**Ian Hart**

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| Ian Hart was born on a farm near Woodstock where he attended Tollgate and Dunlop Schools.  Then off to WCI.  So far, so good.  Now, here’s where it gets interesting.  Halfway through grade ten, Ian did something that I’m sure almost all of us sometimes wished we had done: he ran away to sea.Ian’s education really started when he joined the Canadian Navy.  At boot camp, Ian was tested for mechanical aptitude.  He achieved the highest score ever recorded up to that time.  The Navy’s choice: to train Ian as an aircraft mechanic, a very | E:\2013 12 Probus booklet Photos\Hart, Ian.jpg |

responsible position.

After receiving his training, Ian was assigned to the Bonaventure, Canada’s third and last aircraft carrier.  In just a few short words, Ian created a vivid picture of life on board.  Some of the more technical details about the ship and the planes on board went over my head but even so, Ian shared with us the excitement of life on board this massive ship during the early days of the cold war.  He hinted at a daring race across the Atlantic to confront Russian submarines lurking in the Grand Banks: something not reported in the news at the time.

Summing up, “The Bonaventure was a lifetime experience for me”.  The Bonaventure was de-commissioned in Halifax on July 3, 1970 and was scrapped in Taiwan in 1971.

When speaking of the loss of the Bonaventure, Ian couldn’t help but remember the big ship’s role in moving men and materiel to support the Canadian Forces positive and optimistic role as UN peacekeepers.  He contrasted those efforts with Canada’s present day role as an active participant in NATO’s risky adventures in Afghanistan and Libya.  Ian shook his head sadly, saying, “But now, we are into a war mode, and that worries me greatly. [Today] when you are recruited, you have to sign an infantry clause that allows them to train you with guns and send you to Afghanistan.

         “I really think that we should get out of Afghanistan immediately.  It is an un-winnable war.  In fact, any war is un-winnable.  We were far better off peace keeping.  I love our country and I think it is a shame the way they are driving it down”

 At this point, Ian stopped his narrative.  He promised that at another time, he would tell us something of his work experiences with Field Aviation in London and Eastern Provincial Airways in Newfoundland.