

WARRIOR

Winter 2009



Wish List

Memberships for JAMF

Sea King

Building Extension

Elevator



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

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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.

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Spring	10 February
Summer	20 June
Winter	15 October

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Photos are provided by several sources: DND, SAM Archives, 12 Wing Imaging, SAMF website and those sent in with individual submissions.

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The Halifax Memorial

Submitted by Ron Beard

Late in 2008, while filing some of my slide collection, I came across some photos of the dedication of the Halifax Memorial on the south east corner of Citadel Hill. Realizing it no longer existed, I took it upon myself to search out the facts of it's removal.

After several weeks of unsuccessful inquiries I contacted the Commonwealth War Graves Commission Canadian Agency and the following was supplied.



The original Halifax Memorial, constructed of Nova Scotia granite from a quarry in Jollimore, Halifax County, was unveiled in Point Pleasant Park on 10 October 1924 by Colonel Henry C. Osborne (Imperial War Graves Commission), Lieutenant-Governor Grant, Vice-Admiral Sir Frederick Field (Commanding the British Special Service Battle Cruiser Squadron) and Honourable E. M. MacDonald (Minister of Defence) to commemorate Canadian army and naval officers, soldiers and sailors, nursing sisters and merchant mariners who were lost at sea during the First World War.



The 415 names were those of 50 sailors who were lost at sea or perished in the Halifax Explosion; 177 merchant seamen who lost their lives through enemy action; and 188 soldiers and Nursing Sisters who were buried or lost at sea. The majority lost their lives in three disasters which took place in 1918 (sinking of S.S. "Pomeranian", Hospital Ship "Llandoverly Castle" and S.S. "Missanabie").

An imposing site at Citadel Hill was made available by the Government of Canada for the re-erection of the Halifax Memorial of the 1914-1918 War, removed from its original site at Point Pleasant Park, and for its 1939-1945 War extension which commemorated the officers and men of the Royal Canadian Navy, the Canadian Merchant Navy and Canadian soldiers who have no known grave but the sea. The memorial was completed during the autumn of 1954. It was officially unveiled on 31 July 1955 by His Excellency the Right Honourable Vincent Massey, Governor-General of Canada and was accompanied by the Lieutenant-Governor of Nova Scotia the Honourable Alister Fraser.



Memorial on SE corner of Citadel Hill

As early as 1958, the Commission was studying the staining problems which were disfiguring the granite name panels on the Halifax Memorial and Extension. Experimental remedial measures were taken in 1959 to rectify the staining along a section of the screen wall; an inspection the following year revealed it had no effect.

Due to faulty design and construction, the old memorial had deteriorated to the extent that it was extremely unsightly; thus, it had become unworthy of its purpose of commemorating Canadian War dead. This resulted in a six year legal battle with the federal Government and the Commonwealth War Graves Commission suing the designers and contractors. An out of Court settlement, in favour of the former, was reached.



Signs of deterioration of Citadel Memorial

During the six year legal 'battle', no maintenance was carried out on the Memorial, thereby causing it to fall further into disrepair. Coincidentally with all of that, was the request from the Dept of Northern Affairs and National Resources to remove the Memorial from the Citadel area, in order to facilitate the Citadel development as a National Historic Park.



Destruction of Citadel Hill Monument looking NE

In 1966, the Commission's Director of Works visited Canada twice for consultations on the demolition of the memorial and the construction of a new memorial. A new site was made available to the Commission at Point Pleasant Park and a new design for the memorial was approved. This was strongly supported by all parties including Veterans groups.

The Commission has a policy that when any headstone, monument, etc., has any inscription on it, is repaired or replaced, the old pieces are to be destroyed so that they cannot be recognized for what they were originally. The old memorial was demolished and the stones were consigned to the sea over a period of a few days in the Bedford Basin by the Royal Canadian Navy; a final ceremony was held on 7 November 1966 as the last cer blocks were disposed in the deepest regions of Bedford Basin.



Site of resting place for Memorial from Citadel Hill

The present Halifax Memorial (see inside cover) was unveiled by the Lieutenant-Governor of Nova Scotia, the Honourable Henry P. MacKeen, on 12 November 1967; the Minister of Veterans Affairs, the Honourable Roger Teillet, represented the Commission.

It commemorates those of the Royal Canadian Navy, the Royal Canadian Naval Reserve, the Royal Canadian Naval Volunteer Reserve, the Canadian Merchant Navy and the Merchant Seamen of Newfoundland who have no known grave but the sea. The memorial also bears the names of those of the Canadian Army, stationed in Canada who have no known grave or who were lost at sea. The Memorial consists of a large Cross of Sacrifice erected over an octagonal podium, the faces of which bear 23 bronze panels inscribed with over 3,000 names. This Memorial bears an uncanny resemblance to the 1924 Memorial at approximately the same site.

Many thanks to;
Monsieur Dominique Boulais
Deputy Secretary-General
Canadian Agency
Commonwealth War Graves Commission

photos courtesy;
Imperial War Graves Commission
Halifax Citadel Library
Ron Beard



From the Curator's Desk

by Christine Hines

At time of writing, we still have several Centennial of Flight events yet to occur, by the time you are reading this, our calendar of events will have come to a close for this Centennial Year, leading us right into the celebrations for the Canadian Navy Centennial, which we intend to celebrate in grand style, it goes without saying! The activities we've held this year have been well-received and ambitious for us, but all of the celebratory events, along with a nicely paved roadway in front of the museum, has resulted in a big jump in visitor numbers getting back up to pre-construction levels.

Over the summer we welcomed visitors from all over the globe, and hosted "frequent flyers" who had come back to Shearwater for reunions, such as the Sea King Maintainers, the Observer's Mates Banyan East, and the HMCS Venture class Reunion.

An added bonus for our visitors was the honour of displaying Allan Snowie's replica Nieuport XI for the month of September. Allan safely completed his cross-Canada commemorative flight, raising awareness of the Canadian Naval Centennial, promoting his forthcoming book on Canadians in the Royal Naval Air Service in the Great War, as well as participating in the Back to Baddeck Centennial of Flight initiative. It was the first time since my arrival at SAM I'd had the pleasure to meet the Bonnie book author, and I certainly never thought we'd have the chance to meet on the ramp at Shearwater, after he'd made history as the first fixed wing aircraft to land at Shearwater's new heliport! (A special thanks to the 12 Wing Operations Officer, LCol Tim Garriock and his team, who waded through the red tape to ensure this commemorative flight could finish appropriately at the home of Naval Aviation in Canada!) What a treat to have Allan, Cynthia and Abbey at SAM!

Early in September the museum staff were delighted to see the last two compact mobile storage systems

installed in the archives and in the art storage facility, which completes the trio of systems funded over the last couple of years courtesy of the Directorate of History and Heritage at NDHQ. Happening behind the scenes, where not many other than staff were aware of what was happening, these installations mark a milestone in the museum's development and improves our capability to manage and care for our collection.

Congratulations to SAM volunteer Don Neilly, whose book on F/L David Hornell has been printed and now graces the shelves in the SAM shop. Don has worked long and hard on this project, spreading his research net across oceans and borders, and has come out with a lovely product our supporters will enjoy. A very readable work, "Hornell V.C., David Ernest 1910-1944: A Biography" will be launched this Remembrance Week, on November 4th, a fitting time of year to honour this Canadian hero. Taking us out of the 2009 season will be an exhibit featuring the art of Nova Scotian artist Geoff Bennett, a SAM favourite, whose "Canadian Collection" will highlight Canadian aviation milestones as our last 2009 Centennial of Flight temporary show. Geoff will be in-house for the opening on the 30th of October, and the collection is a treat to view indeed!

Your SAM team is looking forward to continue the pace of activity in the museum to celebrate the Canadian Naval Centennial in 2010, in grand style, as mentioned above. With that in mind, we have some overlap projects for 2009-2010, including the run-up of the Firefly engine this fall and the unveiling of the museum's new Swordfish display. As we roll into another Centennial year with our eyes firmly fixed on promoting Shearwater's role within the broader scope of Canadian Naval Centennial celebrations, it continues to be our mission to ensure SAM's exhibits do

justice to the Shearwater's history makers, past and present.



President's Report

from Eugene Rogers

The middle of October has arrived and the autumn leaves are falling much too early - we miss their brilliant colors. A stark reminder of what is just around the corner.

The main function of the SAM Foundation is to raise money to provide the support for the museum to buy artifacts, the restoration of aircraft and artifacts and to provide the building space and new structure to house all the museum displays. Membership is always a large part of the fund raising - but I would like to see more recruiting for new members, family, friends and ex-Naval Air personnel who do not realize the importance of the museum. There are presently 100+ CNAGers who are not members of SAMF. I would like to remind them that in the near future the only link to Naval Air may be through the Foundation. So consider joining now. We are still waiting for the influx of members from 12 Wing Shearwater.

With Christmas just around the corner - a wonderful gift could be a Memorial Tile to be placed on the Wall of Honour.

The Annual Golf Tournament was held on the 9th of September. Many thanks to all the organizers, staff and supporters who made this another very successful fund raiser. About 13K was realized. Well done!

The annual CNAG Reunion was held in September in Trenton, ON. About 135 attended and enjoyed being together to reminisce once again. We had a great time, good food, good people and it was well organized by the Trenton Chapter.

For those interested - next years reunion will be held in Shearwater/Halifax on Thanksgiving weekend. 2010 will also be celebrated as the Centennial of the Navy. More information will follow in the New Year.

For all of you out there - keep up your membership and donations, your great support of SAMF and keep your human stories coming in. Thank you to the Board of Directors and the SAM Staff for your continued support.

Have a Merry Christmas and Happy New Year and safe travels during the winter.

The Cuban Missile Crisis

Ernie Cable

Shearwater Aviation Museum Historian

In the Spring of 2002, the Commanding Officer of HMCS Halifax stated that OPERATION APOLLO, in Afghanistan and the Persian Gulf area, was the largest "operation" with the highest number of ships from the most nations since the Second World War. This caused some former military members to reflect on the 1962 "Cuban Missile Crisis", which was indeed memorable because it was probably the closest the world came to the brink of nuclear conflict during the Cold War. These sailors and airmen recalled the enormity of Canada's participation in the surveillance and tracking of Soviet merchant ships attempting to deliver ballistic missiles to Cuba and questioned the veracity of the CO's statement.

With the threat of Soviet missiles stationed only 90 miles from continental USA, the entire US Navy Atlantic Fleet put to sea to form a blockade against the missile-laden ships destined for Cuba. Similarly, the Royal Canadian Navy (RCN) put all of the resources that it could muster to sea as did the Royal Canadian Air Force's (RCAF) Maritime Air Command. But, regardless of the numbers involved, the size of the Canadian involvement became a moot point. As documented in Chapter 15 of "The Sea is at Our Gates, The History of the Canadian Navy", the world was on the precipice of war and NORAD Headquarters raised the continental alert status to DEFCON 2 (Enemy attack imminent). However, Prime Minister Diefenbaker had to be coerced to abide by the NORAD treaty by placing the RCAF component of NORAD at DEFCON 2, the alert status that Canada was obligated to follow according to the NORAD agreement. But, Admiral Rayner the Chief of Naval Staff in Ottawa could not convince Diefenbaker to put the RCN on an equivalent alert status. Consequently, authority to assist our American ally in searching for the Soviet ships and the rules of engagement including the release of weapons at sea, in accordance with DEFCON 2, was never promulgated. Without the support of the government, Admiral Rayner could say nothing to Admiral Dyer, his Atlantic Fleet commander in Halifax, other than, "Do what you have to do".

Ingeniously, Admiral Dyer and his RCAF Deputy Air Commodore Clements activated a combined Canada - US convoy exercise scheduled for October. The Americans obviously could not participate because of their ongoing involvement in the Cuban blockade, so Admiral Dyer put Canadian ships and planes on a substitute "national exercise". Although not authorized, Admiral Dyer followed operations plans, which under DEFCON 3 called for a "Sub-Air Barrier" across the Greenland-Iceland-UK gaps. Therefore, with the agreement of the U.S. Navy (USN) Atlantic Fleet Headquarters in Norfolk VA, Canadian exercise planners moved the Sub-Air barrier farther south to extend from

Cape Race NL some 600 miles southeast to a point 300 miles from the Azores. For the first two weeks seventeen USN Neptune's flying from Argentia NL and 24 Argus from Greenwood were divided between surveillance and barrier patrols to locate and track Soviet ships and submarines. Eight more Argus later joined from Summerside. The Argus, with their much longer range, were the key players from the start. They could cover the far southeast end of the barrier, a 1,000 miles (1,600 km) from Greenwood. Three Argus were continuously on station, six hours out, eight on station and six back, twenty hours per flight. They carried full war loads, 8,000 pounds of Mk 54 depth charges and Mk 43 torpedoes. Torpedo batteries were even charged; an irreversible and expensive process and hundreds of sonobuoys were dropped. When sonobuoy stocks ran low the USN flew in an extra 500 at no cost! But at no time did the RCN or the RCAF's Maritime Air Command go officially to a higher degree of military vigilance than "Discreet" (DEFCON 5). Trackers from Shearwater swept the inshore fishing waters south of Nova Scotia while more Trackers were deployed to Sydney NS and Torbay NL to cover the western flank of the Sub-Air barrier. Canada had ships and aircraft at sea with the Master Armament Switch in the "ARMED" position but no authority to release any weapons.

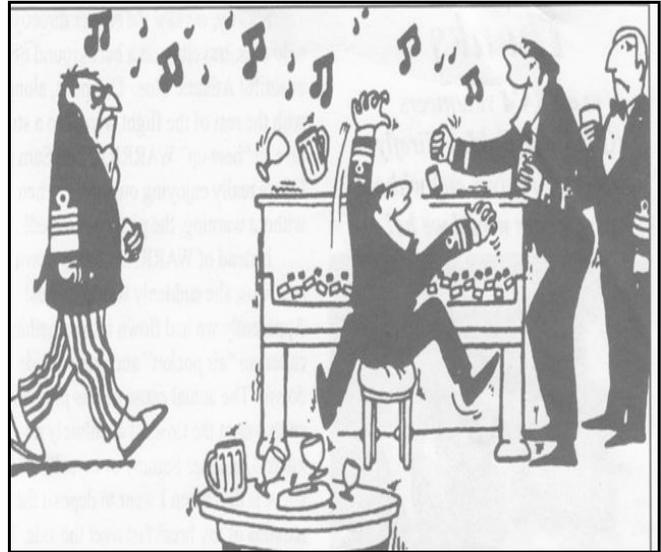
In addition to tasking the Argus and Trackers to establish the air portion of the Sub-Air barrier, Admiral Dyer tasked six Restigouche destroyers of the Fifth Canadian Escort Squadron to patrol the George's Bank, off Cape Cod. This was critical as this was the area from where the Soviet Zulu class submarines could launch ballistic missiles at Boston and New York City. Because of the importance of this area Argus were also tasked to relieve the USN Neptunes from Quonset Point Naval Air Station, which initially provided the air cover but were more urgently required farther south. HMCS Cape Scott, the maintenance ship, was sent to support the Fifth squadron at their dispersal base at Shelburne NS. Two older destroyers from the Third Squadron plus one from the Fifth patrolled south of Nova Scotia and nine Prestonian class Frigates of the Seventh and Ninth Escort Squadrons were tasked to back up the Sub-Air barrier.

At the outbreak of the Cuban Missile Crisis HMCS Bonaventure was in Portsmouth, England but was recalled to Halifax "at economical speed". Bonaventure and her five older escorts from the First Escort Squadron arrived in Halifax on 2 November to top up with fuel, ammunition and take on more aircraft. She and her escorts sailed as soon as possible to a point north east of Bermuda, about the same latitude as Philadelphia. With five ships of the Fifth Squadron, Bonaventure was immediately behind the Sub-Air barrier astride the most direct route for Soviet submarines making for the Caribbean. Eighteen Trackers and nine helicopters flew constantly, the Trackers around the clock. Delivery of the RCN's first replenishment ship, HMCS Provider, was still

a year away and the USN's replenishment ships were too busy, so "Bonnie" had to keep her own consorts fueled and count her days on station. Before she ran out of fuel herself, on 12 November, the Cuban Crisis was over and the whole naval "exercise" wound down. Because Canada did not increase its military alert status Admiral Dyer and Air Commodore Clements had no legitimate authority to direct Canadian ships and aircraft to launch their weapons. Indeed, Canadian participation was not even displayed on the American Chief of Naval Operation's status boards and maps in Washington. Commodore J.C. O'Brien, the Canadian naval attaché in Washington, did all he could to help ensure that top USN brass were aware of Canada's unofficial commitment. There were no official communications between Halifax and Ottawa. Admiral Dyer kept Admiral Rayner informed only by telephone. Admiral Rayner knew Defence Minister Harkness would never let him down despite Harkness' knowledge of Diefenbaker's opposition to Canada's participation in the Cuban blockade. The RCN and the RCAF's Maritime Air Command stood alone honouring Canada's duty to stand by her North American ally, without one scrap of paper, memo, minute or message, or one public announcement to give direction or approval to Canada's participation in the blockade.

The USN's "Historical Account of the Cuban Crisis" had no summary of participating Canadian forces or Canadian operations. South American involvement, which was much less than Canada's, received five pages. But those few who really knew what the Canadians had done also knew it lacked political authority. USN Vice Admiral "Whitey" Taylor, who commanded anti-submarine forces in the Atlantic, thanked his Canadian counterparts most sincerely, but in classified messages and personal calls alone; a public Bravo Zulu could cause the heads of his good Canadian friends to roll.

From a national government perspective Canada's maritime forces were on an "exercise". Even though Canada had more ships and aircraft committed to the Cuban Missile Crisis than OPERATION APOLLO, the CO HMCS Halifax was probably correct because OPERATION APOLLO was a government authorized "operation" whereas the Cuban Missile Crisis was just an "exercise".



PRETTY BABY

Everybody loves a baby,
that's why I'm in love with you,
pretty baby, pretty baby.
And I'd like to be your sister,
brother, dad, and mother, too,
pretty baby, pretty baby.
Won't you come and let me rock you
in my cradle of love,
and we'll cuddle all the time.
Oh, I want a lovin' baby and it might as well be you,
pretty baby of mine...



A Soviet "Golf" class submarine caught in an Argus' searchlight during a night patrol of the "Sub-Air" barrier.

Iconic Airman's Memorabilia Donated to SAM

Ernie Cable, SAM Historian

On 25 September, Ms Suzanne Edwards donated her iconic father's memorabilia to the Shearwater Aviation Museum. Suzanne collected six large boxes of papers and mementos while researching her book* about her father, Air Marshal Harold "Gus" Edwards. "Gus" started out as a young "Trapper Boy" in the Sydney NS coal mines, joined the Royal Naval Air Service as a pilot during the First World War and rose to the rank of Air Marshal to become Air Officer Commanding-in-Chief of the RCAF Overseas during the Second World War.

In the First World War, he served as a fighter pilot, was shot down and taken prisoner of war, escaped and was recaptured. After the war he flew as a fighter pilot in the Russian Revolution and continued to serve in the peacetime RCAF and finally in the Second World War. During the inter-war years, from 1934-1938 "Gus" was the Commanding Officer of RCAF Station Dartmouth where he converted the small seaplane base into Canada's largest aerodrome on the East coast; he was responsible for purchasing the land and starting construction of the runways and hangars on what is now known as the "upper" base. As an Air Marshal in England he became a controversial figure by championing the Canadianization of RCAF squadrons overseas.

The memorabilia includes both personal and service letters over a quarter of a century that document his thoughts through two World Wars and his role in building the RCAF from a small colonial Air Force to the fourth largest Air Force in the world at the end of the Second World War. The boxes of memorabilia contain priceless photographs and albums that portray the growth of the RCAF from its infancy, including early days at Dartmouth, to becoming a major air power in the liberation of Europe.



Christine Hines SAM Curator, Ms Suzanne Edwards and Christine Dunphy SAM Archivist

Archivists could make the argument that the memorabilia belongs in the National Archives in Ottawa because Air Marshal Edwards was a personage of national stature as the head of the RCAF overseas during the Second World War. But, Suzanne knew that her father's happiest times were at Dartmouth from 1934-1938 when he commanded and guided the massive development of the air station. She, therefore, chose to donate her father's memorabilia to the Shearwater Aviation Museum. She felt confident the museum had the proper archival facilities to safeguard her collection of "Gus's" artifacts while still making them accessible to the public.

Thank you, Sue, for entrusting this national treasure in SAM's care!

* Suzanne's book, "Gus From Trapper Boy to Air Marshal" is available in the museum's gift shop.



CNAG Plate Properly Framed

Hampton Gray VC member Herman 'Rocky' Rock has for years display an Ontario Veteran's custom plate CNAG. This year he got a great deal on a new vehicle from the plant at which his son works. On a recent visit to Port Stanley, Chapter Secretary Gord Moyer presented Rocky with a Chapter license plate holder. Rocky lets the public know Canada had a proud Naval Air Branch when asked about his plate. A BZ to him.



THE CH148 CYCLONE - "NEW" WINGS FOR THE FLEET



November 2009 will mark 60 MACA (Months After Contract Award) for the Maritime Helicopter Project (MHP) and one year prior to delivery of the first replacement Maritime Helicopter (MH). Many readers, as naval aviation veterans, will harbour considerable interest in the CH148 Cyclone and the increased capability it will offer the Canadian defence arsenal.

There are many threads that comprise the Cyclone fabric, and the purpose of this seminal article is to offer you a greater understanding of the new aircraft and its inherent capabilities. A conscious effort has been taken to avoid military acronyms and industrial jargon commonly associated with the procurement process, drawing on plain language to the maximum extent possible. Subsequent WARRIOR articles, should there prove to be sufficient interest, could touch upon other aspects of Cyclone weapon system evolution to include training, ship-helo interface, and overall automation impact amongst others; all set within the challenges, concerns and realities associated with introducing modern military aircraft into a dynamic 21st century aviation environment.

BACKGROUND

To begin, it may help to consider the lay of the land concerning the MH replacement project. As many of you are aware, the Sea King replacement saga now exceeds 30 years since inception, includes a signed then cancelled contract for one fleet of 28 aircraft, and now nears a successful finale through a contract signed with Sikorsky Aircraft Company (SAC) in 2004 for 28 CH148 Cyclone helicopters. It is worthy to note that the MHP contract was characterized at the outset by two overarching criteria: Lowest Cost Compliant and an ambitious four-year contract-to-delivery period. The initial November 2008 delivery date would later be extended by six weeks to January 2009 based on excusable delay, then granted a further two year extension with a current first aircraft delivery date now established as November 2010. Such delays should not come as a complete surprise, however, given the historic fact that military aircraft procurement programs traditionally demand an 8-10 year developmental period.

It should be noted that the contractual agreement with SAC consists of two separate yet interrelated contracts: an acquisition contract and a 20-year In Service Support (ISS) contract, both

managed by the Ottawa-based MHP Project Management Office (PMO). The PMO Systems Engineering Management (SEM) section is assigned to manage the acquisition contract, thus assumes responsibility to deliver the aircraft, Integrated Mission System (IMS), and the complementary ship/helicopter interface program. The follow-on ISS contract is intended to cover a 20-year ISS capability and is overseen by the PMO Integrated Logistic System Management (ILSM) section. The 20-year ISS contract began in 2004 and includes both the initial set-up and continuing support phases. A third and final PMO section, Operational Requirement and Training Management (ORTM), has responsibility to deliver the overall MH training system to include a multitude of training devices and associated courseware, all housed within a central Maritime Helicopter Training Center located in Shearwater, NS. As well, the ORTM section continually offers in-house operational advice to various PMO activities as required.

MH WEAPON SYSTEM

To fully understand the challenges associated with Cyclone weapon system delivery, it is necessary to appreciate the magnitude, complexity, and defined capability specifications of the \$5.1 Billion procurement project. Once at steady state, the Cyclone weapon system will represent the most sophisticated aircraft within the Canadian Air Force inventory, and one of the most advanced in global military aviation. Capable of fulfilling all of the existing Sea King roles, the Cyclone will introduce enhanced operational capabilities from both an air vehicle and onboard IMS mission performance perspective. The overarching tenets of the Cyclone challenge can truly be captured in very few words: automation, integration, and evolution. Individually and collectively, these three pillars of progress represent a state of massive change for the MH Community.

Such advanced Cyclone capability, however, represents a double-edge sword to those aviation personnel assigned to fly, fix or maintain the MH weapon system. To exploit or even cope with this additional mission capability, the aircraft and associated support systems have been designed to rely on an extremely high degree of automation; a modern efficiency tool that not only pervades the entire aircraft but also includes several periphery support systems such as pre-flight preparations, all-encompassing maintenance activity, and training/proficiency requirements. As well, considerable ship alterations necessary to handle a tricycle-gear helicopter provide yet another major dimension to an already convoluted aviation weapon system delivery.

THE AIRCRAFT

The Cyclone will serve as an all-weather Maritime Helicopter capable of operating from either a shore or ship-based environment. The natural inclination in replacing the Sea King with the Cyclone would be - "OK, so what's the big deal anyway?" After all, it's built by the same company as a derivative of an already certified commercial S-92 aircraft, manned by the same four-person MH crew doing familiar roles, and capable of drawing on many years of shipborne aviation experience. So it's got a nose wheel rather than tail wheel, weighs a touch more (10,000 pounds) than the current Sea King, and comes complete

with a fully automated flight control system, so it's all good, right? A closer look, however, soon identifies some significant differences that shall dictate innovative effort and a new way of doing business to the legacy Sea King world.

Perhaps the most significant feature of the new Cyclone aircraft relates to the Fly-By-Wire (FBW) Flight Control System (FCS), a somewhat innovative flight control solution for helicopter flight operations. In very fundamental terms, the auto flight control approach gives the aircraft a triple-redundant FCS that eliminates the need for traditional mechanical control linkages between the flight controls and Main Rotor/Tail Rotor servos. The two main advantages offered by the FBW include an increased reliability/survivability state in combat conditions, as well as a significant weight saving that allows for greater range and endurance. The combined FBW/FCS will support three overlaying levels of flight control performance capability: Primary FCS (PFCS), Automatic FCS (AFCS), and Flight Director (FD); together all of which provide the aircraft with an all-weather, day/night, low-level over the water flight capability. The aircraft also will support Night Vision Goggle (NVG) and Heads Up Display (HUD) operations, allowing for enhanced night performance and greater flight safety.

As noted previously, the Cyclone will perform all the traditional Sea King roles with enhanced fully integrated equipment, as well as somewhat less familiar roles never quite fulfilled on the multi-purpose Sea King. Major aircraft enhancements include an inherent anti-ice capability and considerably more engine power through its two 2650 shaft horsepower powerplants. This increased engine power will allow the aircraft to perform the already well-established MH roles of Anti Submarine Warfare, Anti Surface Warfare, and Search and Rescue, as well as being capable of transporting 22 troops or slinging 7000 pounds of external cargo depending on the situation.

From a pure airframe/engine perspective, the commercial S-92 aircraft has been transformed for MH operations through the addition of a main probe for use with the ship-hauldown system, folding main rotor blades and tail pylon capability for hanger storage, and the previously mentioned FBW FCS. As an S-92 derivative, the Cyclone also inherits a standard rear ramp and APU self-start capability. From a ship-helo interface perspective, the nosewheel-configured Cyclone will require a nose guide vice tail guide winch system for ship straightening evolutions, together with a modified low-profile beartrap due to less clearance between the aircraft and flightdeck. Armament-wise, the Cyclone will be capable of carrying two torpedoes, as well as two General Purpose Machine Guns as deemed necessary.

Finally, it is important to note that the Cyclone will possess a modular design capability that allows for rapid aircraft reconfiguration within three hours should the planned role be changed at short notice. In many respects, the major limitation in future Cyclone operations will relate to inherent crew skills and proficiency rather than inherent aircraft capability. The challenge for all will be the quantum leap in automation procedures associated with the advanced weapon system, and the ability to exploit that capability within the limits of human crew performance.

THE INTEGRATED MISSION SYSTEM

As impressive as the Cyclone aircraft vehicle and its performance may be, the true "value-added" contribution to current MH operations will be found in the cabin area that houses the IMS, controlled by the traditional TACCO and SENSO team of crew specialists. Running off a Mission-Tactical Management 1553 data bus, the IMS will include the following operational mission systems:

- a. RADAR and IFF Interrogator;
- b. Electro Optic (EO)/FLIR;
- c. Tactical Data Exchange System (LINK);
- d. Mission Data Recording/Mission Data Loader;
- e. Electronic Support Measures (ESM);
- f. Radar Warning Receiver (RWR);
- g. Stores Management System;
- h. Sonobuoy Acoustic Processor;
- i. SONAR;
- j. Self Defense Suite; and
- k. Armament System.

As well as the above systems, the vital Mission-Tactical data bus also will integrate two Flight Management Control Display Units (FMCDU) and three Embedded Global Positioning Inertial (EGI) Systems designated as remote terminals.

Each mission system obviously will offer its own specific capability and unique characteristics to the two MH mission specialists, yet the overarching IMS dilemma involves the integration of these individual systems into a common sensor/control system designed within the limits of human capability. This "backbone" feature of the IMS must not only link all the various mission systems together into a manageable state but also feed tactical data into the cockpit flight control system. The proposed integrated system solution has been termed the Mission Data Management System (MDMS) and exists as THE major challenge associated with the Cyclone program. The developer, General Dynamics Canada, has leveraged and evolved their earlier efforts supporting the CP140 Aurora Data Management System to meet the defined MH requirement. Characterized by its critical yet challenging developmental nature, the MDMS continues to serve as the "long pole in the tent" for Cyclone delivery and steady-state evolutionary progress.

CONCLUSION

As has been suggested, there are several threads comprising the Cyclone story that go beyond the basic aircraft capability described above; specific areas of interest capable of being presented in greater detail in subsequent WARRIOR articles. Every indication suggests the new replacement aircraft due to arrive in a year's time will represent the anticipated state-of-the-art military weapon system incorporating many of the modern features and capabilities necessary to conduct 21st century warfare, as well as serve as a strategic resource in support of Canadian domestic operations. In any event, the Cyclone story is complex, multi-faceted, and far from over; for the MH Community, the best is yet to come.

First World War aircraft completes trans-Canada journey at 12 Wing

By 2Lt Thomas C. Edelson, 12 Wing Public Affairs

The crosswinds over the runway at 12 Wing Shearwater were gusting, making Allan Snowie's last landing in his Canada-wide tour his most difficult. After, as he and his support team parked his replica Nieuport XI in the Shearwater Aviation Museum, Snowie's face showed relief, satisfaction and a touch of sad nostalgia that is common when a long trip ends. "It has been quite the experience," Snowie said, a little choked up. After months of planning, many hours in the sky and more than 30 stops at airfields across the country, Snowie completed his cross-country trip which began mid-June in Nanaimo, BC.

While the primary objective of the trip was to fly his replica coast to coast, there were several other causes which this former Royal Canadian Navy (RCN) pilot sought to accomplish, among them, delivering the nomination papers for Col Redford Henry Mulock to the Canadian Aviation Hall of Fame in Wetaskiwin, Alberta. Col Mulock was Canada's highest ranking airman of the First World War, Canada's first flying ace and also the first RNAS (Royal Naval Air Service) pilot to claim five victories attacking aeroplanes, submarines and zeppelins.

Other reasons were to celebrate 100 years of powered flight in Canada; to promote aviation museums across the country; to promote Abbeyfield, a non-profit organisation that provides housing and caring to seniors; and simply to see the country. "I had been a commercial pilot for Air Canada for more than 30 years," said Snowie "and after viewing Canada from 30,000 feet, I wanted to see the country from below 3,000 feet."

His plane, christened Abbey, is a 7/8th scale replica of the Nieuport XI, a single seat fighter aircraft, designed by Gustave Delage and widely used in WW1. "The plane is a seven-eighths scale but I am a nine-eighths pilot." acknowledged Snowie who wedged himself into the cockpit for the 40-plus hours of flying time it took to cross the country.

Built in Oregon, the plane is equipped with a regular Volkswagen car engine that can fly the loaded 750 lbs plane at 70 mph "with a strong tailwind" and has a maximum operational ceiling of 7,500 feet. However, Snowie generally flew the plane at about 1,500 ft for his voyage because "the engine didn't perform very well at higher altitudes. Volkswagen didn't make this engine to

climb mountains." he admitted. His Nieuport XI has a 13.5 US gallon fuel capacity which is good for about four hours of flying time. "But I only have a two-hour bladder," he laughed.

Snowie added a mock-up of a Lewis machine gun to the top wing. It was made of a spray-painted pool cue cut in half and sections of brass piping, mimicking the rounds held in the drum magazine.

The summer weather, complete with tornados in Ontario and hurricanes in the Atlantic provinces, proved to be the most challenging obstacle to maintaining his itinerary. "I was constantly making weather checks," said Snowie. "Aviation is basically risk management, so some days I shouldn't have gone up but did and other days I was drinking a beer, looking up at clear blue skies wondering 'Why didn't I go up?'"

Critical to his mission was his support team, mainly his equally dedicated wife, Cynthia, who drove a truck with a trailer carrying parts, tools, a spare propeller and wheel. "It turns out I didn't need them, but if I hadn't brought them, then I surely would have needed them," said Snowie.

Snowie has written a book about the Canadians who flew in the Royal Naval Air Service during the First World War. It will be published in 2010, the Centennial of the Canadian Navy. His aircraft will be on display at the Shearwater Aviation Museum until October 2009 when he will disassemble it and drive it back to the West Coast.



Allan Snowie CD is a former RCN pilot who flew from HMCS Bonaventure and was stationed at Shearwater from 1966 to 1970 and at 412 Squadron in Ottawa from 1970 to 72.

Previous books are titled *Bloody Buron: the Regimental History of the Highland Light Infantry of Canada*; and, *The Bonnie: Canada's Last Aircraft Carrier*.

Following a challenging landing, Allan Snowie taxis his replica First World War Nieuport XI aircraft across the 12 Wing, Shearwater ramp.



**Museum 'Venture' Reception
L-R Ted Gibbon (at the controls)
Al Snowie, Lorne McDonald, Gord Gray**

NOTICE

**IT IS TIME TO RENEW YOUR
SAMF MEMBERSHIP OR IF YOU ARE
NOT A MEMBER, IT IS TIME FOR
YOU TO JOIN SAMF .**

SAM Tracker #1501

from the SAM Curator

After far too long in the restoration queue, SAM Tracker #1501 finally arrived in the restoration bay on Thursday, 29 October 2009. Thanks to the engineering team of John Webber, Duncan Mason and intern Julie Andrews, assisted by 12 AMS ARO personnel Pte Elliott, Pte Ryan and MCpl Glagowski, the move of the aircraft was safely and quickly manoeuvred into place. While we have not yet begun a work plan, or established a target date for completion, all will agree it's a welcome sight in the new hangar. Tracker number 1501 is the first Tracker built for the RCN. It actually started as a US Navy Grumman-built S2F-1 purchased by DeHavilland Canada to verify production jigs and tooling supplied by Grumman. Following its pattern verification role the aircraft received the serial number X-500, the "X" indicating its test function and "500" being a contraction of its interim RCN serial number 1500. By October 1956 the RCN had re-serial led X-500 as 1501. DeHavilland brought the aircraft closer to Canadian CS2F-1 standards during the final month of 1956 and first flew in this configuration on 8 January 1957. The RCN allocated 1501 to the Naval Air Maintenance School (NAMS) on 26 April 1957 where it became instructional airframe A706 used to train maintenance personnel. This was the only American airframe acquired by the Canadian government and no Grumman-built assemblies were used in the production of the following 99 Canadian Trackers.



Tracker 1501

New Shearwater Flyers Hockey Jersey

2Lt Thomas C Edelson

For their home opener, the Shearwater Shannon Flyers hockey teams were sporting their new jerseys which feature the Air Force's future maritime helicopter, the CH-148 Cyclone, and it seems to have brought them some luck.

At the beginning of the Atom level game the Commanding Officer of 423 Squadron, LCol Jeff Tasseron, was given the honour of dropping the ceremonial first puck at the Shearwater Rink and was presented with one of the Flyers' new jerseys. The Flyers won the game 2-0 against the Shearwater Huskies that night. In fact, all the Shearwater Flyers teams, Atom, Pee wee, Bantam, and Midget won that night.

"When we started working with 12 Wing we were considering a new jersey," said CPO2 Herman Harris, the President of the Shearwater Shannon Minor Hockey Association. "So we had a contest amongst the kids. One kid had a helicopter wearing a hockey mask. Another had a jet firing pucks into a net. They were great but they weren't practical for the silkscreen process so we went with the new Cyclone. I think they're pretty sharp."



CPO2 Herman Harris, President Shearwater Shannon Minor Hockey Association (SSMHA) presents LCol Jeff Tasseron, CO 423 Squadron, with one of the new Shearwater Flyers jerseys before the first game of the season. An image of the new maritime helicopter, the CH-148 Cyclone, has replaced that of a CF-18 Hornet.

Image by Cpl Leona Chaisson, 12 Wing Imaging Services

The new Cyclone logo replaces the older logo which featured a CF-18 Hornet and now identifies more closely with 12 Wing.

The Shannon Shearwater Minor Hockey

Association (SSMHA) runs three teams at each age group, incorporating approximately 240 players from the Shearwater, Eastern Passage and Cow Bay communities. A total of 12 teams received the new jerseys.

A major upcoming event is the Veteran's Memorial Tournament which is one of the largest minor hockey tournaments in Eastern Canada, involving 80 teams and more than 1,400 kids. It will run from December 27th to December 30th. So mark your calendars and come out to support the SSMHA and your Canadian



Vets!

Lieutenant Colonel Jeff Tasseron, CO 423 Squadron 12 Wing Shearwater, drops the puck for the ceremonial face-off before the first Shearwater Shannon Minor Hockey Association (SSMHA) game of the season. Playing were the Shearwater Flyers (blue) and the Shannon Huskies (red) Atom teams (9 – 10yr olds), both from the SSMHA.

Image by Cpl Leona Chaisson, 12 Wing Imaging Services

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2009 ANNUAL GOLF TOURNAMENT

The annual golf tournament held at Hartlen Point Forces Golf Course on 9 September 20, 2009 was again a resounding success. 30 teams participated of which 24 were from the corporate sector and six were Canadian Forces teams. Major sponsors who were presented with wall tiles for our "Wall of Honour" were; NSBI (Presenting sponsor), Fleetway Inc (Dinner sponsor) and Marks (Apparel sponsor). IMP Aerospace sponsored the registration refreshments. Julie Caissie, proprietor of Canadian Tire Cole Harbour, donated "Green" bags for the handouts as well as a GPS as a Prize for the putting contest. General Dynamics Canada was also generous in sponsoring two teams and five sets of four prizes. Other Participants who provided prizes included IMP Aerospace, DRS Technologies, Pratt and Whitney Canada, L3 Communications MAS, Lockheed Martin Canada, CAE Professional Services and SNC-Lavalin Defence Programs Inc. Mr. Rob Taylor from Assante Capital Management donated a major prize.



MOST HONEST PLAYERS - IMP TEAM 2

Al Conrad, Walt Linder, Tony Perry
& Bob Hardy

The Foundation netted the maximum return of \$12,000 from the \$18,000 projected profit as per the agreement with the Nova Scotia International Air Show and the Defence, Security and Aerospace Exhibition Atlantic. The winning team, with a low gross score of 60, was the team representing the 12 Wing Sea King Club. The "Most Honest Golfers" award was presented to an IMP Aerospace team.

The Golf Committee chairman, Chuck Coffen, expressed thanks to all the SAMF volunteers who helped make the tournament a well run event. In particular, Eric Edgar was again a stalwart in helping with planning and execution.

From the President: Thanks to Chuck for his work put into running this event. Thanks to the Curator and the Museum staff and volunteers herewith noted:

Ron Beard	Dick Jamer
Russ Bennett	Duncan Mason
Simon Bennetts	Barb Ryan
Kay Collacutt	John Webber
Christine Dunphy	Pat Williamson
MaryElizabeth Edgar	Shelley Williamson
Robert Edgar	Whitey Williamson
Patti Gemmell	Susan Williamson
Bill Gillespie	Tony Wojcik

Special thanks to DEFSEC's Colin Stephenson and John Benson who generated the participation of so many corporate participants.



Winning Team

Gord Tulloch, Brian Lundy,
Mario Minguy & Marty Cound

The Rivers Bell

from Bruce Forsyth



A ship's bell is an essential component of any ship. Usually made of brass with the ship's name engraved on it, the ship's bell is used to indicate time on board a ship and regulate the duty watches. They are also used in foggy conditions, are a prized possession and are often the only conclusive means of identifying shipwrecks.

The "Rivers Bell" has its own unique place in the history of ship's bells. A strictly

land-based bell, the Rivers bell was a gift from the Royal Canadian Navy to the Canadian Joint Air Training Centre at RCAF Station Rivers in November 1951. Year after year, the bell hung in the corner of the Officers' Mess, cheerfully being rung to signal a promotion with "drinks all around" for all mess mates.

However, like most ship's bells, which travel from port to port along with their respective ships, the Rivers Bell was not one to be tied down to one location either. One night in 1955, personnel from RCAF Station Moose Jaw took it upon themselves to "liberate" the Rivers Bell, transporting it across the prairie to their mess back in Moose Jaw and installing it on a "theft proof" steel beam mount.

The Base Commander, Group Captain Jack Sproule, was none too happy about this turn of events. To rectify the situation G/C Sproule led a "rescue party", to retrieve their bell one weekend in September 1955. Mingling with the Sunday morning church crowd, the rescuers succeeded in penetrating the Officers' Mess, disabled the phones and secured the mess occupants, including the orderly officer. With hack saws and a bit of muscle power, the rescuers succeeded in retrieving their bell.

The bell was tossed over the nearest perimeter fence, secured in the trunk of a car, and ferried back to RCAF Station Rivers. Once back, G/C Sproule ensured that such an incident would never happen again by having the bell secured so well, that when RCAF Station Rivers closed in 1971, LCOL Bill Svab, who designed the "security measures", had to be consulted on its removal. The Rivers Bell was then relocated to the Officers' Mess at RCAF Station Portage La Prairie.

Although CFB Portage La Prairie closed in September 1992, 3 Canadian Forces Flying Training School remains at the Portage site, providing primary pilot selection and training for all Air Force pilots. To this day, the Rivers Bell remains in the Officers' Mess, where service members still ring it to celebrate Wing's Graduation Parades. The Rivers Bell remains in the Officers' Mess at 3 Canadian Forces Flying Training School.



A series of recent CTV Live at 5 episodes were filmed at Atlantic military bases, including one at 14 Wing Greenwood. To augment the show, entertainment reporter Liz Rigney did a piece on aviation-themed movies and the impact on people. Ms. Rigney came to SAM and interviewed volunteer Ron Beard, who gave his take on what inspired him to join Naval Air, and what he loved about aviation movies. *Photo by Christine Dunphy*

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Eastern Passage 1/2 Mile Past the Shearwater Base



Memories of a Back Seat Naval Aviator

By Peter Bruner

...continued - Part II

It is to be noted that in 1950 as a sea cadet I was sent to HMCS Cornwallis in August for a leadership course. Traveling by bus from there to Halifax was a pleasure to view Nova Scotia. Stopping at the dockyard in Halifax we were

taken on a tour of HMCS Magnificent. As I trod the decks and spaces little did I dream that in the future it would become my home.

Returning to Calgary by rail, in Montreal we picked up Army personnel, all volunteers for the '25th Infantry Brigade' on their way to Fort Lewis, Washington for training. All across Canada more and more boarded the train. A lot were WWII veterans and were now bound for Korea and another war.

On the train, I was more or less taken under their wing. At Sudbury Ontario it was a 2 hr stop and 5 or 6 guys beat it to the liquor store and returned with copious amounts of beer. As a 16 year old it was quite a trip from Montreal to Calgary and every station stop our larder was refilled. My first night on the train I was in the upper bunk at the end of the car, next to the smoking room. As the mascot for the Grunts, I was made the brunt of a lot of jokes and pranks. One of which was to pull or unhook the curtains on my berth. Dressed only in my undershorts, I was exposed to the passengers transiting the coach. This all came to an abrupt halt when the curtain at the end facing the aisle was pulled off and dropped down. As I reached out with my right hand to retrieve it, the end of the curtain on my left was being disconnected. Still juggling with my right hand I stuck out my left hand to grab the other end of the curtain, doing so I thrust my hand into the electric fan attached over top of the berth. It stopped turning as the greasy blade cut into the palm and forefinger of the left hand. After the bandage was applied I nursed this until I was home in Calgary. I now had a scar on my forefinger with a black line from palm to first knuckle. Fifty nine years later I still bear the souvenir of that trip and the grunts who became my buddies when ever I think to look at my first tattoo.

July 9, 1954; VS 881 on Maggie, my first deck landing with Lt. Wally Schroeder. July 14 my first catapult shot with Lt. Maclean. From July to Sept at sea doing work ups between Gaspe and Bermuda with several stops in Providence R.I. Sept 21 sailed for Esquimalt via the Panama Canal.

Sept 24 between Haiti and The Dominican Republic in the Mona passage crashed on a night landing, Pilot Lt. Paton, Observer Colin McCauley and O.M. yours truly in Avenger # 379. This was my first carrier night landing. Pitch black, no horizon, we rolled out on final, passed over the round down, cut and grabbed a wire. The undercarriage hit the deck and the aircraft bounced and rolled left over the port side. The tail hook was still hooked to the wire, we stopped with the tail resting on the W.T. Antennae which was cranked down parallel with deck extending over the water. The nose of the Avenger came to rest on the AA gun in the port sponsons. The pilot was throwing off his harness and I in the mid upper threw open the hatch and climbed out on the fuselage. The aircraft was resting with the port wing pointing down at the water and the starboard wing was in a vertical position. Paton went forward over the engine and into the gun sponsons. I crawled back toward the tail to the Observer Position looking in there was McCauley still in his seat, the escape hatch jammed and he looked at me with his eyes the size of saucers. I pulled out my hunting knife and proceeded to chop a hole in the perspex of the hatch and get him out. By this time the crash crew had extended a ladder from the flight deck to the Observer hatch. McCauley and I crawled on the ladder to the flight deck. The last thing I saw was the flight deck crew trying to secure lines on the aircraft before it could roll over into the water. We three aircrew proceeded to sick bay for the 'Brandy' up spirits and a check up.

About one half an hour later there was another crash on deck. It was a 'Guppy' with Lt. Wally Schroeder and C.P.O. Bob 'Windy' Geale as crew. They had missed a wire and 'floated' down the deck into the barrier. Nose down. They both appeared at sick bay and stayed for up spirits. No one was injured in the crashes although my aircraft # 379 suffered a broken back, the guppy was repaired serviceable. All's well that ends well.

The Panama Canal our first port of call was in the city of 'Colon' on the Atlantic side. We did the usual sightseeing and bought gifts for those back home. After provisioning the ship, we continued on through the canal to the Pacific Ocean and sailed North to San Diego. A group of four on shore leave, caught the tram to Tijuana Mexico. We did the shopping and gift buying which included some very large fragile china bulls bought at a bullfight we attended. These we continued to carefully watch over until we caught a ride back to the USA border. Once there at 1:30am we passed through customs and went to catch the tram back to San Diego. We just missed it by 3 minutes and the next ride was due in one hour. There was an all night diner at the tram stop so we went in for a coffee. Having spent the evening touring the local night spots we certainly could use it. Four of us entered and sat at the counter on stools. Three of us placed our chinaware bulls on the floor by our feet. John Bosquet one of our group sat his on the counter and proceeded to drink his much needed coffee.

As we finished our coffee and paid our bills the waitress gave John his and he wished to inspect it. The Waitress held out his bill and he leaned forward to reach for it at the same time accidentally knocking the bill off the counter where it smashed into many small shards of china. The waitress told him he would have to clean up the mess and John in his fuzzy state of anger in no uncertain terms told her to buzz off. She went out the front door and returned with two large tall dark US Navy shore patrolmen. They told John to clean it up to which he told them where they could go as he had to get back to the Magnificent on the next tram. At this point one of the shore patrol pulled his .45 calibre side arm from his holster, cocked it and told him to clean up the China Buzz as he placed it between John's eyes. The result was the quickest cleanest cleanup that the other 3 Canadians had ever seen. With many apologies to the Shore Patrol and waitress by John in a much less fuzzy mood. We arrived back at the ship and immediately all the guys in 31 Mess were advised of our adventure. John was much subdued as we sailed for Long Beach Calif. in the morning.

Arriving in Long Beach our first day ashore three of us caught the streetcar North to Los Angeles then to Hollywood. The usual sightseeing and gift buying then a tour of the nightspots. We had all known of the famous 'Brown Derby' where the Movie Stars hung out. Approaching the entrance we smartly turned out seamen asked to be seated. We were advised that we were not allowed to enter as we could not afford to sit at their bar. Tucking our tails between our legs we went around the block to a small bar where we ordered a beer. Sitting at the bar, we discussed not being allowed in the 'Brown Derby'. From a table nearby, a person called to us and asked if we were Canadians. I replied that was 'Canada' on my shoulder flash and he said he was from Ontario, could he buy us a drink? The reply was yes and he said to come and sit with him. Approaching his table he looked and sounded familiar and he introduced himself as 'Glenn Ford'. Sitting with him was a surprise and a pleasure and he said if we wanted to go to the 'Derby' and at his expense he would take us there. He wanted to change his civilian clothes for one of our uniforms. "Tex" Carter said his uniform should fit and they changed clothes in the washroom. From the little bar we walked back to the Derby and once again the Maitre d said we could not be seated. Ford told him that he better reconsider not seating Canadian sailors and the person at the entrance did a double take. As he realized who this Canadian sailor really was. We were escorted to the very best seats in the house, wine, dined and entertained until closing time.

At this time we had a problem. We had to return to Long Beach from Hollywood. The ship was under sailing orders and at 2 a.m. getting a ride was impossible. Ford took us to his residence, shook his wife out of bed and said we needed a ride to Long Beach to catch our ship. His wife was very obliging and as soon as Tex got his uniform

back we took off in their big Hudson sedan. We arrived back on the jetty where the ship was tied up around 7am. Glenn Ford's wife was Eleanor Powell, a renown dancer and actress. An epilogue to this story was that approximately three months later Tex Carter received his ID card back from Hollywood by Registered Mail. He had left it in Ford's sport jacket breast pocket when they switched clothes.

We sailed for San Francisco at 8am and arrived there the same day. The second day in San Francisco was an open house on the ship and my job was to stand by my 'Avenger' on the flight deck and answer questions from the public. Turned out in my number one uniform I was obviously the picture of a young clean cut 20 year old Canadian sailor. The number of people who toured the ship that day exceeded ten thousand.

On the third day, I was called out for an Honour Guard for visiting military. As I dressed in uniform I went into my boot locker and retrieved my dress boots which I kept highly polished for such occasions. Pulling them on and lacing them up, I proceeded to the gangway from the mess Deck to the Flight Deck. Once on deck, I took 5 or 6 steps and the soles of my boots started flapping with each step as the glue on the soles was gone. You see, the cockroaches with which the ship was infested had eaten all the glue on the soles as they did regularly with postage stamps, envelopes and other things with glue. I was able to borrow another pair for the Honour Guard Duty. It was a well known routine that when the ship returned home to Halifax, all the married men had to empty their kit bags before going into their homes and shake all the clothing to confirm no cockroaches would enter into their residences.

We sailed the fourth day for Vancouver to show The Flag. That's another tale. To be continued...

Yours Aye, *Peaches*

A woman was sitting at a bar enjoying an after work cocktail with her girlfriends when an exceptionally tall, handsome, extremely sexy, middle-aged man entered. He was so striking that the woman could not take her eyes off him.

The young-at-heart man noticed her overly attentive stare and walked directly toward her. (As all men will..) Before she could offer her apologies for staring so rudely, he leaned over and whispered to her, 'I'll do anything, absolutely anything, that you want me to do, no matter how kinky, for \$20.00..... on one condition.' Flabbergasted, the woman asked what the condition was. The man replied, 'You have to tell me what you want me to do in just three words.'

The woman considered his proposition for a moment, and then slowly removed a \$20 bill from her purse, which she pressed into the man's hand along with her address. She looked deeply into his eyes, and slowly and meaningfully said.... 'Clean my house.' (You go, Girl)

423 MARITIME HELICOPTER SQUADRON

So far in 2009, 423 Maritime Helicopter Squadron continued its tradition as the Air Force's most deployed and most deployable rotary wing unit, with Helicopter Air Detachments (HELAIREDTs) operating from HMC ships almost continuously around the world, and meeting domestic missions such as search and rescue (SAR) on a regular basis. From combating piracy off the coast of Somalia to participating in local community events such as



the United Way Day of Caring and the Centennial of Flight, 423 Eagles were everywhere.

BLACKHORSE SUB TRANSFER

The year began with HELAIREDTs deployed with a Naval Task Group in the Caribbean, conducting Anti-Submarine Warfare (ASW) exercises and honing their skills against nuclear submarines. Operations in the area once again occurred in May, with a HELAIREDT deploying in support of a Canadian Navy multi-ship contingent off the coast of Trinidad and Tobago as part of Operation TATOU, where they worked with international forces to maintain maritime security for the Summit of Americas.

For most 423 Squadron members, it was a short, busy summer, with all three HELAIREDTs either deployed on operations or conducting exercises in preparation for upcoming missions. While HMCS Athabaskan was participating exercises down South, the HMCS Toronto HELAIREDT prepared for a journey north to play a critical



role in OP NANOOK. This exercise allowed Sea King crews to work with other Air Force, Navy and Army units ***OP NANOOK Sea King*** in the arctic environment. There, crews found themselves tasked with ice reconnaissance flights, Ranger team support missions and, on occasion, even VIP transport of the Prime Minister and other dignitaries.

The month of August saw Sidney Crosby return to his Cole Harbour home in a most unusual manner. A 423 Squadron crew flew him, Maxime Talbot, and the Stanley Cup from the Halifax International Airport to CFB Halifax, where he landed on HMCS Preserver to receive a true military welcome. Fortunately, no mention was made of the minor navigational error that required the helicopter to fly over 12 Wing on its way to the ship – with the Cup clearly visible in the open cargo door, those who witnessed the flypast were caught between excitement at the event, and terror at the thought of anything happening to the national icon. Mr. Crosby's first-ever helicopter flight, ended in classic NHL style, with him autographing the aircraft and accepting an Air Force ball cap as a souvenir.

Towards the end of August the HMCS Toronto HELAIREDT returned from the North and immediately began preparations to deploy South on OP CARRIBE. While there, they worked closely with numerous countries, highlighting the interoperability of the Sea King and its crews in an effort to fight a growing and increasingly technologically well-equipped drug smuggling force.

The high tempo continued into September as HMCS Athabaskan HELAIREDT reprised a more traditional NATO-centric role by deploying to Scotland, where it practiced core ASW and surface warfare skills with NATO allies. At home, the Squadron received a visit from its Honorary Colonel, Mr Rick Mercer, taking him for his first flight in a Sea King. The entire event was filmed and a portion was used during his weekly TV series.

Into October, the pace of activity for the HELAIREDT on HMCS Fredericton increased dramatically as they completed last minute preparations for their 6-month deployment to OP SAIPH, in the Arabian Sea and Indian Ocean. Once there, 423 Squadron crews will support Canada's commitment to maintain safe seaways as they combat piracy and other illegal activities. Late in the month, the return of HMCS Toronto and Athabaskan HELAIREDTs from sea will allow them to take some well-deserved leave before preparations to deploy West to support the 2010 Olympics begin to occupy Squadron efforts in the New Year.

Though the Squadron continues to employ the Sea King in traditional ASW and general maritime warfare roles, new and changing missions require Squadron personnel to

innovate and challenge their skills on a continual basis. With the possibility of non-traditional missions such as counter terrorism, humanitarian relief, counterdrug operations and anti-piracy operations emerging all the time, deployed HELAIRDETs must work closely with their Naval brethren, as well as with staffs at 12 Wing and the Air Division, to ensure they are able to complete diverse missions safely and effectively. And with the imminent arrival of the CH-148 Cyclone, 423 Squadron Eagles are proactively training and preparing at all levels to stay well ahead of future challenges. In a short time, it is anticipated that the Squadron will occupy its new hangar, which is nearing completion along with the Maritime Helicopter training centre, the Maritime Helicopter Operational Support facility, and the new 12 AMS hangar.

In the meanwhile, 423 Squadron currently has its hands full meeting missions around the world, with demand for Sea King HELAIRDETs perennially outstripping supply. Almost uniquely among Air Force fleets, the Maritime Helicopter community continues to fully consume its annual allocation of flying hours – a strong indication not only of the relative health of the Sea King fleet, but also a reflection of how the community’s reinvestment in training and basic force generation for air and maintenance crews alike has yielded tangible operational benefits.

For those who joined the CF to deploy operationally, and to hone their skills in the air and at sea, 423 Maritime Helicopter Squadron remains the core of the Canadian Naval Aviation tradition, and one of the best places in the Air Force “to search and strike.”

Writers - Capt Peter Curtis and Maj Chris Barnard



COMMEMORATION OF THE KOOTENAY DISASTER

WO Marsha Hiltz, an Airborne Electric Sensor Operator (AESOP) from 423 Squadron based at 12 Wing Shearwater, releases a wreath from a CH-124A Sea King Helicopter into Halifax Harbour, in commemoration of the Kootenay Disaster. HMCS Kootenay, a Royal Canadian



Navy destroyer, suffered an engine room fire, killing and wounding a number of Canadian Sailors 40 years ago. The ceremony marking this occasion took place at Point Pleasant Park, in the background, 23 Oct 09.

Cpl Stevo J McNeil 12 Wing Imaging Services

In commemoration of the Kootenay Disaster, members of Maritime Forces Atlantic and veterans of HMCS Kootenay, gather in a ceremony marking the 40th anniversary of the Kootenay disaster. HMCS Kootenay, a Royal Canadian Navy destroyer, suffered an engine room fire, killing and wounding a number of Canadian Sailors 40 years ago. The ceremony marking this occasion took place at Point Pleasant Park, Halifax, Nova Scotia, 23 October 2009.

Cpl Stevo J McNeil 12 Wing Imaging Service

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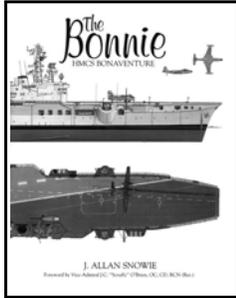
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Option A



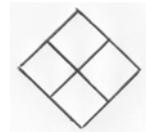
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Option B & C



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Continued next page

(Wall Tiles (continued))

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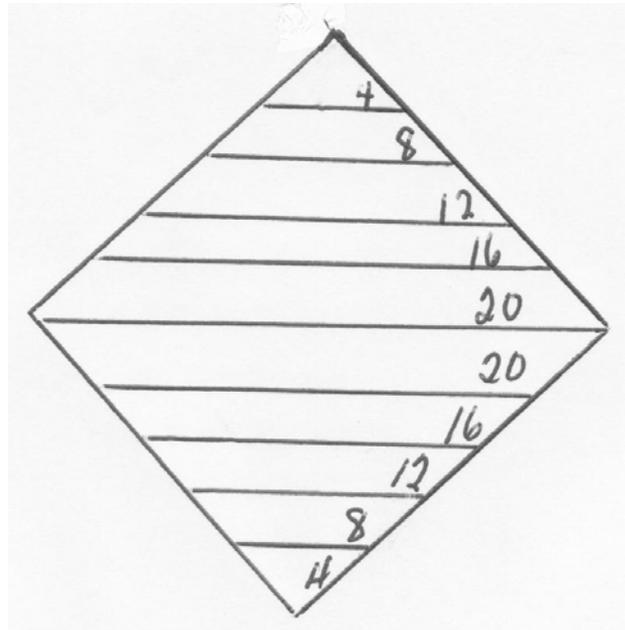
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READER'S RESPONSE

Pop Fotheringham writes:

Hi Kay: That 'Fury' summer issue is truly outstanding! Congratulations and many thanks. Pop.

Lorraine Hogg (former Mrs Phillip Lowery) writes: Received my copy of Warrior today and didn't put it down until I had read cover to cover. What amazing stories.

Having been Married to an Naval Air Crewman back in '59 these stories really touched me.

There will be people who will say there was no such thing as Naval Air Crewmen, but there was...maybe at that time they were Observers Mates...but they were changed to 'NAC' later on. No matter what they were called they were great guys.

You're doing a great job - keep up the good work and thank you.

From **Leo Pettipas**: Hi Kay: Ref the Sea Fury summary statement I did for you for the edition of "Warrior" that just came out. It contains an error that has of course showed up in the magazine, for which I must apologize.

The error reads "F2H3-4," which makes no sense whatsoever. It's a ridiculous error and for the life of me I can't understand how I made it -- I know very well that it's wrong to start with. It should read "F2H-3". Looks like age is catching up with me. I want to bring this to your attention in case anyone writes in and points it out to you. The important thing is, it's not your fault. You can print this memo in the next issue of "Warrior" if you wish. Again, my apologies.

(Ed. Note: So, Leo, you too are human.)

And from **Allan Snowie**:

A thought for new T-shirts for old Nazal Radiators.



From **Pat Whitby**: Kay, Wow! The Summer '09 issue was a most wonderful thing, especially for ancient Sea Fury drivers. When I saw the cover, the surge of recollection almost overwhelmed me. The comments and yarns about the fury brought back a flood of memories: the sounds, the sights, the smells, the sensations, the adrenalin rush and all those wonderful people one encountered along the way. They were good

times and bad times, happy times and sad times. The very best for me was that I met Dot in Eglinton and we're still remembering. (Deac Logan was our best man).

So many things come to mind that I could go on for ages but I won't although there are a couple of things that might be of interest.

We were invited to recall the old building at the corner of Barrington and North streets, the site of HMS Seaborne. I do; that's where myself and 32 other experienced RCAF pilots, flying instructors and staff pilots gathered in April 1945 to join the Fleet Air Arm. In an instant we ceased to be Flying Officers RCAF at \$7.00 day tax free to become Temporary Acting Sub Lieutenants (A) RN at the Pound equivalent of \$2.50 a day taxed in the UK. We didn't join for the money!! The building was as ramshackle inside as it was outside. We took ship for England thereafter and a new chapter in our lives began.

Fast forward to Deac Logan's account of his, Jeff Harvie's and my going to the RNAS at Ford in Sussex to do some wind-winding in Furies. The purpose was to extend the approved time between overhauls and the Bristol Centaurus. The aim was to make it 300 hours so to that end the three of us wandered up and down the south coast of England at a variety of power settings and altitudes for three hours at a time for a month building up the engine hours and hoping that 300 hours was possible. It was.

The time in Ford took Jeff back to his earlier days when he had flown night intruder ops over Europe in Mossies. He also successfully attacked some VI's. They had a couple of Mossies in the Trials Unit at Ford, as well as a couple of Sea Hornets but we were not allowed to fly them in spite of Jeff's history and Deac's and my extensive twin engine time. We were allowed to fly the variety of Seafires they had. Particularly interesting was the Seafire 47 with countraprops - no torque on take-off!

Later on all the 803 pilots went down to the Bristol factory for an engine handling course during which we were shown the three stripped down engines from the aircraft we had flown at Ford. They made the 300 hours OK. Incidentally, Deac I was Senior Pilot (XO) and JC Sloan the other Flight Commander.

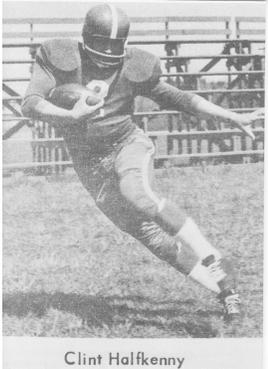
Some explanation of the picture of Jim Hunter's broken bird on the ground at Eglinton might be useful. We were rehearsing for our part in the Eglinton Air Day and Jim was winding up his bit; he was quite low and slow over the airfield when he had the overspeed. The engine broke and as a consequence covered the cockpit with a liberal dose of oil so Jim had to cope with all those difficulties as well as the fact that the Fury had the gliding angle of an overweight brick. He managed to get down on the airfield with a mighty thump. He had a sore back for a month!

The Fury days were great days and the RCN did

remarkably well with them in spite many inherent difficulties. They were certainly character building.

Great issue Kay. Many thanks.

Sincerely, Pat Whitby



Clint Halfkenny

Clint Halfkenny says: After reading the Butch Carmichael article in the last readers comments, I thought this is a great idea, for ex Shearwater Flyers to send a few comments after their retirement. I retired in 1995 from CFB Comox after 38 years. I still live here in the Comox Valley. What does a retired CWO do after retirement? Absolutely nothing

- and I don't start doing that until noon. The only work I have done was as an extra in a Kevin Bacon, Charlize Theron movie, for two months. A movie named *Trapped*.

By **Earle Cale**: May thanks to your magazine for putting me in touch with an old shipmate by the name of Victor Dawson. Over 50 years since we trod the steel deck together. Vic sent me some photos that I never knew existed. I am including one with this letter so as to better illustrate the predicament in which I found myself. This is a Firefly with a wheel over the port side.

On one occasion as I was preparing to do my job from the starboard catwalk, the landing Seafire caught an arrester 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 standing 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 Seafire's wheel which was spinning just a few inches above my head, having 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 there, our most efficient rescue team was already on the scene.

I never did get to apologize to the photographer for spoiling his shot and possibly giving him a very sore stomach. If he reads this now, I hope that he will acknowledge his part in this incident.

From **Bill Davis** On reading the Spring 2009 edition of WARRIOR, I came the story by Les Peat of Joe Cyr. As I was Supply Officer of CAYUGA at the time and the other officer who helped Don Saxon investigate or rather search Joe's cabin to find out anything we could, I thought your readers might be interested in some other items pertaining to the story.

Surg. Lt. J.C.G. Cyr joined CAYUGA on a Saturday. I was a bachelor and living on board. The Officer of the Day came to my cabin after lunch and asked if I would take our new Doctor to the CPR Wharf to collect his baggage. I agreed, met the Dr. who appeared affable and engaging. We got to the wharf at Victoria Harbour and Joe presented his baggage tags. The baggage man returned with a suitcase and said the kit bag has gone to NADEN Baggage Stores. The affable Dr Cyr became enraged. He was absolutely beside himself. The baggage man tried to explain the situation as the West Coast Port Division sailors after CORNWALLIS New Entry training headed West via leave. To save the baggage storage costs their kit bags were sent to NADEN. When they arrived they presented their baggage tags to the Master at Arms and got their kit bag.

Joe finally calmed down a little and off we went to NADEN. The Officer of the Day in NADEN listened to Joe and said he couldn't do anything because only the Master at Arms had the key to the Baggage Store. Joe became rather angry again but after a period of time agreed to come at 0800 on Monday to get his bag. We went back to the ship and none of us heard anymore about the Kit Bag.

When Joe did the operation on the Korean, he was assisted by the Gunnery Officer Lt Fred Little and the Ordinance Officer Lt Frank Boyle as well as the Sick Berth Attendant, PO Hutchin. The Public Relations Officer, Lt Jenkins, later wrote the story which was duly sent by telegram back to Canada. The Captain's rule (Capt Plomer) was that no press release could be made about an individual unless he had signed off on Lt

Jenkins write-up. Also, because the PR stories went by telegram, Lt Jenkins had to come and pay me before the Chief Telegraphist would send them. They went through the bureaucracy so Surg Lt Cyr himself must have known it would get back to Grand Falls.

Finally, when Don Saxon and I got to Joe's cabin, we learned why the kit bag was so important. In it we found a black suit, a clerical vest and collar and a black homburg. All clearly marked with the name Brother John Payne. Also his overshoes. In addition we found a drivers licence in that name and a birth certificate for J.C.G. Cyr, certified by a Dr. Cecil B. Hayman, Notary Public in the State of Pennsylvania typed on the portable typewriter we found in Joe's cabin on Canadian Government issue bond paper. The certificate was stamped with a seal stamper we found. Also he had the original sheepskin from Laval issued or awarded to Dr Cyr when he graduated. We assumed that he had simply stolen it off the wall in the Doctors Office in Grand Falls.

We found a lot of bits and pieces in his cabin which showed he had used several to fill roles in various places in the US and also correspondence with other places to foist himself on in the future.

In spite of everything, he was a good mess mate. However if anyone had been really in bad shape medically, Joe would not have been the person to go to but he was quick, when we were in harbour, to get people to the nearest hospital.

For what its worth. Cheers Bill Davis

PS I like the new name of the magazine. As a Midshipman along with Vince Lambie, we paid off WARRIOR and Commissioned MAGNIFICENT.

From **Peter Lawson**: Readers - please email me at caperbooks@yahoo.com if you remember serving on a detachment operating at the Sydney, NS airport at anytime between 1946 and 1972. It could have been for as short a period as a few days and would have served operational purposes, including search and rescue. Thank you.

Stan Conner writes: We are all aware that this year is the 100th anniversary of Flight in Canada. However, did Naval Air have anything to do with the 50th Anniversary?

an article in the Air Force Magazine's recent winter issue on the building of the Silver Dart replica(that is currently in the Nat. Aviation Museum here in Ottawa) for the 50th Anniversary. It was funded partially by the CNEX in Toronto providing it be displayed there during the exhibition in the Fall of 1958.

Somehow it was decided to have a tri service airplane exhibit. So the RCAF had the Silver Dart, the Army had an L19 and the RCN would supply a H04S3 helicopter.

The crew for the H0S3 from HS50 was Lt (P) Bill Jones, P1AT Stan Conner and LSAF J. Hodge. We went to United Aircraft in Longueil, PQ and picked up a reconditioned and shiny new aircraft and flew to Toronto. We landed on the Lakshore Blvd at about 1500 hours on a Friday afternoon! Needless to say we were not popular with the Toronto commuters that day.

After we positioned the aircraft for the static display it was an interesting and long three weeks as there had to be two of us on duty at all times - a very interesting time indeed.

had occasion during the CNE to meet the two chaps that actually built the Silver Dart replica, LACs L. McCaffery and M. Trimm - they were certainly modest about this because I don't recall them even mentioning this to me at the time; I only read about it in the above mentioned article in the Air Force Magazine.



Glad you asked - I had occasion recently to read

FRIENDS IN COMMAND

Ernie Cable, SAM Historian

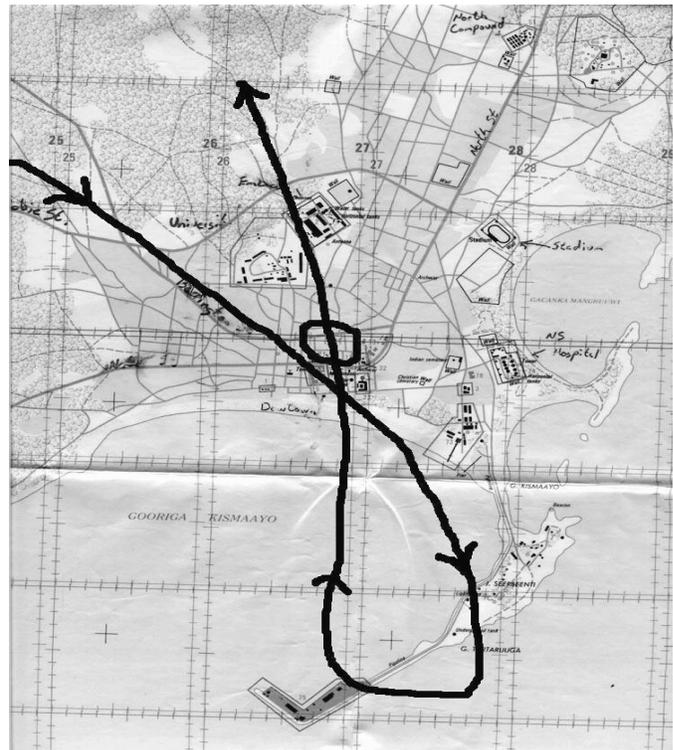
At the change of command ceremony on 24 April 2009, Colonel Bruce Ploughman turned over Command of 12 Wing Shearwater to Colonel Sam Michaud. Not surprisingly, the two officers' careers have criss crossed over the years and they have served together at Shearwater in various capacities, including a tour on 423 Squadron's Helicopter Air Detachment (HELAIRDET) on HMCS Preserver in early 1993. Preserver and her embarked helicopter detachment were tasked to lay off the coast of Somalia and sling supplies ashore for the Royal Canadian Dragoons and the Airborne Regiment, which were to establish a base in the Somali interior at Belet Uen for peace keeping operations. Under the leadership of then Captains Ploughman and Michaud, the detachment's Sea Kings were able to sling a load ashore every six or seven minutes. Most crews averaged 20 loads per sortie with a record 23 loads in two and a half hours being achieved. The Sea Kings established an airlift record by slinging over 400 tons ashore in less than seven full flying days.

The HELAIRDET was then thrust into a role for which it had never been trained, armed reconnaissance patrols for the Canadian Airborne Regiment, the U.S. Marines and the U.S. Army Rangers to spot the location of warring tribes of Somali insurgents. With absolutely no experienced in over-land reconnaissance, Captains Ploughman and Michaud had to teach themselves and their crewmembers the new skills of recognizing various types and roles of army field vehicles, identifying types of weapons carried by various groups of rebels and becoming familiar with Somali techniques for camouflaging arms caches and vehicles in the desert. Later, when the Airborne Regiment had been assigned to patrol a sector farther to the north, near the town of Belet Uen, Preserver's Sea Kings reconnoitered the 200 mile (330 km) route the Regiment's vehicle convoy would follow inland. During the two-day trek the Sea Kings provided continuous top cover to report on conditions of the rudimentary roads and scout for marauding rebel forces.

The HELAIRDET's new-found capability in reconnoitering over land led to night reconnaissance missions to report the locations of rebel warlord forces lying in wait to ambush coalition troops. It was during one of these night missions that Captains Sam Michaud and Bruce Ploughman, the pilot and co-pilot respectively of Sea King, "Talon 19", were tasked to investigate reports of enemy gunfire in the town of Kismayu.

"Talon 19" approached the city from the west; the crew observed small arms and heavy machine gun fire and numerous flares throughout the town. Although the threat

from ground fire was high, Michaud and Ploughman decided to fly over the city at 300 to 400 feet to optimize the Forward Looking Infra-Red (FLIR) camera's effectiveness in detecting targets at night. This was demanding flying as without the aid of night vision goggles the pilots had to rely on their instruments and directions from the FLIR operator. As the aircraft began to fly over the city a major battle was being waged, muzzle flashes from small arms, the flash-pause-bang from Rocket Propelled Grenades and tracer fire from heavy machine guns were apparent in several areas of the town below. Approaching the harbour area, "Talon 19" was fired upon by heavy machine guns; but the tracers passed



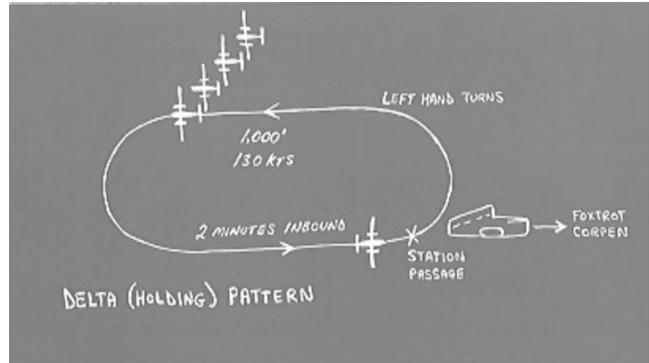
harmlessly astern of the aircraft.

Kismayu Map

Captain Michaud, the crew commander, then decided that pin pointing the location of the enemy forces would be important to the coalition ground forces and decided to make a second low level pass over the town. As "Talon 19" began its over flight of the town, the aircraft was illuminated by searchlights and engaged by two heavy machine gun positions situated on either side of the aircraft. The tracers passed 25 meters behind the aircraft. A third site fired a short burst that passed in front of the aircraft. Captain Ploughman, who was flying the aircraft, instinctively pulled the Sea King up into an evasive climb and "Talon 19" escaped unscathed.

Later, Captain Michaud realized that he made a tactical error on the second pass as he allowed the lights of the port area behind him to silhouette the aircraft, thereby enabling the gunners to engage the aircraft with greater accuracy than on the first pass. Also, on the second pass the element of surprise had been lost, reinforcing credence in the axiom for survival, "One pass, haul ass".

Shared experiences under the stresses of enemy fire forge enduring friendships; this was very evident to those who witnessed the ceremony where Colonel Bruce Ploughman turned over command of 12 Wing to his brother-in-arms and long-time friend Colonel Sam Michaud.



Sea King - Somalia



There's More to Christmas...

*There's more, much more to Christmas
Than candle-light and cheer;
It's the spirit of sweet friendship
That brightens all the year;
It's thoughtfulness and kindness,
It's hope reborn again,
For peace, for understanding
And for goodwill to men!*

Author Unknown

IN THE DELTA

Appleford, Lance

Barr, Millie

Bowes, Frederick (Sandy)

Breese, Ben

Dance, George

Falls, Robert Adm

Fortier, Peter

Hayes, Willy

Hopkins, Jim 'Hoppy'

McMillen, Gerry

Munro, Doris

Rankin, James Frame

Rees, Bob (Pee Wee)

Robinson, Doug

Steele, Dave

Troughton, Gord

Tucker, Ernie

Wasteney, Mike



Maj Colin Bylsma (ACSO), Col Bruce Ploughman (not an ACSO!), Maj Steve Donaldson (ACSO)

Photographer: Maj Jill Bishop

Sea King Navigators (ACSOs) on Dry Land

Kandahar Airfield, Afghanistan

Major Colin Bylsma, 423 (MH) Sqn

Its not enough that our trade name just changed from Air Navigator to Air Combat Systems Operator (ACSO), some of us are also finding that we spend more time on dry land than at sea. It's just a sign of the times, I suppose. The new name better reflects our job as mission, equipment, and crew managers: Jacks of all trades and masters of none. No longer do we 'navigate' the aircraft. We manage systems that do that for us, leaving us to focus on leading our crews toward the accomplishment of the mission. The mission in Afghanistan has also shifted the focus for many of us, at least temporarily. With more and more of our forces engaged in a fierce battle for the hearts and minds of the Afghan people and against the insurgency, ACSOs, too, are being pressed into service on dry land instead of on the high seas.

During the spring and summer of 2009, four ACSOs from 12 Wing Shearwater served in Afghanistan. Their specific jobs in theatre were as varied as one could imagine. Capt Tyler Sorsdahl served in the Canadian Battle Group (BG) with the TACP (Tactical Air Control Party) as a JTAC (Joint Terminal Attack Controller), Major Rob Truscott served as the

Regional Command (South) (RC(S)) CJ3 Aviation Operations, Maj Steve Donaldson served as a Watch Officer for Canadian Helicopter Force (Afghanistan) (CHF(A)), and I served as the Executive Assistant (EA) to the Joint Task Force – Afghanistan (JTF-Afg) Air Wing Commander, Colonel Bruce Ploughman – former Commander 12 Wing Shearwater (unfortunately a pilot!).

Unfortunately for the four of us, there were no Canadian aircraft in theatre employing ACSOs. Thus, in a land-locked country, we put to good use our varied skill sets originally honed on the high seas. And, surprisingly, the parallels between life on the ship and life at Kandahar Airfield (KAF) were striking.

As members of the small maritime aviation community, and even smaller maritime helicopter community, we know what it is like to be in the minority. On ship, we dutifully serve with the Navy but often chafe under what we view as their inflexible notions. For us, flexibility is the key to air power! At KAF, the Army is in the majority and the Air Force, and ACSOs for that matter, are in the extreme minority. Just as the Navy does, the Army has their own way of doing things. Many of the challenges we faced at KAF were solved by 'socializing' the Army to the Air Force way of doing things.

Major's Truscott and Donaldson both spent countless hours liaising between disparate organizations, eventually producing effective and efficient planning and operating procedures. Not only did they bridge the gulf between Army and Air Force cultures but also they melded Canadian, other nations', and ISAF organizational constructs. Capt Sorsdahl found himself at the 'pointy end' of the battle in Afghanistan. While he did little navigation, his first tour as a Sea King Tactical Coordinator (TACCO) likely proved useful. His job, as JTAC, required instant and effective coordination of war-fighting elements on the battlefield. Of his work in Afghanistan, Capt Sorsdahl stated, "this will probably be the best, most rewarding job I will ever have during my career." Likely he is correct as the JTAC position tests, to the very highest degree, the abilities TACCOs learn during their Sea King Occupational Training Unit (OTU) course and practice during their tours out at sea. As EA, I had my share of coordination to do as well. Meeting and discussing issues with coalition partners from every area of KAF is much like searching the far corners of the ship for heads of departments to discuss and sign-off the daily flying program. Or it

can be like “herding cats” as Col Ploughman likes to say of trying to get disparate entities to do what you want them to do, though you have no authority over them.

Though a Navigator’s job is no longer primarily navigation, Sea King TACCOs are well versed at coordinating all aspects of mission planning and execution. While there will never be a shortage of work for an ACSO aboard the Sea King or forthcoming Cyclone, so long as Canada maintains a combat presence in Afghanistan, the skills 12 Wing ACSOs acquire at sea will prove inherently valuable on land in an intense, high threat environment.

The Sea Level Containment

M. R. Morgan, PhD.FR Met.S Cdr. CF (Ret'd)

Al Gore is scaring us to death with his climate change predictions; particularly, with regard to the rise in sea level. Let us not dwell on the debatable scientific basis for this premise but on the logic of its happening.

Is humanity with its current and anticipated future standards of governance, engineering capability and operational competence, going to idly stand-by and watch the sea inundate its global coastal cities, coral islands or any littoral land essential to its needs? Are we going to make no provision to avoid, the New Orleans inundation disaster becoming a world-wide catastrophe? Surely not!

Water is essential to life on planet Earth. However, natural precipitation is no longer adequately supporting life, in many parts of the world. Moreover, many natural sources are becoming contaminated and hazardous to health. In some regions, it is often associated with seasonal extremes of flooding and drought. Consequently, more consistency in its availability and quality utilizing operationally regulated systems is widely and urgently needed.

Nature provides potable water by precipitation from the ocean and if it is inadequate and inconvenient to our needs, it is time to take measures to rectify this situation by supplementing the natural deficit by the required input from the extensive global ocean reservoir. Moreover, such measures could ensure that variability in sea level remains within acceptable limits by its retention in terrestrial relocation

catchments.

We can afford to pump oil and gas from off-shore sources, transport it ashore to refineries and then pipe-line it as widely as required commercially. The need determines the system and accepts its cost. Wherein lies the difficulty in pumping sea water directly from our shores, desalinating it to potable water and distributing it where needed to improve the habitat of currently destitute peoples, to increase the global availability of arable land and the anticipated additional demands for water to meet the expansion in population?

Gore’s sea level rise alarm is questionable scientifically. Nevertheless, it is a wake-up call for the development of a sorely needed policy and plan to use sea water in the provision of more plentiful and consistently available potable water globally and to have some control over sea level. If this were a principal objective of Kyoto, a major phobia arising from the associated climate change prediction hazards would be dispelled.

Based on my 60 years of global experience in marine meteorology, climate change is still mainly due to natural variation and I agree with the solar scientists that cooling this century is more probable than warming.

However, with respect to sea level, the requirement for more water in quantity and quality worldwide can only be met by extraction from the sea to supplement the vagaries of natural providence. Consequently, sea level in future will be determined by human controls not by unmitigated hazards.

Dick Morgan

NOTICE

**IT IS TIME TO RENEW YOUR
SAMF MEMBERSHIP OR IF
YOU ARE
NOT A MEMBER, IT IS TIME
FOR
YOU TO JOIN SAMF**

MARION ALICE (POWELL) ORR

CANADA'S AVIATION HALL OF FAME

as written by Shirley Allen



Marion Alice Powell was born in Toronto, Ontario on June 25, 1918 and learned to fly in 1939. Marion was the youngest of five girls. Fascinated with planes and flying at a very early age, she read everything and anything on aviation. She spent hours on the roof of the house watching for planes. A two-seater swing in the garden became her "flying Machine".

Marion left home at the age of 15, her education barely completed to Grade 8. She wanted to fly so badly, it became an obsession with her. She earned \$10 a week in a factory, went without food and the necessities of life to scrape together the six dollars an hour to take flying lessons. Her first lesson was on April 22, 1939. Her instructor was Pat Patterson. After seven hours and 50 minutes, Marion soloed in a 40 hp Cub (CF-BIT) on June 9, 1939. She received her Private Pilot's Licence No. 3338 on Jan. 5, 1940 and never looked back. (Even a serious helicopter accident didn't dull her love for flying).

Marion knew then that without a doubt she was "born to fly". Her life would be in the air or at the airport! By the time Marion got her Commercial Licence No. 2029 in December of 1941 at Barker Field, she had accumulated time in the Fox Moth, Taylorcraft, Fleet Finch, Fleet Fawn, Stinson 105, Stinson Station Wagon, Fairchild 24 and Cub Coupe. Instructors were training US and Canadian pilots. All civilian flying slowed down.

Marion met and married one of the instructors, D.K. "Deke" Orr, who helped her financially with dual and getting her instructor's rating, which she received at Trenton RCAF base on Sept. 25, 1942. Unfortunately the marriage broke up shortly afterwards.

On Oct. 2, 1942, Marion was hired to be the manager and chief flight instructor at St. Catherines Flying Club. She was the first woman in Canada to operate a flying club. This airport also had one of the Elementary Flying Training Schools for the RCAF. It was a short-lived posting for Marion. There was a disastrous fire and five aircraft were destroyed which hastened the inevitable closing down of civilian flying, due to the outbreak of the Second World War. Exactly one month later, Marion was hired at No. 12 EFTS at Goderich, Ontario as a control tower operator. She was the second woman to be hired on a trial basis.

Marion's heart was still in the sky, she even wrote to the US and tried to join up with women ferrying planes there, but like others before her, without being an American citizen, there was no chance of qualifying, even with her training and experience.

The RCAF turned her down flat, they hadn't even considered hiring women instructors! Then a call came out of the blue from Vi Milstead, a close friend with whom she had flown many times at Barker Field, to say that British Overseas Airways Ltd, was hiring pilots for the Air Transport Auxiliary to ferry military aircraft for the RAF in England. A lifelong dream was about to come true. Requirement was 250 hours flying time and a valid licence with checkouts on a Harvard AT-6 training in Montreal.

Marion and Vi left together in a troop freighter by convoy from New York in the winter of 1943, not knowing for sure what they would be flying in the United Kingdom, or where. They knew they just wanted to fly! There were five Canadian women who flew operationally in the ATA. After preliminary training at ATA headquarters, the women were posted to various military basis in England. Aircraft types were usually taken in sequence. For example, 32 flights in a Hurricane were mandatory before flying a Spitfire. Types flown included: Miles Magister, Hawker Hart, Piston Tudor, Miles Hawk, Oxford, Harvard, Master Martinette, Hurricane, Anson, Proctor, Lysander, Swordfish, Hudson, Spitfire, Seafire, Defiant, Osler, ..

Introduction to a new aircraft usually consisted of the run-down on the cockpit layout and study of the "Blue book", a compendium of notes all types of aircraft. The pilots worked two weeks straight, with four days off, flying in all kinds of weather and usually taking off regardless, as long as the destination conditions were reasonable. Marion admits she got lost regularly. All the towns looked alike, railways twisted around like spaghetti, balloon barrages all over the sky, camouflaged airports, dummy air bases and then there was the British weather to contend with: fog, smog, smoke, rain and haze. They had to fly VFR, with no instrument training or radio facilities.

Happiness to Marion was flying every day, sometimes 8 flights a day, 4 or 5 different aircraft, connecting deliveries to military basis, factories, maintenance and repair depots, some times using Ansons or Fairchild 24s as "taxi" between flights. In two years she covered most of England and Scotland. Her favourite airplane was, without a doubt, the Spitfire. She found it light, graceful, easy to handle and "the most beautiful plane ever built."

In 1945, Marion returned to Canada. The war was over, there were a little over 100 women pilots in Canada at that time, so it was back to civilian instructing at Gillies Flying Service at Buttonville, north of Toronto, Ont. In 1946 and 1947 she instructed and flew charters at Barker Field and Toronto Island Airport on wheels and floats.

During that time, she was also trained as an aero mechanic. Marion bought Aero Activities Ltd at Barker Field in 1950 and became the first woman in Canada to own and operate a flying club. The property was sold and eventually in 1954, she moved her school to Maple Ont.

She literally lived on the field, building and leveling the property with the help of friends. It was, she said, one of her greatest achievements. The obstacles were enormous, from the sheer physical effort of building runways to the almost overwhelming opposition from local residents against the licensing of an airport.

After receiving little or no encouragement from the Department of Transport, she borrowed money to go to Ottawa to enlist the personal help of former Prime Minister St. Laurent to assist her in the battle for the airport, which he graciously did. The grand opening of Maple Airport was in 1955, with two grass runways, three instructors and five planes. It was complete with an air show that included three Fleet Canucks flown by 3 women: Marion, Sally Wagner, Helen Hems, all well-known Canadian women pilots.

Five years later, Marion sold her business at Maple Airport and went to Markham-Toronto airport as manager and CFI. There she found another formidable challenge and on May 16, 196a, she became the first Canadian woman licensed to fly a helicopter (No. 36 Whirly Girl in the US). She instructed on the Brantley B-2, Bell G-47, Cessna Skyhook, Hiller and Hughes 500.

It was at Markham that Marion had her first and only serious flying accident. There had been a problem with the engine in the helicopter. She was with a student at the time. The engine failed and they dropped in hard. Her passenger wasn't hurt, but Marion broke her back and was in the hospital for three months.

In June, the following year, while recuperating in Florida, she received permission from the FAA to finish up a dual helicopter private course for a friend, Mr. N. Overton at Tampa International airport. In July 1962 she returned to Canada to teach at Donway Flying Services in Toronto on fixed wing aircraft. The long hours of sitting in a cockpit took their toll and in 1963, she temporarily gave up instructing, but kept current by flying recreationally in Florida. Twelve years later in 1975 however she renewed her rating and returned to Canada to teach flying once again at Buttonville for Toronto Airways Ltd.

Marion by 1981 had an instructor's rating, Class I with instrument endorsement, multi-engine, single engine land and sea and was a Designated Flight Test Examiner. She taught flying at Toronto Airways for 10 years until her "retirement". Two weeks later she decided retirement wasn't for her and she continued to teach, freelance. She enjoyed a period of time at CFB Trenton Flying Club as their chief instructor and DFTE in 1984. It was particularly

nostalgic for her, being on the base, bringing back many happy memories of her wartime flying in the United Kingdom. Another highlight was attending an ATA reunion in England for the 40th anniversary of that organization. It was a sentimental journey back in time. In 1985 she went back to teaching privately. In 1986 she was at Lindsay Airpark as their CFI. In 1987 she was at the Peterborough Flying Club instructing and being a DFTE.

Marion's achievement in aviation were awesome. She grew up during the Depression and it was hard times for young families. She was rebellious as a child and had this impossible dream of flying a plane that simply took over her life. She set goals and once attained she found other challenges and spared no effort to succeed. She worked hard but she was also a party girl who loved to dance and have fun. She was very generous with her time and money when she had it. She trusted the airplanes she flew, but was very cautious about people.

The Marion I knew was painfully shy in a crowd and needed constant support and reassurance. But I understand she was a hard taskmaster in the cockpit and demanded 100% performance. Public recognition came slowly for Marion. She was presented with an Amelia Earhart Medallion in 1976 by Dorothy Renwick, Chairman and Historian of the First Canadian Chapter, 99s, who said "This was not only for her outstanding achievements in civil aviation, but also for her significant contribution to Canada's war efforts".

In 1982, Marion was named a member of Canada's Aviation Hall of Fame; the third woman pilot to be honoured. She was inducted into the 99s Forest of Friendship in Atkinson, Kansas in 1989 (sponsored by Toronto Airways Ltd and East Canada Section, 99s). She received the Order of Canada in 1993 at Rideau Hall in Ottawa, Ontario.

Marion's store was featured on CBC, "The Canadians", in August 2002 and was titled "Airborne". It was very appropriate.

Unfortunately, Marion's health began to deteriorate and sadly in 1994 she lost her licence to fly. The lady who had over 20,000 hours in the air and taught 5,000 pilots, was grounded. Her life was flying. She was killed in an auto accident on April 4, 1995 in Peterborough.

Other Pioneer Pilots:

Eileen Vollick (first Canadian woman pilot)	
Vi Milstead	Dorothy Rungeling
Edith Denny	Felicity McKendry
Lorna deBlicquy	

HMCS VENTURE – Still Alive!

REUNION 2009

The ravages of unification may have done a lot to diminish the distinctive "naval esprit", but the power of that culture, so effectively inculcated at Canada's last Naval College, HMCS VENTURE - RCN Junior Officer Training Establishment, was clearly evident in Halifax for 5 days in September.

Those who deal with the question of attracting and retaining young men to go to sea as officers in the naval service of Canada, will be delighted if the current schemes of training foster the same degree of loyalty – the kind of loyalty that compels men years later to travel from across the country and nations abroad to join together to celebrate the commonly shared experience of their formative years

Established in 1954 to meet the demand of a growing navy, VENTURE was quickly set up by then Captain R.P. Welland and his team of dedicated Officers and NCO's. They were men whose expertise and professionalism had been hard earned in the war years. Drawing from experience gained at the former college at HMCS Royal Roads, they had a clear sense of how to develop motivated young men. The results of their efforts had an enormous effect. From just fourteen years of existence, VENTURE graduates provided not only the majority of ships' officers and naval pilots for the next 25 years, but also a civilian cohort who distinguished themselves in medicine, law, business, civil aviation and academe.

The bonding formed by the unique VENTURE experience has not diminished over the years. With the formation of the VENTURE Association in 1979, members keep in touch through a quarterly news letter "The Signal" and have gathered together formally every 5 years since and less formally on a continual basis.

This year the reunion was both a celebration of Canada's Naval Centennial and the 55th year since the entry of the first class. A particular highlight was the attendance of the man who carried the responsibility of that creation 55 years past. Rear Admiral R. P. (Bob) Welland, DSC*, now in his 92nd year is as sharp and insightful as ever.

During this period (September 23 - 27, 2009) over 300 "Ventures" and their spouses gathered in Halifax for the regular reunion. A very interesting program of events was scheduled to keep the Reunion participants amused and entertained for the five days. Included in the program were a reception at the Stadacona Wardroom, to which "Navy Friends" of Venture were invited to share in the camaraderie. Because a large turnout was expected, a second gathering was scheduled, limited to Association members and partners, this event took place at the Maritime Museum of the Atlantic in the Small Craft

Gallery. During this event, CPO Ret'd Graham McBride presented the Association with the brass "grab rail" from the RCN sail training schooner "Venture", which had been salvaged when the ship was scrapped after her many years service with the navy and as a commercial vessel with Shaw Shipping.

As with any "Naval" reunion or gathering, the opportunity to "go to sea" in a modern warship is always a popular event. Rear Admiral Paul Maddison, OMM, GSM, CD, Commander Joint Task Force Atlantic made HMCS MONTREAL available for our day at sea. Cdr. Chris Sutherland and his ship's company received us warmly and put on an impressive show with several demonstrations - weapons firing, small boat drills, etc. "MONTREAL" is the seventh City Class Frigate in service in the Fleet. During the day at sea, the ashes of Alec (Nick) Nichols, Class '56, were committed to the deep.

Friday saw 44 golfers take on the Lost Creek, otherwise known as "the Lost Ball" Golf Course for a very good round. The weather was cooperative initially with only some spitty conditions. However, with only two holes to be completed the heavens opened and the rain poured down. Most golfers finished their last two holes in the rain. Prizes were awarded for significant achievements on the course.

The main attraction of the Reunion was the Dinner Dance held at Pier 21 on Saturday. The event commenced at 1800 with a reception, yet another opportunity for people to meet and talk to those that had been missed at the other occasions. An excellent dinner was served by the very efficient RCR staff. On completion of the meal, there was dancing to the music supplied by the Band of Land Forces Atlantic. The music covered all the years from the days of Venture's beginning to the current scene. To any observer, it had to be good because the dance floor was never empty.

In keeping with past custom, Sunday, the final day of the reunion started with a Remembrance Service at the Base Chapel, 12 Wing Shearwater. The service conducted by The Rev. John Hounsell-Drover, Chap (P), 12 Wing and The Rev. Dr. Harvey Waddell, Class '58 was combined with the regular Sunday Service, including the children's lesson. There was full congregational response to the Naval Prayer and the Naval Hymn - Eternal Father Strong to Save. In memory of the Ventures who have crossed the bar or flown to the delta, a Memorial candle was lit. RAdm. Bob Welland, the first CO of HMCS VENTURE lit the candle in memory of the Staff, he was followed in turn by a Rep from each Class Year. Prior to the lighting of each candle, Rev Hounsell-Drover and Rev. Dr. Waddell read the names for that group who had passed since the last Reunion in 2004.

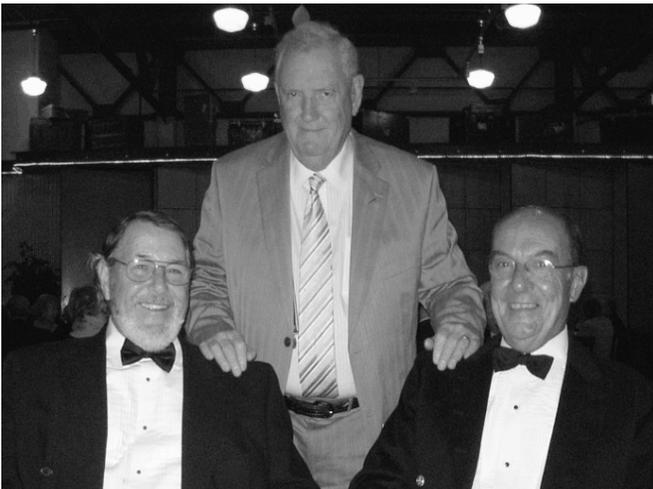
On completion of the Remembrance Service, the congregation moved across to the Shearwater Aviation

Museum for a Farewell Reception. The Museum Staff went out of their way to make the museum as hospitable as possible for the event. Although some of the displays had to be moved to clear an open space, nothing was lost in the presentation of Canadian Naval Aviation History. The museum is a wonderful location for all the Naval Air mementoes.



Among the new displays is the "Venture Wall" a display of plaques from each Venture Year with the name of those who had served in HMCS SHEARWATER. The list of names on each plaque was not limited to aviators, but included all, regardless of branch. This was quite a display.

And so REUNION 2009 came to an end, with their departure, each left with the aim of gathering again in Ottawa for REUNION 2014.



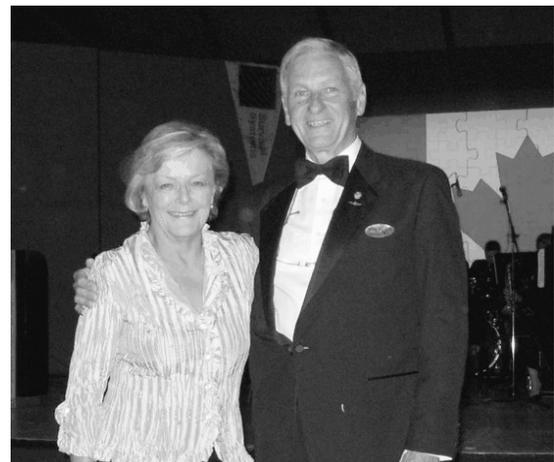
Joe Paquette, Jim Robinson and Wayne Halladay



Joe Paquette and Ken Scotten



Chuck Coffen, Mae Robinson and Jack McGee



Roger and Nancy Pyper



Lynn Vishek, Don Bauder, Ed Vishek



Ingelisa Dannhauer and Lisa and Mal McCulloch

Terry Lang in background.



Editor's Comments



Hello everyone. Christmas will be upon us before or after you receive this magazine (depending on Canada Post) and then the end of the year. To me, the end of the year is a sad time.

The Museum and its Foundation owe their creation, development and ongoing support to strongly motivated former RCN aviators and airmen, virtually all of the current membership. Though sadly a rapidly dying breed, without viable membership replacements, they have left us a priceless legacy of remembrance and example.

I'd like to tell you that I am sorry for badgering you for membership dues but I can't. The Foundation truly needs you, so please remember - **membership is 1 Jan - 31 Dec of each and every year.** For those that didn't send in their membership for 2009 or any other year, it only takes the paying of 2010 dues to bring you up to date. There is no need for reminder letters if you read this magazine. It would be perfect if your resolution for the New Year was to get a new member to join us and to send in your donation on time. (Regular Membership - \$40 per year.)

Thank you to each and every one of you who supported our magazine to date. It was fun and I loved every minute of it. You know I have a special place in my heart for you and Shearwater.

The Spring 2010 Centennial Edition should be great - lots of history - lots of photos and lots of stories from you. Articles - photos and stories will be required no later than 10 February 2010.

Keep well and ***Merry Christmas.*** Kay

A STUNNING SENIOR MOMENT

A self-important college freshman walking along the beach, took it upon himself to explain to a senior citizen, resting on the steps, why it was impossible for the older generation to understand his generation. "You grew up in a different world, actually an almost primitive one" the student said loud enough for others to hear. "The young people of today grew up with television, jet planes, space travel, man walking on the moon. We have nuclear energy, ships and cell phones, computers with light speed... and much more."

After a brief silence, the senior citizen responded as follows. "You're right son. We didn't have those things when we were young... so we invented them. Now, you arrogant little sh*t what are you doing for the next generation? The applause was amazing!

THE SINKING OF H.M.H.S. LLANDOVERY CASTLE

(Note.--The Honourable the Minister of Overseas Military Forces of Canada, Sir Edward Kemp, K.C.M.G., having made careful inquiries into the sinking of the H.M.H.S. Llandovery Castle on June 27, (1918) has authorized publication of the following article. The information contained therein has been obtained and verified by personal interviews with the survivors and affords convincing evidence of the deliberate intent and foul motive of this latest German outrage on non-combatants.)

How the Nurses Died

"Unflinchingly and calmly, as steady and collected as if on parade, without a complaint or a single sign of emotion, our fourteen devoted nursing sisters faced the terrible ordeal of certain death--only a matter of minutes--as our lifeboat neared that mad whirlpool of waters where all human power was helpless."

---Extract from Sergeant A. Knight's story of the destruction of the Llandovery Castle.

Official verification of the facts surrounding the sinking of H.M.H.S. Llandovery Castle confirm two main points--the supreme devotion and valiant sacrifice of the medical personnel and the ship's company, whose courage and resignation were in keeping with the proudest traditions of the British Army and Merchant Marine Service; and the utter blackness and dastardly character of the enemy outrage on this defenceless institution of mercy--a crime surpassing in savagery and already formidable array of murders of non-combatants by the Germans.

Deliberate Murders

Deliberate in its conception, every circumstance connected with the incident reveals the German in the light of the cunning murderer who employs every foul means of destroying all traces of his despicable crime. No other explanation can be attached to the systematic attempts of the submarine to ram, shell and sink the life-boats and wreckage floating helplessly with their two hundred and fifty-eight unfortunate victims, one hundred and sixteen miles from land--a work of destruction so successfully performed that only one boat, containing twenty-four survivors, escaped.

This list of survivors includes only one officer and five other ranks of the hospital personnel of ninety-seven, and the official story of Major T. Lyon, Sergt. A. Knight, Private F. W. Cooper, Private G. R. Hickman, Private S.A. Taylor, and Private W. Pilot, all of the Canadian Army Medical Corps, is a stirring record of the perfect discipline of all ranks and the loading and floating of the lifeboats in the face of every possible obstacle.

Through it all nothing stands out more brilliantly than the coolness and courage of the fourteen Canadian nursing sisters, every one of whom was lost, and whose sacrifice under the conditions about to be described will serve to inspire throughout the manhood and womanhood of the whole Empire a yet fuller sense of appreciation of the deep debt of gratitude this nation owes to the nursing service.

The majority of these volunteered for service at the very outbreak of the hostilities in 1914, came to England and France with the First Canadian Division, had seen active service, chiefly in casualty clearing stations in France throughout the intervening period, and recently had been transferred to transport duty by way of change, and what would under ordinary conditions prove a rest.

For many months, and, in some cases, two years, these sisters had endured the hazards of the shelled areas in France, splendidly contributing to the efficiency of our Medical Service. How magnificently they faced the final ordeal on that awful evening of June 27, 1918, is simply, yet graphically, related in the story of Sergt. A. Knight, the non-commissioned officer of the C.A.M.C., who took charge of life-boat No. 5, into which the fourteen nurses were placed.

"Our boat," said Sergt. Knight, "was quickly loaded and lowered to the surface of the water. Then the crew of eight men and myself faced the difficulty of getting free from the ropes holding us to the ship's side. I broke two axes trying to cut ourselves away, but was unsuccessful.

"With the forward motion and choppy sea the boat all the time was pounding against the ship's side. To save the boat we tried to keep ourselves away by using the oars, and soon every one of the latter were broken.

"Finally the ropes became loose at the top and we commenced to drift away. We were carried towards the stern of the ship, when suddenly the poop-deck seemed to break away and sink. The suction drew us quickly into the vacuum, the boat tipped over sideways, and every occupant went under.

Not a Single Complaint Made

"I estimate we were together in the boat about eight minutes. In that whole time I did not hear a complaint or murmur from one of the sisters. There was not a cry for help or any outward evidence of fear. In the entire time I overheard only one remark when the matron, Nursing Sister M.M. Fraser, turned to me as we drifted helplessly towards the stern of the ship and asked:--

"Sergeant, do you think there is any hope for us?"

"I replied, 'No,' seeing myself our helplessness without oars and the sinking condition of the stern of the ship.

"A few seconds later we were drawn into the whirlpool of the submerged afterdeck, and the last I saw of the nursing sisters was as they were thrown over the side of the boat. All were wearing life-belts, and of the fourteen two were in their nightdress, the others in uniform.

"It was," concluded Sergt. Knight, "doubtful if any of them came to the surface again, although I myself sank and came up three times, finally clinging to a piece of wreckage and being eventually picked up by the captain's boat."

To hundreds of officers and men of the Canadian Overseas Forces the name of the Nursing Sister Miss Margaret Marjorie ("Pearl") Fraser will recall a record of unselfish effort, a fitting tribute to this nation's womanhood.

Volunteering for active service in the C.A.M.C. on September 29, 1914, Miss Fraser went to France with the Canadian Division, and for almost three years had been on duty in casualty clearing stations.

In that time not a few of her patients had been German wounded. Many times had she been the first to give a drink of water to these parched enemy casualties. Many a time had she written down the dying statements of enemy officers, and men, transmitting them to their relatives through the Red Cross organization.

Her faithfulness was only typical, however, of that service for humanity exhibited by every one of these precious fourteen lives sacrificed in this latest act of Hunnish barbarity.

Major Lyon, Sergt. Knight, and the other four survivors of the hospital ship, Pte. T. W. Cooper, Pte. G. R. Hickman, Pte. S. A. Taylor, and Pte. W. Pilot are agreed that the Llandoverly Castle was torpedoed without warning, was displaying the regulation hospital ship lights, went down within ten minutes after being struck, and that for upwards of two hours the German submarine repeatedly attempted to blot out all trace of the crime by rushing to and fro among the wreckage and firing twenty shells or more from its large gun into the area where the life-boats were supposed to be afloat.

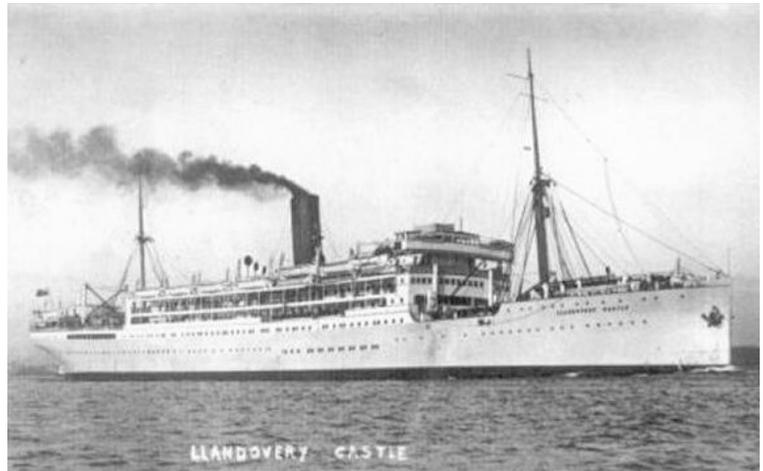
That one boat survived is not the fault of the enemy, for at least three efforts were made to run it down, in addition to shell fire directed towards it.

On June 17, 1918, the Llandoverly Castle had arrived at Halifax with six hundred and forty-four military patients. She started on her return voyage on June 20, 1918, carrying her crew and hospital unit establishment of seven officers, fourteen nursing sisters, and seventy-six other ranks.

Ideal summer weather prevailed. All went well and uneventfully until Thursday evening, June 27, 1918.

"At 9:30 p.m. the night was clear," stated Major Lyon. "All lights were burning, with the large Red Cross signal prominently displayed amidships. Most of the medical personnel had not yet retired. Without previous warning or sight of any submarine the ship was struck just abaft the engines at No. 4 hold.

"There was a terrific explosion, badly wrecking the afterpart of the ship. Immediately all lights went out. The signal to stop and reverse the engines was without response, all the engine-room crew evidently being killed or wounded. Consequently the ship forged forward, but was gradually forced down by the head.



H.M.H.S. LLANDOVERLY CASTLE

Submitted by Ron Beard



Lest We Forget



ACROSS THE FLIGHT DECK

Canadian Naval Air Group



Bud MacLean, CNAG Member of the Year 2009

It was indeed a great pleasure to hear John Eden announce, at the 40th Reunion Banquet in Trenton that Bud MacLean, had been chosen to receive that most coveted of CNAG awards, CNAGER of the Year for 2009. Unfortunately not everyone is aware of the criteria and/or selection process that take place to identify the recipient, and I don't intend to detail it here, other than to say that it's presented to the Member deemed to have contributed the most that year to the preservation and promotion of Naval Aviation History.

As many of you know, Bud and his lovely wife Millie have always been adamant supporters of CNAG and this past year has been no exception. Continuously at the forefront of new ideas to ensure our Naval Air Heritage is never forgotten, Bud initiated and spearheaded several significant projects in 2009, projects, which in themselves have guaranteed Naval Air will be well promoted during the Navy's 2010 Centennial Celebrations.

First and foremost was his initiative to have Canadian Naval Aviation nominated for the prestigious Canada's Aviation Hall of Fame, "Belt of Orion Award". This monumental task entailed the initial documentation and then subsequent reduction of Canadian Naval

Aviation History from its inception in WWI, to its demise in 1970, including its overall impact on society and the aerospace industry as a whole. To accomplish this goal, while still meeting the stringent "five page maximum guidelines" set down by the Awards Committee, meant coordinating numerous meetings with fellow CNAGER's and the solicitation of letters of support from four prominent Canadians knowledgeable in the field of Naval Aviation and the aerospace industry. His dedication throughout this project is in-itself commendable, and although the Awards Committee has yet to announce the results of his efforts, we remain optimistic they will bear fruit.

Bud's rational review/editing of our current CNAG Constitution for the post 2010, which is now being distributed to the Chapters, for discussion/action, and the draft proposal for individual Chapter Operating Procedures for those Chapters that wish to continue some form of organization beyond 2010, is yet another example of his concern for our current and future prominence within our communities.

On top of all of this Bud served on the Board of Directors of Shearwater Aviation Museum Foundation (SAMF) for several years and is currently one of our two CNAG representatives to the Board.

Congratulations on your award Bud! You are indeed a prime example of what the original founders of CNAG must have intended, when they stated their goal as an organization was to perpetuate the traditions and companionship of the Royal Canadian Naval Air Arm. You have always done more than your share and no doubt will continue to make us all very proud to be CNAGER's. "BZ" my friend!

Paul Baiden
President Hampton Gray V.C. Chapter

2009 CNAG National Reunion

The weekend of 18-20 September marked the 40th Annual Reunion of the Canadian Naval Air Group (CNAG). This year's reunion was hosted by the Sea King Chapter and held at the Knights of Columbus hall, Trenton, Ontario. The venue was most appropriate in that CFB Trenton (then RCAF Station Trenton) was where, during the early 50's, many of the RCN's early airmen received their initial training.

The Sea King Chapter reunion committee headed by John Eden and Bob Findlay, assisted by a bevy of enthusiastic volunteers, did a sterling job of ensuring all attendees (over 135) were well received and assisted in arranging accommodation and participation in the many events of the busy weekend.

It started at 1600 Friday with the ever popular "Meet and Greet" Although many of the greeters are friends and day to day colleagues, it is always an exciting surprise to suddenly see friends that seem to have vanished over the years, and are now front and center, as if the many years never existed. Conversations are soon taken up again, as though they were just interrupted before coffee break

The business of the reunion started at 9AM Saturday with the meeting of the Chapter Presidents and Directors. It was soon apparent that the two hours scheduled would be insufficient to complete the lengthy agenda compiled by our National Secretary, Gordon Moyer. (Way to go Gord!). The Chairman noted that we had to hustle along lest we delay the next significant event-"UP SPIRITS" scheduled for 1100. This seemed to lend some urgency to the proceedings. One cynic was heard to ask "What on earth do those old duffers have so much to gab on about". His grog was stopped.

First order of business was to ask Buck Rogers to confirm that Atlantic Chapter was willing to host the next year's reunion. Buck confirmed yes, over the Thanksgiving Day weekend (Way to go Atlantic!)

The next major item was the perceived lack of visibility and participation of Naval Aviation in next year's Naval Centennial celebrations. As CNAG National Representative on this issue, Peter Milson outlined some of the initiatives that were already proceeding at the National level, but emphasized that much more was needed at the Chapter level. Some of the actions being taken are:

Nomination of the Canadian Naval Air Service to Canada's Aviation Hall of Fame;

With CNAGS assistance Cam has developed a projected visual display of Canadian Naval Aviation history including the carriers, aircraft and personnel;

Catalogue of Canadian Naval Air Memorials;

Promotion of the several books on the Canadian Naval air experience including Al Snowie's latest on the subject;

To conduct an official commemorative ceremony, in conjunction with DVA, for Lt Hampton Gray VC;

There are several more local events that will be announced in the near future, formal centennial ball, mess dinner, expansion of Battle of the Atlantic ceremonies and etc.

Peter emphasized that there is still time for the Chapters to get involved. Don't wait for an invitation; none will be forthcoming. It's time to use imagination and represent Naval Aviation on any possible occasion. If we (CNAG) don't do it nobody else will

Kay Collacutt has offered to dedicate the spring issue of WARRIOR to Naval Aviation and for this she needs material. Each of the Chapter directors is urged to beat the bushes to get at least several articles from their members for the spring issue. Some of our activities have never been extensively recorded, e.g. Arctic patrols, Puerto Rico detachments, Bermuda, Cross operations with Allied Navies and many others.

The second order of business was the future of CNAG post 2010. It is generally assumed and approved that CNAG as currently constituted will discontinue as of 31 Dec 2010. This is because no Chapter is willing to take on the National coordination role. Individual Chapters may continue at the local level with liaison, but without a national executive. A proposal for such an arrangement has been distributed by the HGVC Chapter, under the leadership of Bud MacLean. Of course, Chapters can make their own decisions as to what extent they wish to follow the post 2010 suggested approach. The website for CNAG will be kept in operation for at least five years. Members were also reminded that the surest way to remain in contact with colleagues, post 2010, is to take out membership with SAMF. Most activities will be on notice in WARRIOR.

Promptly (almost) at 1100 "UP SPIRITS" was piped and the grand assemblage of members, and wives enjoyed the historical and enjoyable libation generously dispensed by Ed Janusas, Buck Rogers and their jolly volunteers.

After lunch, a tour of Canada's National Air Force Museum at 8 Wing Base was hosted by the tour guide Mike Muzzeral who's father was a well known AC at Shearwater The museum is intensely compelling to anyone interested in aviation generally, or in military aviation in particular. Centerpiece of the collection is the restored Handley Page "HALIFAX" one of the very few

examples of that bomber still in existence. The wreck of the aircraft was recovered from a Norwegian lake where it had lain in 700 feet of water since 1945. Hardly recognizable as an aircraft when it was brought to the surface, it has been faithfully restored to its present pristine condition by volunteers, who donated many thousands of hours to the task. Many other artifacts and aircraft are on display with similar fascinating stories.

On Saturday evening the traditional banquet and ball was held with John Eden acting as Master of Ceremonies. Special Guests included Jeff and Heather Bognar (Tul Safety equipment) and Padre Lt (N) "Zibby" Jonczk. There were a number of door prizes donated with the main one being a beautiful Afghan Knitted by Millie MacLean. The tablecloth embroidered by Lillian Eden raised \$347 for local schools and was won by Virginia Guatto. Earlier Bud MacLean had been voted "CNAG Member of the Year, by his colleagues, and presented with the "Tul Safety/Fred Lucas Award" by Jeff Bognar. The audience was reminded of Bud's many contributions to CNAG in particular and Naval Aviation in general.

Sunday morning was a more solemn occasion with a Church parade and memorial service conducted by Padre "Zibby". Deborah Davis read the First Lesson and Betty Noble-Janusas the Second Lesson. John Eden read out the names of 56 naval air members who have passed away since the last reunion in Vancouver, a grim reminder of our advancing seniority. Padre Zibby receives good natured joshing at the difficult pronouncement of his name. He deflects it with a ready smile and a good natured aside "I'm used to it" It was remarked that this is the 8th reunion that John Eden has organized, the 38th reunion he has attended, and over 30 director's meetings attended. Can anyone better those numbers?

Following the church service we were again treated to a delicious brunch before dispersal. The most common refrain from attendees was what a marvelous and superbly organized reunion we had enjoyed, and a promise to meet again in Halifax next year. BRAVO ZULU SEA KING.

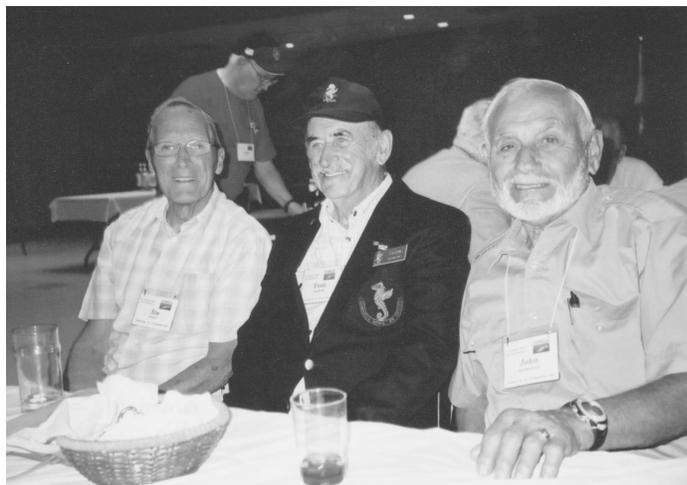
Ted Forman,
National Director



Fred Rols, George Hotham and George West



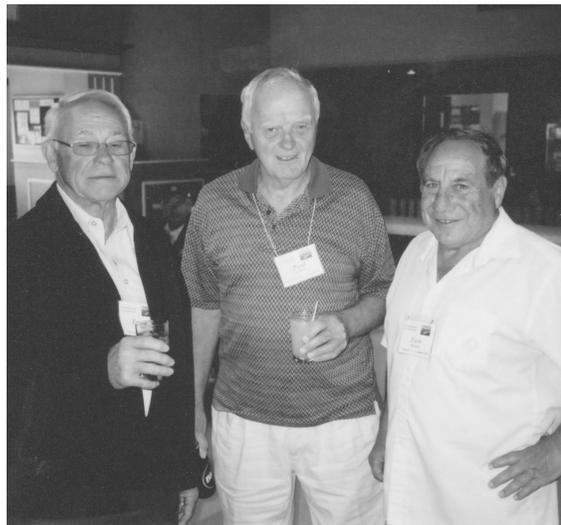
Gord Edwards and Yvon Quinton setting up.



Stu Mingo, Yvon Quinton and John Mazmanian



Frank Dowdall, Mary Elizabeth and Eric Edgar



Frank Dowdall, Paul Fleming, Fern Philippe



Ed Janusas, George West, Eugene Rogers, Stu Mingo



Lillian Eden, Gerri Findlay, Una Walton



Bill Gillespie



Marsh Dempster, Ted Forman and Deb Davis