest and most powerful warships in the Second World War. Bismarck was sunk by the Royal Navy on 27 May 1941: leaving the Tirpitz as the Kriegsmarine's most perilous threat to arctic convoys supplying war materials to Russia and became the allies' highest priority naval target.

Roy Sydney Baker-Falkner was born in Nottingham, England in 1916 while his father was serving with the Canadian Expeditionary Force during the First World War. The family returned to Canada in 1918 after the war and settled in Saanich, British Columbia on Vancouver Island to be close to relatives.

In mid-1929, Baker-Falkner applied to join the Navy at HMCS Naden, located at Esquimalt, British Columbia (renamed CFB Esquimalt in 1966). Unbeknownst to him, the Canadian government had closed the Royal Naval College of Canada at HMCS Naden in 1922, resulting in Baker-Falkner transferring to the United Kingdom on a Canadian Commonwealth Scholarship. Along with other RCN cadets, he enrolled for officer training at the Royal Naval College in Dartmouth. Upon graduation as a midshipman in 1934, he was appointed to HMS Kent, the Royal Navy's flagship of the China Fleet.



Lt Roy Baker-Falkner (RN) DSO, DSC, Mid

Early Days in the FAA

In 1937, Baker-Falkner transferred to the Royal Navy Fleet Air Arm (FAA) where he trained as a pilot with the Royal Air Force. He was awarded his pilot's wings in 1938 with the rank of Sub Lieutenant (RN)/Flight Lieutenant (RAF) specializing in torpedo bombing and reconnaissance. His first operational posting was to a Fairey Swordfish torpedo bomber squadron embarked in the aircraft carrier, HMS *Glorious*, serving with the Mediterranean Fleet. On the outbreak of war in September 1939, *Glorious*, with

Baker-Falkner's squadron embarked, passed through the Suez Canal enroute to the Indian Ocean to join "Force J", a naval task force formed to search for the German cruiser *Graf Spee*. *Graf Spee*'s attacks on British shipping in the Indian Ocean threatened supply lines supporting British forces in the Middle East, but she managed to evade Force J.1

Baker-Falkner returned to England in spring of 1940 and was seconded to a FAA squadron that operated from various RAF airfields providing air support to allied troops being evacuated from the beaches at Dunkirk in France. The Navy aircraft had longer range than most RAF fighters and could spend more time protecting the troops on the beaches. FAA aircraft also conducted anti-shipping and anti-submarine patrols in the English Channel, vital to protecting the massive evacuation hodgepodge armada of ships and boats of all description, from German torpedo boats (E-Boats) and submarines attempting to interdict the evacuation.

During the Battle of Britain in the summer of 1940, the RAF had just over 800 fighter pilots and as personnel shortages worsened the RAF turned to the Royal Navy to ask for help. FAA crews were either seconded individually to RAF fighter squadrons or to one of the two established FAA squadrons; 804 Squadron (flying Gloster Sea Gladiators and Grumman Martlets) and 808 Squadron (flying Fairey Fulmars), were seconded to RAF Fighter Command for the Battle of Britain. Baker-Falkner was one of the few Canadian naval pilots to join the 57 FAA pilots in the epic air battle, which was the first military campaign fought entirely by air forces.

Following the Battle of Britain the FAA provided support to RAF Coastal Command by seconding entire squadrons or individuals to attack enemy shipping and conduct anti-submarine patrols in the English Channel and the Bay of Biscay. Baker-Falkner was seconded to RAF Coastal Command, flying the venerable Swordfish biplane laying mine fields along the German coastline to disrupted enemy merchant shipping delivering war supplies and hindering enemy naval operations. Mining also played a crucial role in countering German U-boats, rendering the sea approaches to their home ports and transit areas more dangerous. Twelve U-boats were sunk by mines.

In August 1941, after 15 months of operational duties Baker-Falkner was attached to the Fleet Air Arm air station, RNAS Condor, at Arbroath, Scotland 2 as a pilot instructor, and taking part in the Royal Navy documentary film "Find, Fix and Strike". He was appointed as commanding officer of FAA 767 squadron in August 1942.

1 In December 1939, a squadron of Royal Navy cruisers operating in the South Atlantic sank *Graf Spee* in the Battle of the River Plate off Montevideo, Uruguay.

2 The RCN's first fighter squadron, 803 Squadron, was formed at Arbroath, Scotland in 1945 and trained on Supermarine Seafires.



Fairey Barracuda Dive Bomber

Fairey Barracuda Dive Bomber

Subsequently in October 1942, he was posted to the RAF's Aeroplane and Armament Experimental Squadron at RAF Boscombe Down as a test pilot where he proved instrumental in testing naval aircraft prior to their acceptance for operational use by the Royal Navy. Chief amongst these was the carrier-borne Fairey Barracuda dive-bomber, powered a Rolls Royce Griffon engine, and was the FAA's first aircraft fabricated entirely from metal. It was a shoulder-mounted cantilever wing monoplane with a retractable undercarriage and non-retracting tailwheel. The hydraulically-operated main landing gear struts were "L" shaped which retracted into a recess in the side of the fuselage and the wing, with the wheels within the wing roots. A flush arrestor hook was fitted directly ahead of the tail wheel. The Barracuda was operated by a crew of three, who were seated in a tandem arrangement

under a continuous Plexiglass canopy. The pilot had a sliding canopy while the observer's (navigator) and telegraphist air gunner's canopy was hinged. The latter crew had alternate positions lower in the fuselage, the navigator's position having bay windows below the wings for downward visibility. The Barracuda was designed with large Fairey-Youngman flaps which increased lift at low speeds and doubled as dive brakes. Flight tests proved that mounting the horizontal stabilizer and elevators high on the tail improved stability over the conventional rear fuselage mounting. To reduce the Barracuda's carrier stowage footprint the wings folded back horizontally at the roots; small vertical hooks on the upper wingtips attached the folded wing to the tailplane. Based on his unique skills with the Barracuda, Baker-Falkner was given command of 827 Squadron in August 1943, the first Royal Navy unit equipped with the advanced dive-bomber.

German Battleship Tirpitz

The Admiral von Tirpitz was laid down in November 1936 in Wilhelmshaven, Germany four months after her sistership Bismarck, was laid down in Hamburg in July 1936. Tirpitz was commissioned into the German fleet in 1941. Like Bismarck, Tirpitz was armed with a main battery of eight 38-centimetre (15 in) guns in four twin turrets. After a series of wartime modifications, she was 2,000 tonnes heavier than Bismarck, making her the heaviest battleship ever built by a European navy.

After completing sea trials in early 1941, Tirpitz briefly served with the Baltic Fleet to prevent a possible break-out attempt by the Soviet Baltic Fleet. However, Hitler, the German Furrher, wanted to transfer Tirpitz to Norway to act as a deterrent against a British and American attack on northern Norway to liberate Norwegians from German occupation. Also, the presence of a battleship would tie up considerable British naval forces, which might otherwise be used in the Mediterranean, Indian Ocean or the Pacific. Furthermore, the Tirpitz could attack

the anticipated allied convoys to Murmansk, carrying critical war materials to the Soviet Union in their bid to expel the German occupiers. On 14 January 1941, Tirpitz departed Wilhelmshaven and with her escort of four destroyers sailed through the Skagerrak into the North Sea undetected. She then entered Trondheim Fiord mid-way up the west coast of Norway, sailed 90 km farther east to berth in a cul-de-sac at the end of Foetten Fiord, which was $\frac{3}{4}$ mile wide, surrounded on three sides by steep cliffs. Tirpitz's grey camouflage merged with the surrounding high ground and additional flak positions were established ashore. Anti-submarine nets were already stretched across Trondheim fiord and more protective booms were across the entrance of Foetten Fiord; anti-submarine nets and antitorpedo barriers surrounded the battleship, and camouflage nets covered her superstructure. Frequent fuel shortages curtailed training and kept the battleship and her escorts moored behind their protective netting. Attempts to conceal the Tirpitz whereabouts were short lived as the Norwegian resistance movement quickly transmitted her location to London.

Admiral von Tirpitz Battleship



Tirpitz in Operation Nordmeer (North Sea)

In late February 1941, Tirpitz intercepted a message reporting a British convoy south of Jan Mayen Island in the Arctic Ocean sailing in a northeasterly course with an escort of a cruiser and two destroyers, which suggested that it was bound for Murmansk. Kriegsmarine planning for Operation Nordmeer began immediately. The Tirpitz and four destroyers were ordered to prepare to pursue the convoy. At 0400 on 6 March, Tirpitz left Trondheim Fiord accompanied by six destroyers and headed on a northerly course towards the convoy. The main task for the Tirpitz was to destroy the convoy's escort, in particular the cruiser that had been reported by German reconnaissance aircraft. The destroyers would initially prevent the British from attacking the Tirpitz with torpedoes. When the British escort had been neutralized, the merchant ships could be attacked by the German warships. Because of the shortage of torpedoes, they would only be fired at short range.

Meanwhile, the British submarine HMS Seawolf transmitted a report on sighting the Tirpitz that was relayed to the Commander of the Home Fleet, Admiral John Tovey, who had already put to sea. In addition to his flagship, the battleship King George V, the British taskforce included her sistership, the Duke of York, the older battlecruiser, Renown, the cruiser, Berwick, and most importantly the aircraft carrier, Victorious. Tovey could not just dash away in pursuit of the Tirpitz as his initial tasking was to escort the two arctic convoys, PQ 12 consisted of 16 fully loaded merchant ships enroute to Murmansk and QP 8 comprised of 15 empty merchant ships sailing from Murmansk heading for ports in Britain. Tovey had planned to escort the northward bound PQ 12 until it met the southward bound QP 8 and then take up escort duties for QP 8 to Britain.

After two days the convoys had not been detected by the Germans; PQ 12's manoeuvring to avoid ice and very poor visibility in heavy snow squalls helped to conceal the convoy from the enemy. On 5 March, PQ 12 was detected by a German reconnaissance aircraft, however, the convoy had to make a diversion to the south to avoid ice flows before resuming its course to Murmansk. These manoeuvres brought the convoy within 100 kilometers the Tirpitz and her destroyers, but poor visibility concealed the merchant ships from the Germans. The Admiralty reacted to the sighting by German aircraft by ordering the convoy to proceed farther north and sail north of Bear Island before taking up an easterly course for Murmansk. Meanwhile, Tirpitz and her escorts steamed northeast long the Norwegian coast before turning north with the intent to attack the convoy south of Jan Mayen Island. On March 7, Tirpitz flew off her two Arado float planes to search for the convoy and detached her destroyers to widen the search area. During the morning of 9 March, British Ultra radio intercepts revealed that that Tirpitz was now steaming south expecting to meet her destroyers off the Lofoten Islands near Narvik.

Tovey quickly set off in hot pursuit and planned to attack Tirpitz with Fairey Albacore torpedo bombers (successor to Fairey Swordfish). Victorious proposed to fly off six Albacores equipped with ASV (air to surface vessel) radar at 0630 to search for Tirpitz. Then fly off a striking force of 12 Albacores as soon as they were ranged on deck, about 0730. The established tactic required the torpedo bombers to approach the target from ahead at 6,000 to 9,000 feet then dive to 200 feet, level out at 50 feet and release their torpedoes 1,000 meters from the target.

At 0735, Victorious flew off 12 torpedo-carrying Albacores from 832 and 817 Squadrons with Lt Cdr Lucas as strike leader, each carrying a Mark XII torpedo with a speed of 40 knots, depth setting 8 meters and an impact fuse. At 0815, the reconnaissance Albacores reported Tirpitz's position, course and speed so accurately that the striking force spotted the Tirpitz at 0842 from 30 km away. The 12 Albacores launched their torpedoes in broadside attacks from port and starboard; all torpedoes passed astern indicating that the torpedoes may have been released too far away and Tirpitz simply outpaced them. Also, Tirpitz made two major alterations in course to comb the torpedoes and present the aircraft with a maximum deflection shot. Victorious's captain believed that that the aircraft were also deceived by the Tirpitz's size and dropped their torpedoes at too great a range. Three Albacores were shot down and several more were damaged.

The attempt by the FAA to sink the Tirpitz was disappointing as the battleship escaped the attack unscathed and made a brief stop in Bogen Fjord near Narvik then departed for Kaa Fjord, a cul-de-sac at the extremity of Alten Fjord. Tirpitz also failed its primary mission to destroy convoys PQ 12 and QP 8 both of which reached their destinations safely. The attack had a profound impact on Hitler as he ruled that the Tirpitz should on no account make another sortie against a convoy until the British carriers had been located and neutralized.



Fairey Albacore Torpedo Bomber

Operation Source

During Operation Source in September 1943 two Royal Navy midget submarines penetrated the torpedo barriers and the anti-submarine nets protecting Tirpitz in Kaa Fjord. The midget submarines were successful in laying four powerful mines on the seabed under Tirpitz's hull that caused significant damage. The explosions did not sink the Tirpitz; however, the port propulsion system was knocked out, one generator room was flooded, electrical power was out in almost the entire ship, radio equipment and hydrophones were inoperable, and the Arado floatplane could not be launched. Also, the ship's fuel was leaking into the fjord, and 2,000 tons of water entered the ship. Intercepted Ultra messages between Tirpitz and Berlin indicated that the battleship was seriously damaged. When an intercepted report stated that a significant part of the battleship's crew would be sent on leave it became clear that the Tirpitz would be out of action for several months.

Baker-Falkner CO 827 Sqn.

In June 1943, Baker-Falkner was granted the rank of acting Lieutenant Commander and appointed to command 827 Squadron. Morale on the squadron was very low as the squadron had recently experienced a number of fatal accidents adapting to the Barracuda. Baker-Falkner's leadership and technical expertise were pivotal in the squadron rapidly attaining operational effectiveness with the Barracuda. His dedication to extensive training and innovation focused on navigation over the open sea and the complex tactics for attacking heavily defended naval targets; and improving maintenance protocols. His leadership was instrumental in the squadron gaining confidence in the new aircraft and soaring morale. His tireless perseverance prepared the crews for the challenging operations ahead, especially against the formidable Tirpitz.

Baker-Falkner was an exceptional pilot and proven leader; he was tasked by the Flag Officer Carrier Training and Administration to re-write the handbook (bible) for the FAA, the Naval Air Fighting Instructions. These would effectively be the King's Regulations and Admiralty Instructions for operating the Fleet Air Arm throughout the world. He was expected to test and apply the instructions practically, both in training exercises and multi-carrier operations against enemy targets. The instructions went into detail about the role of the new structure of naval air wings, led by a strike leader. After many weeks of writing and consulting with fellow officers, and practical exercises, the document was submitted to the Naval Air Warfare and Flying Training Division and approved by the Admiralty.

Wing Leader

In October 1943, Baker-Falkner gave up command of 827 Squadron when he was appointed Wing Commander of the Torpedo Bomber Reconnaissance (TBR) squadrons. The Wing, designated No. 8 TBR, consisted of Baker-Falkner's former 827 Squadron and 830 Squadron, they operated as one unit, but kept their individuality with separate quarters and buildings. Eight Wing was the first Barracuda wing to go to sea, embarking in HMS Furious in February 1944 to begin a workup program in the Clyde Estuary.

In March 1944, intelligence reports indicated that Tirpitz's hull, armament and machinery were in operational condition, but minor repairs remained to be made. The British were concerned that battleship still posed a serious threat to arctic convoys and planned an operation to attack Tirpitz by air. The operation, intended to be launched in March 1944, was called "Tungsten". Kaa Fjord was beyond the range of British heavy bombers, so the task was given to Fleet Air Arm aircraft operating from aircraft carriers. The Fairey Barracuda torpedo-bomber selected for the attack was being tried out in action for the first time. Torpedo attacks on the battleship had been ruled out, however, the Barracuda could alternatively perform as a dive-bomber, although, with its 60° maximum dive angle limitation it was not a genuine dive-bomber as released bombs had a forward trajectory towards the target. Initially, the Barracuda lacked the ability to carry a sufficiently heavy bomb to penetrate Tirpitz's heavy armour, consequently, it was modified with structural reinforcements and a more powerful engine. The types of bombs selected for the Barracudas were tailored to the target and included: 725 kg armour piercing (AP) bombs capable of penetrating Tirpitz' thick deck armour and exploding below deck to reach vital propulsion machinery and armament magazines; 225 kg semi-armour piercing (SAP) bombs capable of penetrating the lightly armoured upper deck; 225 kg medium capacity (MC) bombs to knock out the ship's anti-aircraft defences; and 270 kg anti-submarine (AS) bombs capable of damaging the hull. Embarked fighters accompanying the Barracudas were to be armed with 50 percent tracer and 50 percent AP ammunition to strafe the flak batteries around Kaa Fjord and the battleship's anti-aircraft gun positions.

The final plan envisaged the striking force on two fleet carriers comprising: 21 Barracudas from 827 and 829 Squadrons on Victorious; and 21 Barracudas from 830 Squadron and 831 Squadrons on Furious. Top cover for the attack would be provided by 14 Corsair fighters from each of 1834 and 1836 Squadrons on Victorious. Fighters would provide close escort for the Barracudas and suppress anti-aircraft fire from enemy positions; 60 fighters, ten each from six squadrons would be provided by: 800 and 804 Squadrons (Hellcats) on Emperor, 881 and 896 Squadrons (Wildcats) on Pursuer, and 882 and 898 Squadrons (Wildcats) on Searcher. Nine Seafires each from 801 and 880 Squadrons on Furious would protect the fleet by flying Combat Air Patrols. As strike leader, Baker-Falkner directed Victorious and Furious to exchange 831 and 827 Squadrons prior to the operation so that the 8 Wing Barracudas forming the first wave of the attack could be launched simultaneously from the two carriers.



Royal Navy Corsair on Fleet Aircraft Carrier

The Tirpitz Attack

On 27 March, convoy JW58 sailed independently from the UK to Murmansk; it was anticipated the presence of the convoy would confuse the Germans as to the true purpose of the naval force destined for Operation Tungsten. Three days later under the command of C-in-C Home Fleet, Admiral Fraser, the British battleships Duke of York and Anson, the fleet carrier, Victorious, a light cruiser, and five destroyers sailed from the key naval base at Scapa Flow in Orkney Islands. The force would initially provide distant coverage for the convoy, but elements would later join Operation Tungsten. Later, on the same day Rear Admiral Bisset (Rear Admiral Escort Carriers) sailed with the fleet carrier Furious, escort carriers Searcher, Pursuer, Emperor, and Fencer, three light cruisers, two tankers and five destroyers. It was planned that Second in Command Home Fleet, Rear Admiral Moore, would detach from Fraser's main force with Anson and Victorious and rendezvous with Bisset off the Norwegian coast 400 km north-west of Alten Fjord. On 3 April, all ships had arrived at the rendezvous position ready to launch Operation Tungsten. If the Germans observed any of these forces they may conclude they were distant support for the convoy.

The striking force would be divided into two waves. At zero hour, 0415 on 3 April 1944, ten Corsairs took off from Victorious, followed by twelve Barracudas from 827 Squadron, with their selected AP, MC, and AS bombs. Meanwhile, at 0423-0424, Furious launched two Seafires for fleet defence; followed by nine Barracudas between 0424 and 0428 from 830 Squadron with their mixture of AP and SAP bombs. Having formed up and led by Baker-Falkner, the first wave set off for Tirpitz at 0436. Initially, the formation was flying at low level to evade radar detection; with the Barracudas cruising at 135 knots the faster Hellcats and Wildcats from the escort carriers flying slightly above had to weave back and forth to maintain formation. When Loppa Island off the Norwegian coast came into sight Baker-Falkner knew they were on track.

The first wave climbed to 10,000 feet 40 km before crossing the coast at 0508, 60 km north of the target, at this time German radar picked up the first wave, unexplainably, Tirpitz didn't order her flak crews into position until 0524; the first wave continued flying southeast toward Jokel and Lang Fjords then eastward down the valley towards Kaa Fjord. No flak was experienced till 5 km from the Tirpitz; then heavy but inaccurate fire commenced. When the fighters flew over the high ridge overlooking Kaa Fjord the smoke generators on the battleship and the surrounding hills had not been fully activated and the battleship and flak sites on the hill sides were still visible. Approximately 16 km from the battleship, Baker-Falkner deployed 830 Squadron Barracudas astern of 827, and following the wing's new synchronized tactics repositioned the starboard half of 827 Squadron for the attack. Tirpitz was sighted in the expected position; Baker-Falkner

ordered the escorting Wildcats and Hellcats to strafe the battleship and hillside flak sites to suppress defensive antiaircraft fire for the Barracudas. At the same time the Barracudas descended to take advantage of the background camouflage provided by the surrounding hills while flying towards the southern end of Kaa Fjord. Baker-Falkner pulled up to clear the high terrain surrounding the fjord and then dived steeply from a height of 4,000 feet toward the target, attacking from stern to bow and releasing his bomb from 1,200 feet. At 0529, the rest of the first wave Barracudas followed Baker-Falkner and attacked Tirpitz along its length from stern to bow. The bombing attack lasted just one minute, and cost 830 Squadron Barracuda "M". The force then withdrew, arriving back over the fleet at 0610; landing on Victorious at 0619-0625 and Furious at 0618-0638; the eleven Corsairs landed on Victorious at 0632-0642.

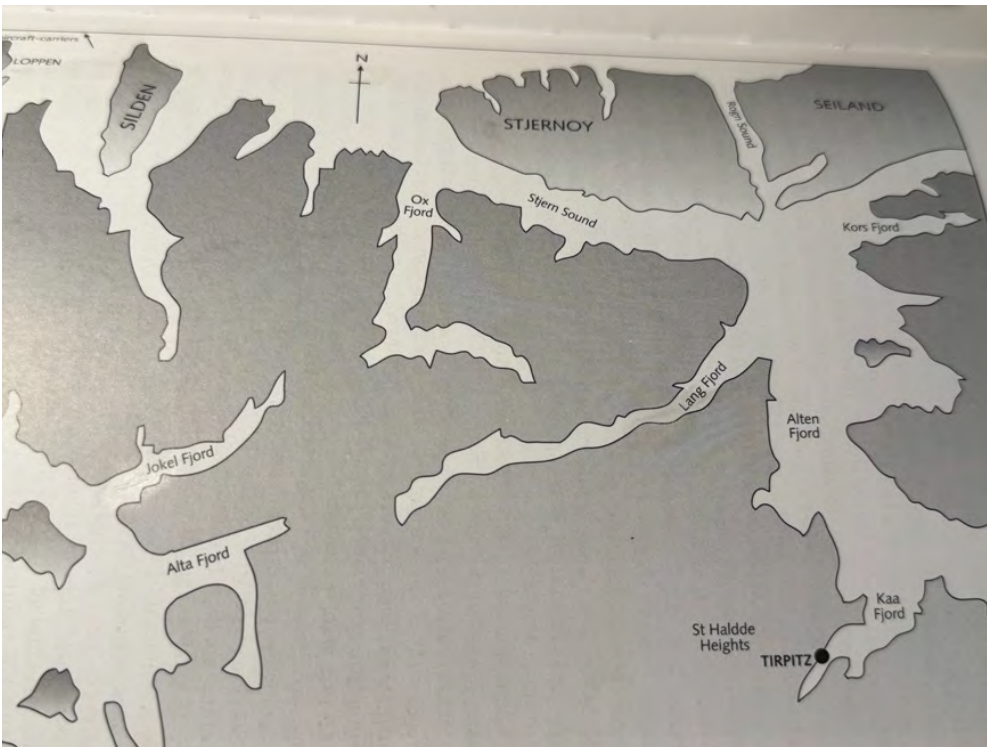
Corsairs and Barracudas (At Rear) Ranged on HMS Formidable



The second wave carried out a similar attack as the first. Victorious launched ten Corsairs at 0515-0520, followed by eleven Barracudas with AP, SAP and MC bombs at 0520-0534. Furious launched nine Barracudas all with SAP bombs. Barracuda "Q" of 829 Squadron crashed shortly after take-off. The second wave, under Lt Cdr Rance, departed at 0538; as the aircraft were on their way, Furious rotated the Seafire patrol to ensure that four fighters were always in the air over the fleet. As the second wave crossed the coast at 10,000 feet it spotted the rising smoke screen which identified the Tirpitz's location. The smoke screen blinded Tirpitz's gunners, therefore, the CO of one of the fighter squadrons saw no point in softening up the ship's defences and directed his squadron to attack the flak sites around the cliffs. With Tirpitz's stern still visible through

the smoke screen, the second wave started its attack at 0636, and had to fly through a predicted flak box barrage, crews reported two curtains at 8,000 and 2,000 feet.

Barracuda "M" of 829 Squadron was shot down over the target area. The second wave returned to the carriers at 0714, Victorious landed on her aircraft at 0720-0756, as did Furious at 0728-0758. Admiral Moore signalled the Admiralty: "Tungsten completed. Admiral von Tirpitz hit by at least one 725 kg (sic) bomb and many others. 3 Barracudas one fighter lost. Fighter pilot safe."



Post Raid Reports

On 5 April, Victorious believed the claims of its aircraft were well founded, the first wave, 827 and 830 Squadrons, obtained three AP, four SAP and three MC hits; one AP was in the vicinity forward of the superstructure, three SAP bombs were amidships and a number forward of the bridge. Barracudas of 829 and 831 Squadrons secured hits with four SAP, two MC and one AS bombs; one hit starboard side of main mast which caused a large explosion; one about "Y" turret and three amidships. No substantial damage occurred from near misses. Tirpitz was left shrouded in smoke with two fires burning amidships and had ceased firing when the last aircraft dived. The Commanding Officer of Victorious concluded in his report to Admiral Moore, "I believe the Tirpitz is a useless warship." Moore in his report to the Admiralty, more cautiously believed the Tirpitz is seriously damaged.

On 17 July 1944, the Fleet aircraft carriers Formidable, Furious, Indefatigable, supplemented by the escort carriers, Trumpeter and Nabob3 with their embarked naval air squadron carried out a follow-on strike against Tirpitz, which had been undergoing major repair and was close to becoming operational. As strike leader for Operation Mascot, Baker-Falkner led the main strike force of 36 Barracudas from 8 and 9 TBR wings, supported by 12 Hellcats and 12 Fireflies to deal with the flak; 18 Corsairs to provide top cover for the Barracudas. Following Operation Tungsten, the Germans had improved their coastal radar and anti-aircraft defences as well as their ability to conceal Tirpitz with smoke screens. Because of the improved defences and deteriorating weather, many of the squadrons suffered heavy losses and the attack was not successful. While the carriers were returning to Scapa Flow the Admiralty warned of a deciphered German enigma message ordering a German U-boat wolf pack to intercept the returning fleet. The Rear Admiral Commanding, 1st Carrier Squadron ordered an anti-submarine patrol of one Barracuda and one Corsair from Formidable; the tactic being for the Corsair to strafe the anti-aircraft guns on surfaced U-boats so that the Barracuda had clear run to drop depth charges.

Baker-Falkner was against flying the anti-submarine patrols as the fatigued crews were still recovering from Op Mascot; also, poor visibility, banks of fog and heavy mist made the weather quite unsuitable for flying. Normally, the wing leader would not fly routine anti-submarine patrols as these were assigned to junior crews. However, Baker-Falkner decided that if anyone had to go in the worsening weather, it would be him and elected to fly the first patrol himself with his observer, Lt Micklem, and telegraphist air gunner, Petty Officer Kimberley.

At 0200, two Corsairs flown by Lt Cdr Bigg-Wither and Sub Lt Mattholie, were the first patrol aircraft to fly off Formidable in absolutely dreadful weather. Two Barracudas flown by Lt Cdr Baker-Falkner (Wing Leader) and Lt Cdr Kingdon (CO 830 Squadron) launched after the Corsairs as the Barracudas needed the full run of the deck to take off with their load of depth charges. The Corsairs were to circle above the carrier until the Barracudas took off; Bigg-Wither was to form up with Baker-Falkner while Mattholie was to join Kingdon. The cloud cover was so low and so dense the aircraft couldn't see one another and became separated. Mattholie suddenly found himself merely feet away from a Barracuda, it was imperative to stay so close to maintain visual contact. Once the Barracuda pilot knew he had his fighter escort he set course for the anti-submarine patrol. When the dual formation broke out of cloud at 10,000 feet, Mattholie was surprised to see that he was covering Baker-Falkner's Barracuda and not Kingdon's as planned, which meant that Bigg-Wither was covering Kingdon's. Radio silence had to be maintained so the two Barracudas continued their separate anti-submarine patrols with switched Corsair escorts.

The weather in Baker-Falkner's search area was worse than feared for flying; ceiling was down to 100 feet and was unbroken to 10,000 feet. Baker-Falkner frequently let down to see if he could get under it but couldn't. The search plan called for the aircraft to fly a single 1½ hour triangular pattern to be repeated again after rendezvousing with Formidable. The estimated time of arrival at the end first leg should have brought them straight to the fleet steaming ahead of them, but the fleet was nowhere in sight. A square search and Barracuda's ASV radar gave no indication of the fleet's whereabouts. The Barracuda's homing beacon radio was not working and attempts to contact the carrier by radio and wireless telegraphy brought no response. The carrier's Air Direction Room radar picked up Bigg-Wither's Corsair and Longdon's Barracuda but had lost contact with Baker-Falkner and Mattholie. After the other aircraft had landed Bigg-Wither remained airborne and with the advantage of altitude was able to relay radio messages from the carrier to Baker-Falkner, including courses to return to the carrier; soon it became apparent Baker-Falkner was having compass problems.

After Mattholie descended through cloud and climbed back up he and Baker-Falkner became separated but had radio contact. Without navigation direction from the Barracuda Mattholie had no idea where he was. Fuel was now becoming critical, and they decided to head east for the Norwegian mainland, Baker-Falkner's observer, Lt Micklem, gave Mattholie the course to the nearest Norwegian shore, after which there was no Mayday or radio transmission. Baker-Falkner probably would have ditched when the fuel ran out and managed to get out into an inflatable dingy, but several hundred miles from anywhere and no nearby shipping lanes the crew's survival was hopeless. Baker-Falkner and crew were presumed lost. Mattholie, flying about 5,000 feet shortly thereafter saw two peaks sticking out of the clouds. He let down over the sea and flying over land found a level spot to crash land. He was helped out of his aircraft by two Norwegian farmers who hid his parachute, life jacket and helmet from the Germans. He had hoped to walk to neutral Sweden but was captured by a German patrol and spent the rest of the war in a prisoner of war camp.

Each person in 8 TBR wing was shocked when it became apparent that Baker-Falkner would not be returning to the carrier. He was highly admired and respected and after his loss the wing and the ship were never quite the same. All pilots were called to the Admiral's cabin - the intelligence room - for a talk by the captain. This amounted to an explanation of the operation as a whole and most particularly why Baker-Falkner and Mattholie were lost. In short, no one really knew what went wrong. The fact remained that 1841 Squadron lost an excellent senior Sub Lieutenant and the FAA one of their "finest" TBR commanders.

Lt Cdr Roy Baker-Falkner was awarded the Distinguished Service Order on 25 July 1944 and mentioned in dispatches for his "bravery, leadership, skill and devotion to duty while operating from HM Ships during successful enemy shipping strikes off the coast of Norway". Sub Lt Mattholie's successor as senior pilot in 1841 squadron was a Canadian, Lt Robert Hampton Gray RCNVR, who was posthumously awarded the Victoria Cross for his courageous leadership in the attack against Japanese warships at Onagawa Bay on 9 August 1945.

In its protective lairs in Norwegian fjords, the Tirpitz survived five years of repeated attacks by RAF and FAA bombers. The final coup de grace was delivered during Operation Catechism, on 12 November 1944, when a force of 25 RAF Lancaster bombers attacked Tirpitz with 5,450 kg (12,000-pound) tallboy bombs capable of penetrating her heavy armour. Two direct hits and five near misses caused Tirpitz to capsize and spend the remainder of the war upside down on the bottom of Kaa Fjord.

“Freedom is Never Free”

Mississauga Secondary School – Remembrance Day 2017

By JJ Lenmann

Good morning, ladies and gentlemen. And thank you for inviting me to share a few thoughts with you on this Remembrance Day. It's an honour - really.

I suspect that some of you would rather be doing something else today — perhaps enjoying a day off. But Remembrance Day is not a national holiday: it's a time to remember and to reflect. Who and why we remember is clearly and succinctly expressed by Megan Miller, the young lady who won this year's Royal Canadian Legion essay contest.

I quote: “by remembering, we honour those who fought — and continue to fight — for our country, and our freedom. We remember to be thankful for the life and liberty we've been given. And we remember so that the atrocities committed in the past will not happen again”.

The number of Canadians who gave their lives for our freedom is staggering, almost too difficult to process: 117,000 since Canada became a country; 105,000 in two World Wars; 3,600 in the Battle of Passchendaelen alone — this over a four-day period. It really takes a visit to one of the many war cemeteries in France and Belgium and see the thousands and thousands of white crosses to fully understand the scale of the loss. Of course, it didn't stop there: 516 Canadians died in Korea including Private Billy Regan of Toronto. He was not much older than some of you. He was the last soldier to die and died on the last day of the war. Canada has lost 130 soldiers on peacekeeping missions and another 158 in Afghanistan. And it's not over for some veterans: at least 70 have committed suicide as a result of deep psychological trauma suffered during the conflict.

Because so many have died for our freedom, we must never take that freedom for granted. Freedom and the loss of it is what I want to touch on this morning. I will wind back some 75 years. This might seem like a long time ago; however, the events I experienced in my early life will always remain crystal clear. I'm going to get personal and speak of things which cannot be spoken dispassionately.

World War II

It's 1942. I'm a very young boy living in the middle of a world war. My country has been invaded, taken over by a very strong and aggressive Nazi Germany. We're living in a brutal and repressive regime

Before I go any further, I want to make it clear that it's not my intention to demonize or dehumanize an entire nation. Germany is today one of our strongest allies; however, 75 years ago this was WW II and Nazi Germany was clearly on the wrong side of a just war; a war that had to be won if we were to keep our freedom and democratic values. It was a war that would cost Canada 44,000 lives.



Alsace

As was mentioned in the introduction, I was born in France; more specifically, I'm from Alsace. If you're at all interested in European geography, you might know that Alsace is a wine-producing region in the northeast corner of France along the Rhine, across the border from Germany. It's not large: some 8,000 square kilometers (say, a couple of Canadian counties) with one million citizens — at that time.

Now, you would have to be really interested in European history to know that the people of Alsace — Alsatians — have had to change their nationality (and allegiance) four times over a 70-year period. Following the German Empire's victory in the Franco-Prussian War of 1871, my French grandparents came under German rule. They remained German until after WW I, when the Treaty of Versailles returned Alsace to France. But they remained French for 20 years only because Germany occupied and annexed Alsace again in the early days of WW II.

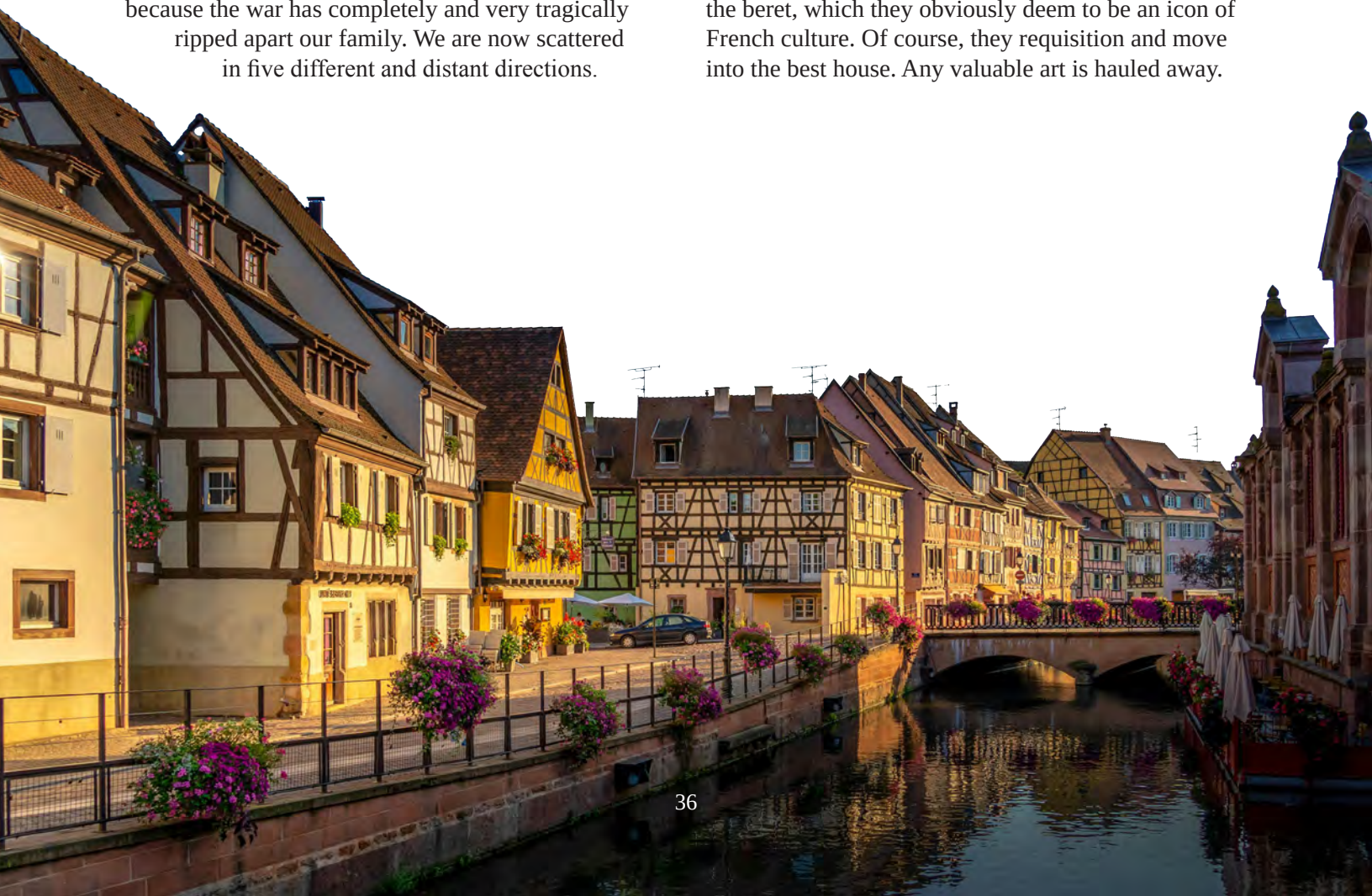
And this is where I come in. We have now become German citizens and are required to pledge allegiance to Hitler. Freedom and democracy are things of the past. I'm living with my grandparents in a picturesque medieval town in the middle of Alsace. I'm with my grandparents because the war has completely and very tragically ripped apart our family. We are now scattered in five different and distant directions.

Family Scattered

My father, a senior executive with the French national railway, is in Germany, forced by the Nazis to help run their railway. My sister is with an uncle living outside Alsace, in so-called Free France. My little brother has been placed with a forest ranger's family in the mountains. But the really tragic part is that my 30-year-old mother has become a war victim. She was trying to visit one of us when the train in which she was traveling was attacked from the air. My mother died along with 15 others civilians. All died instantly, I'm told.

Loss of Freedom

Under the Nazi regime, the loss of our freedom has many aspects: it is now forbidden to speak French in public. I would eventually start school in German (talk about forced total immersion). The Nazis are determined to germanise us. The names of many streets are changed from French to German: the town square, “la place du marché”, becomes “Markplatz”. The names of some residents are changed: “Monsieur Leblanc” up the street, is hence to be known “Monsieur Weiss” (or, more correctly, “Herr Weiss”). The German administrators even ban the beret, which they obviously deem to be an icon of French culture. Of course, they requisition and move into the best house. Any valuable art is hauled away.



I suppose that one can actually learn to live under such conditions; it's a dictatorship and there's really no choice. However, things eventually get much worse. My godfather (and second cousin), a bright young man, has just finished teachers' college and is about to begin his chosen profession. But all that rapidly changes: he is, along with 100,000 other young Alsatians of fighting age are forced into the German war machine.

“Les Malgres Eux”

These young Alsatians, now in German uniforms, became known as “les malgres eux” which loosely translated becomes “against their will” or “the unwilling”. The Nazis, concerned that Alsatians would be reluctant to fight other Frenchmen or allies, sent most Alsatians to the Eastern Front to help the Germans fight Russia. However, some actually ended up having to bear arms against their compatriots. Thirty-five thousands died in action or later in Russian prisons. My Godfather did come back; however, he was shot through the face and was never the same again.

The Camp

Now, many young Alsatians tried to make it out of Alsace into the south of France to avoid having to fight for the Nazis. They did so at great risk. If my Godfather had tried and failed he would have suffered torture and imprisonment. If he had tried and succeeded, my aunt and uncle would have suffered the consequences. Or the Nazis might have taken it out on members of the community, chosen at random. The price to be paid was often a camp in the mountains, only about 30 kilometers from where I lived. The Nazis had set up what they called a work camp. In reality it was nothing less than a concentration camp where some 22,000 prisoners died. They died from exhaustion working 18 hours a day in a nearby quarry, they died from starvation, they died on the gallows, they died in the gas chamber. It is said that hundreds were executed before the arrival of the liberation forces. The site is today a national memorial. Over the years, whenever I have returned to my village I have made it a point to visit the camp. It's always a very sobering, emotional experience: as soon as you enter the gate you feel the evil that existed here. You feel the cruelty that was inflicted on so many and touched countless others indirectly.

The Salute

One event which remains particularly crystal clear in my mind occurred one day when my grandmother had been summoned to City Hall. It was probably something to do with having to register under the new regime (I was to learn, some years later, what it was really all about: the Nazis had been rounding up members of the Jewish community and wanted no stone left unturned). She took me along. We walk into the beautiful old building and enter a large room where members of the new administration are going about their business. I'm standing next to my grandmother in front of a large desk. Across the desk sits a very smartly uniformed Nazi administrator. My grandmother and the official are staring silently at each other across the desk. The place gets very quiet. I feel all eyes are us. After a while the administrator and my grandmother are glaring at each other. Why is nothing happening, I wonder. Then it comes to me, even though I'm only four years old. The officer is waiting for my grandmother to give the mandatory Nazi salute. Such is necessary before any business can be undertaken or when meeting a Nazi officer. Now, my grandmother is a proud, independent, strong (stubborn and crusty, really) woman. She is not going to be intimidated. After all, she has already survived one world war. I know it's not going to happen; there's not going to be a “Heil Hitler” salute.

This is where I learn about living in a dictatorship. I know what I have to do. I don't want to do it, but I have no choice. I don't want my grandmother to come to harm. I brace myself, stand at attention, and give the dreaded the salute on behalf of her. The tension eases. Other officials are standing around smiling. The officer behind the desk smirks. I can almost hear his inner voice saying: “we're going to turn these people into good Nazis yet”. But they do not. Of course, there were collaborators and informers among us [it seems there always are], but there was also a very active group of resisters: courageous men and women, including teenagers, some no older than some of you, who knew that if they got caught, they were likely to be tortured or to face a firing squad [and some did].

Conclusion

In closing, we must remember that war is evil, cruel, tragic; it is never, in any form, either glamorous or glorious. We must remember, not just today but every day, all those who gave their lives that we might live in freely in a free nation. We must never take this freedom for granted; we must appreciate it, enjoy it, celebrate it, embrace it. But, by God, if it is ever threatened, we must also be prepared to defend it.



Into The Delta

AVELING Errol	Jun. 2025
BAILEY Tom	Jul. 2025
DUNCAN Angus William	Sept. 2025
KEATS Edgar Wallace	Jan. 2025
MECRED Harold Clarke	Aug. 2025
MCLEAN Steve J.	Sept. 2025
MONTEITH Rolfe	Aug. 2025
NELSON Ralph L.	Sept. 2025
STEFFIN Peter Herman William	Jul. 2025
PHILLIPPE Fernand Gaston	Jul. 2025
WOOD Lorne Robert	Sept. 2024
YOUNG Gerry Gilbert	Aug. 2025

*“In Flanders Fields, the poppies blow,
Between the crosses, row on row,
That mark our place; and in the sky,
The larks, still bravely singing, fly
Scarce heard amid the guns below.”*

— John McCrae

A special thank you to **Mary Patterson**, one of the foundation members, for her generous donation of radio ads with Seaside FM.

Our summer reopening was a huge success due to your generosity and dedication to Naval Air.

Photo Credit: Support4Culture



Anna Hamilton Memorial Award Awarded To John Orr

SAM Archives volunteer John Orr was recently nominated and won the Council of Nova Scotia Archives' Anna Hamilton Memorial Award. Presented at the recent Library, Archives and Museums of Nova Scotia combined conference, The Anna Hamilton Memorial Award was created to annually recognize a volunteer who has made a significant volunteer contribution to the archives in which they work, and/or to the Council of Nova Scotia Archives, and/or to the Nova Scotia archival community as a whole. John was recognized for his recent work on memorials to Canadian Naval Aviators in the Second World War, coinciding with complementing the recent naming of the future HMCS Lt(N) Robert Hampton Gray VC ship naming. John is a person who has distinguished himself as someone who has given freely and enthusiastically their time and/or resources to the archival community and/or to their own institution.





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