

WARRIOR

SUMMER 2012



RCN Avenger Homecoming



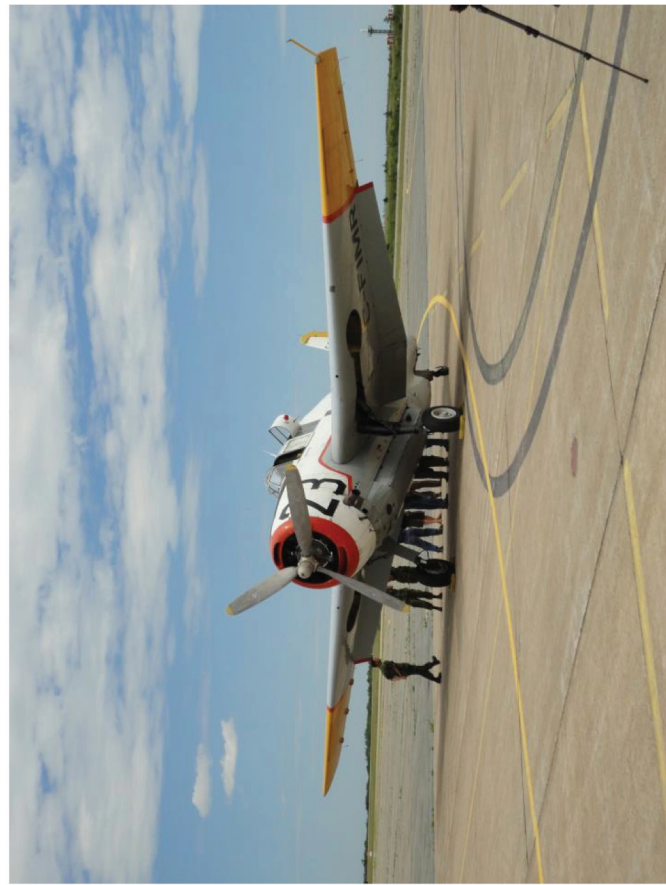
PILOT - DAVE
WILSON



ENGINEER JOHN
WEBBER



PRESS TIME



WELCOME HOME NAVY
303



JOHN KNUDSON AND CHRISTINE HINES



HOME AT
LAST

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

Life After Service	Pg 7
Angels in the Air	Pg 10
Readers Response	Pg 26
Sea King Assistance in the Air Canada Flight 621 Disaster	Pg 35

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, NUMBER PAGES ETC.

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

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

Shearwater Aviation Museum Foundation or

SAM Foundation

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Deadlines for receiving submissions are:

Spring	1 March
Summer	25 June
Winter	15 October

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Photos are provided by several sources: DND, SAM Archives, SAMF Website and those sent in with an individuals submission.

**FRONT COVER: Photo by JEFF HARPER of
METRO Halifax**

On 26 Jun 12, Avenger 303, side letters ABC, returned to her former home in Shearwater. She was brought home by pilot Dave Wilson and engineer John Webber and welcomed by Ed Smith, Ken Brown, Bill Gillespie and Ron Beard, former aircrew and maintainers who knew her during her HMCS Shearwater days. Ownership was transferred from SAMF to SAM by SAMF President John Knudsen and SAM Curator Christine Hines. 303 will be restored to her RCN configuration and colours at a later date. By John Knudsen

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Is there anyone out there that has an Arrestor Hook for an Avenger and as well, a set of bomb bay doors for an Avenger? We'd sure like to hear from you.

John Webber - SAM Engineer

Toll Free # 1-888-497-7779 or

Local # 461-0062

JOYOUS HOMECOMING FOR AVENGER

By Jennifer Taplin - METRO Halifax

An Avenger – but not Thor or Iron Man – landed with a roar in Shearwater on Thursday.

The plane, which hasn't touched a 12-Wing runway since the late 1950s, arrived to applause from a crowd including several former airmen and mechanics. It's the latest acquisition for the Shearwater Aviation Museum.

"I missed that sound," said Ron Beard, a former Avenger mechanic who flew in this particular plane three times in the 1950s. "I lived just off the end of the runway for years and just to hear it coming and going all the time was great. And when they were gone, they're gone."

Avengers were primarily used for anti-submarine warfare and for operations off the aircraft carrier HMCS Magnificent.

Naval pilot Jim Stegen remembers the Avengers well – he ditched one once. He flew Avengers from Shearwater from 1956-59.

"We were at the rocket and bombing range at Chezzetcook and I dropped a bomb and pulled up and there was no noise. The engine stopped and I was too low to restart so I went into the water," he said.

He said the Avenger was pretty heavy on the controls, but it was a stable, reliable aircraft since it was originally intended to be a torpedo bomber by the Americans in the Second World War.

The last time he sat in one was over 50 years ago.

"It will be pleasant to see an old friend," he said, minutes before it touched down. "Especially since it's going to the museum."

The aircraft was last employed by Forest Protection Ltd. in New Brunswick for fire suppression. The museum arranged for the purchase of the Avenger in part through a military museum in Gagetown who is not as interested in

naval aircraft. In thanks for their assistance, the Gagetown museum will receive a CF-101 Voodoo aircraft from Shearwater.



Did you know....

Allen Whalley received a Hampton Gray VC Chapter certificate which was crafted in his honour to acknowledge his special contribution in promotion Naval Aviation through the display of HMC Ships *WARRIOR, MAGNIFICENT AND BONAVENTURE* on his personal aircraft as he fly it to public aviation gatherings across Canada's West.

Congratulations Al. Well done!

ON NAVAL AIR Written by the late Jim Burns

There are a lot of stories out there waiting to be told. Naval Air grew from the "Ugly Duckling Stage" where we hardly knew what we were doing, to the 'Beautiful Swan Stage' where we were second to none at our profession.

In the process we created an esprit de corps that had to be experienced to be believed - witness even after all these years we are closer to one another than we are to family members. ***We are family!***



From the Curator's Desk

By Christine Hines

It just seems like I was preparing my last column for the Warrior, not too long ago, which has made me wonder where the spring went? We are now into the summer visit season, open seven days a week: with fresh new brochures and signs, we're armed and ready to greet our visitors. We are pleased to offer our visitors more this summer, including a newly minted display on the Battle of Britain, sponsored by #111 Micmac Wing, Air Force Association of Canada which is now on view. Early preparation work for a large scale model of a Hawker Hurricane to accompany this exhibit is now in progress thanks to a lovely private donation.

Any visitor in the HRM during the period 19 July – 10 August, will be lucky to see an ex-RCN Avenger take to the skies for the last time. As you are aware, you, the SAMF membership, has generously purchased the last TBM from Forest Protection Limited (FPL) in New Brunswick, for the SAM; our Aircraft Maintenance Engineer, John Webber, will be travelling to FPL shortly to complete maintenance work required to get the aircraft back in the air after being inhibited for a year or so. While the arrival date in Nova Scotia is a bit uncertain at this point, I can assure you every effort will be made to publicize its arrival, so our "Turkey-lovers" can enjoy this rare experience. As the aircraft is naturally still wearing FPL colours, the aircraft will be painted in its original RCN scheme, and a hand-over event will be planned when this phase of the work is completed. Again, keep an eye on our website, facebook page, and email, so you can keep up with events to help us welcome this beautiful bird home.

Behind the scenes, the aircraft restorations have been progressing nicely. The CS2F-1 Tracker that we've been working on looks brilliant, thanks to the fine refinishing work done by the student volunteers from NSCC Aviation Institute. The fuselage is painted, and new windows are currently being installed. While the wings have yet to be done, and a big job certainly, but the majority of the challenges are behind us. The Firefly restoration also continues; we had our first successful ground run in several months in early June, due to fuel distribution problems we'd earlier reported. It was spectacular, and ran for about 15 minutes all together. It is a wonderful work of art in progress; while we're delighted with this success, we are not yet able to set a date to fly the aircraft. Enjoy this photo from the recent ground run, courtesy of our Firefly team photographer, Mr. Allan Eddy.

Hope you can drop by and see us over the summer! All the very best, Christine



"The Duchess" 7 June 2012, before the ground run.

Photos by Mr. Allan Eddy



NSCC Aviation Institute student Dean Meyer replacing panels before the run. Dean has donated 204.5 hrs of his personal time to work on Museum aircraft.

Several students from the NSCC have donated well over 100 hrs each of their personal time to also work on the aircraft.

Well done, everyone!

CH-124 SEA KING**CANADA'S MARITIME HELICOPTER****Celebrating 50 years of service to Canada**

The Sea King 50th Committee requests your assistance for planning purposes at Shearwater and the World Trade Centre next summer. Plans are coming along quite nicely, coin sales are steady, the hotels advertised on the Sea King 50 website are ready to receive reservations and a recent decision re: the auction of the Sea King Squadrons and Unit Coins has been made.

The auction will be held on e-bay commencing 1 October 2012 for the coins representing VX 10, 12 AMS, HU21, HS 50, 406 (M) OTS, 423 (MH) and 443 (MH) Squadrons and Units which have operated the Sea King over a 50 year period. All coins will commence their auction on 1 October. The first coin to close will be 10, followed by 12 etc. After 10 days the first coin (10) will be closed, 2 days later the second (12) will close, 2 days after that, the 3rd (21) until all have been closed. A total of 21 days. Inquiries have certainly been brisk, and we hope the bidding will be just as brisk. Follow the Sea King 50 website for further details.

Please assist our planning by sending along the following information. This does not imply any obligation on your part, but will help us get a handle on this for advance planning purposes.

Thanks for taking the time to jot your quick answer to the following e-mail address:

signalcharlie@seaking50.ca

Thanks folks and we are looking forward to seeing lots of you next summer. Yours aye,

John M. Cody, Co-Chairman

Sea King 50th Anniversary Committee

SEA KING 50TH INFORMATION

- Are you planning on attending the Sea King 50th events next summer at Shearwater/Halifax? YES / NO
- If answer to question above was NO, thanks for your time.
If YES, we'd appreciate the following information:
- How many in your party? Number Attending 50th Event(s)
- Are you planning on attending the gala dinner at which Sergie Sikorsky will speak?
- Number attending dinner?
- Is there anyone in your party who has dietary requirements? (We are not planning a fish dinner)
YES / NO

- If YES to above, what food allergies does the person have?

**President's Report**

John Knudsen

The Dinner/Auction was a success both in regards to the participants and the money raised, thank you to all the workers and participants.

Chuck Coffen and his committee to review the Constitution (By-laws & Policies) have completed their review and the recommendations have been approved by the SAMF Board of Directors for presentation to the membership at the AGM.

Much praise has been received for the last copy of the Warrior, credit goes to Kay Collacutt and her helpers. A large thank you also goes to members who submit items for the Warrior. While on the subject, it should be noted that stories should be submitted in Text (.txt), Word (.doc) or Word perfect (.wp or .wpd). Photos should, if possible be submitted separately, with a note in the text where you would like them placed. Do not waste your valuable time formatting your submission, it will have to be reformatted anyway.

Work on our Avenger, to get it ready for it's ferry flight "Home", will start 15 July and arrival expected late July / early August.

Planning for the Golf tournament, slated for 5 Sept., is progressing under the guidance of Chuck Coffen.

Hope you have a most enjoyable Summer with time to enjoy nature and the company of family and friends.

John

LIFE AFTER "SERVICE" 3

Reflection on my life after I left the military

When I left off the last time I was getting lots of "exciting" travel but I hadn't found that routine stable line pilot job yet ... so with Kay's indulgence, here is the last installment.



Test flying the cormorant in Italy

In Manila, our route to the rig was at 8 - 9000 feet (very high volcanoes), 150nm south in IFR with an uncontrolled IFR descent (no approach facility, limited weather reporting) to an island called Buswanga. There we would refuel from a tank, then fly another 90 nm east to the rig. If the winds were right we could often fly directly back from the rig (after grabbing lunch) to Manila (200nm) with the former Clark Air Force Base as our alternate.

The changes from base to base were dramatic. In some cases you worked virtually 9 to 5 living in an upscale hotel. In other cases we were in an isolated location in the jungle and we were the only white people in the village. In this case we only went to work when there were passengers arriving from Yangon to fly to the rig. In Thailand and the Philippines most people spoke English while in Burma and Azerbaijan there was little English.



The only constant for me was the S-76 helicopter but even here we had four types with varying engine and avionics suites. In one case we picked up a new helicopter in Yangon for a 200 mile IFR transit in weather to our base in the south. This particular version of the S-76 (of which we had only one) had a full auto-pilot and a partial glass cockpit ... but we had no idea how it worked and conducted our familiarization on the way home.

Refuelling in Burma

One advantage of being in an isolated location, isolated from the company at least, was the opportunity to live among the local people. I spent a great deal of time in the village of Dawei in the south of Burma on the Andaman Sea. The people were the most gracious I have ever met and always greeted us on our walks with wonderful smiles and offers of food. In one location the local one room school would empty when they saw me coming and the students would wrap themselves around my waist and legs as I continued my walk.

Burma, Phillipines, Brunei, Ecuador ... and beyond

I never did achieve my goal of just being a line pilot and would sometimes go for three tours doing the ground stuff (that is nine months) but not flying ... then be told at the last minute that I was headed to the **Philippines** as a line Captain.

In another case I got a five hour checkout on the Bell 212 (Twin Huey) and was told that I was promoted to Captain on it and that it was to be our back-up helicopter in Burma. My co-pilot (another ex Forces fellow) had over 1000 hours on type ... go figure.

In the Philippines we were told that we were on call to conduct all weather night medevacs to a pipeline laying ship that was within a mile or two of 3000 foot high cliffs. I had to explain to the company that we had better establish some procedures for the night/IFR approaches or someone was going to get hurt.



Fans in Dewei, Burma

One Christmas Day as I was doing my daily walk past the out door shanties that passed for shops by the airport I was greeted by the sound of a Christmas carol being played on a tape player. Here in a country which is 95 percent Buddhist, they were expecting me to pass by and, knowing that Christmas was important to me, they arranged for this little touch of home. With only a smile to thank them because they couldn't understand English, and with tears in my eyes, I carried on to our residence with a tremendous feeling of warmth.

Retirement?

After four years of only part time living at home I finally decided that enough was enough and I really wanted to spend more time with Joan and my stuff. Six weeks on and six off sounds great but you end up being neither here nor there especially as I was still rotating from base to base and role to role. In August 2000 I retired for the second time and returned home to stay I thought.

BUT the following March as my Instrument Rating was due to expire I wasn't ready to let go and took a tour flying the Air Ambulance in Moosonee Ontario to get the company to give me a helicopter and training to get my ticket back, ... then I took a tour in Manila as the Hoist Operator, .. then back to Moosonee Air Ambulance, ... then Manila again as a Hoist Operator and finally back to Equatorial Guinea teaching First Aid.

That session got it all out of my system and I retired for the third and final time in April 2002.

Epilogue

When I left the Forces in August of 1990 I had a total of 8021 hours including 973 hrs night and 723 hrs actual instrument. When I finally retired from commercial helicopter flying in 2002 I had an additional 3208 hours including 770 hrs night and 1079 hrs actual instrument with most of that on the Sikorsky S-76. I had done five hour patrols over the water, rescues at sea, landings on ships, oil rigs and barges and hoist training in seven countries. In a way, it was nothing new but merely a continuation of my military experience.

While nothing can compare to the challenge and camaraderie of my military experience whether in SAR, instructing or from decks of ships, the civilian experience gave me a whole new range of challenges and personalities. Not only was it lucrative financially (adding to my military pension) but it was a whole different experience. In the military SAR role, we were expected to take some risks and we often made up our own rules to get the job done. In the civil world, losing an aircraft probably meant losing the contract and some of the company's good reputation for safety. In addition, Transport Canada was there to make sure you didn't exceed the crew duty day nor the helicopters All-Up Weight. In one case we were chastised for exceeding our AWW when we were called to rescue the passengers of a sinking cabin cruiser.



Hero shot while hoist training in Ecuador



School kids in Brunei

The pilots were hard working professionals who had come up the hard way with bush tours that could amount to 1000 hours in a season of six months. No wonder they sometimes resented us with our easy IFR experience.

The engineers were tireless. An unserviceable helicopter, when you only have one, is immediately obvious to the client and while the engineers walked a narrow tightrope, the aircraft was always available and airworthy and we trusted them with our and the clients' lives in the most severe of conditions.

There are no Friday night beer calls, no "slash" days, no port calls.

You flew to make money for the company, the customer was always right and look out if the customer thought the pilot had a hangover.

This was just not tolerated and in Songkhla Thailand we took a breathalyzer test every morning before flying.

One other thing, Canadian Helicopters' crews were in Cambodia and Vietnam during the peace process. They were in Rwanda during the genocide before the military Hercules arrived. They were on the Iraq / Kuwait border until they bugged out just before the war and they were flying weapons inspectors around Iraq until the insurance company said we had days to bug out before they would cancel our insurance ... a week before "Shock and Awe".

These pilots and engineers were not supermen but they go where the jobs are and the company contracts jobs wherever money is to be made. They had as much to teach me as I thought I had to teach them and I wouldn't have missed it for the world.



The creature was formally known as "The Bald Iggle", a volleyball challenge trophy, normally displayed in the front lobby of "The O School". LCdr Jim Stegen is presenting the Iggle to Jon Main. They were all P2s at the time and it was during their TG IV course.

**L – R Dick Pepper; Tom Hearn; LCdr Jim Stegen; Bob Robertson; Pat Harrington;
Ron Higgins; Jon Main; Don Hill; Ted Wilkins; Vic Jordan (back).**

ANGELS IN THE AIR

One Airman's Ordeal in the Mid-Pacific

Occasionally, certain events conspire that confront one's belief in divine intervention, or is it just sheer coincidence?

Such was the situation in February 2002 as Captain Yves Soulard, a young Canadian Air Force navigator on his way to war, encountered personal calamity in one of the world's most remote regions. Within a brief five-hour period, four sequential yet exclusive events would define the eventual outcome and determine the airman's final destiny.

OFF TO WAR

Captain Soulard had every reason to be apprehensive as his warship, HMCS OTTAWA, departed Victoria BC on 15 February 2002, bound for the Arabian Sea. As a 443 Maritime Helicopter Squadron Tactical Coordinator (TACCO) assigned to the ship's Sea King detachment, the 23-year-old naval aviator was about to embark on an extended six-month deployment in support of OPERATION APOLLO and the ongoing war against international terrorism. Despite a moderate risk level assessment, the junior aviator was well aware that war zones and the rigors of naval aviation attract intrinsic danger and the potential for disaster on an ongoing basis.

As the junior Detachment TACCO, Captain Soulard was crewed with Sergeant Kirk Vandewater, an experienced and capable Airborne Electronic Sensor Operator (AESOP). Sitting side by side behind the two pilots in the aircraft cabin, the TACCO assumes operational responsibility for navigation and tactical employment of the helicopter, while the AESOP monitors various mission sensor systems. In addition to their tactical roles, the two "backseaters" also are responsible for operating the aircraft rescue hoist, located externally above the rear cargo door on the right-hand side of the aircraft. The rescue hoist contains 100 feet of cable and the capacity to lift 600 pounds of personnel or equipment into the aircraft in scenarios where landing is not deemed an option. As most potential rescue victims are unfamiliar with helicopter hoisting operations, a "double-lift harness" technique serves as the primary method for personnel recovery. This procedure allows one crewmember to be hoisted down "on the wire" to recover each victim into the aircraft on an individual basis, while the other crew member serves as the hoist operator inside the aircraft.

During the prolonged transit across the Pacific to their Middle Eastern station, HMCS OTTAWA conducted a daily training program to maintain operational proficiency. A vital helicopter task when embarked involves an emergency response to a ship's member falling overboard, or to conduct personnel evacuations from other vessels at sea under emergency circumstances; in either case, the evolution normally would be conducted through use of the

aircraft rescue hoist. Helicopter hoisting evolutions demand a concerted aircrew team effort, requiring the pilot to maintain a stable hover over a designated position, guided only by the hoist operator's verbal instructions. As well, the hoist operator must operate the hoist by raising and lowering the cable through a hand-held controller, often under demanding environmental conditions. Rescue hoist operations at sea are particularly demanding, due to a lack of visual hovering references for the pilot and a full spectrum of sea state conditions ranging from the serene to the extreme.

SOMETHING'S WRONG!

On 6 March, a full slate of practice hoist evolutions was assigned to Captain Soulard's crew, in which three ship's divers would be dropped into the ocean as simulated casualties. The same mission had been dropped from the previous day's flight program due to unacceptable sea state conditions. The ship's position was fixed at approximately 300 miles east of Guam Island, a mid-Pacific refuelling station and home to a major United States Navy (USN) base. Local weather conditions were warm and sunny, with light easterly winds producing a lazy two-to-four foot ocean swell. The ship's divers were briefed, inserted into the ocean and a series of various hoist lift operations were carried out, leading to the final "double-lift" harness phase. Captain Soulard would ride the rescue hoist and recover each survivor, while Sergeant Vandewater would serve as hoist operator remaining within the aircraft.

At 1025 hours, with the Sea King positioned in a stable 20-foot hover over the divers, Captain Soulard was lowered via hoist into the ocean. Despite an excess of cable lying in the water due to the ocean swell, the nearest diver was quickly strapped into the rescue harness without difficulty. Captain Soulard then indicated via the standard "thumb's-up" signal that they were ready to be hoisted into the aircraft. On receipt of the hand signal, Sergeant Vandewater began the hoist sequence by first reeling in the excess cable. As the cable came taut, it quickly became obvious that Captain Soulard was in major distress, causing the Sergeant to cease raising the hoist cable. Observing the now frantic motions of Capt Soulard in the water, Sergeant Vandewater chose to raise the hoist immediately and bring both members up into the aircraft. On departing the water, the diver happened to notice the TACCO's flying glove floating on the rolling ocean surface and, for whatever reason, felt compelled to lean over and retrieve it.

Once in the aircraft, it was evident that Capt Soulard was in considerable physical pain. Closer examination revealed that the thumb on his right hand was completely missing leaving only a bleeding cavity, having been ripped off through entanglement in the hoist cable. Immediate first aid efforts included wrapping his hand in a pressure bandage as he reclined in his crew seat. Overhearing the crew's conversation on the aircraft intercom system, the diver examined the salvaged glove and notified the crew that the

missing thumb was still in the glove. The ship was alerted to the real life emergency and preparations began for an immediate onboard recovery, with smoke markers being dropped to mark the position of the remaining divers still in the water. Once onboard, Captain Soulard was transported to the ship's sickbay for additional medical attention and assessment, while the detached thumb was stored inside a portable ice container. The fact that the diver had elected to recover the glove on leaving the ocean signalled the first of four distinct events that would define the young Navigator's fate.



Captain Yves Soulard was injured in an accident involving a rescue hoist like this. DND Photo.

ON THE LIMITS

In the ship's rudimentary sickbay, the naval medical specialist soon realized little could be done for the airman onboard ship, other than attempt to alleviate his considerable pain. The only hope was to solicit additional medical support from the USN medical facilities at Guam, but were they close enough and could they get him there in time? Had the mishap occurred the previous day as originally scheduled, there would not have been such an opportunity. By now, the ship's position was 275 nautical miles due east of Guam, a distance far in excess of the standard Sea King ship-to-shore transit limit of 100 miles. However, these were not normal times and a ship's crewmember was in great pain and difficulty.

While Captain Soulard was being examined in sickbay and the two stranded divers recovered by ship's boat, the second Sea King crew assessed current flight conditions for an extended air transit to Guam. All crewmembers appreciated the situational gravity as winds, weather, flight endurance and aircraft performance were factored into a crucial "Go, No-Go" decision. Flight planning data indicated that a favouring easterly tailwind, combined with encouraging weather reports and prudent fuel management, would allow the aircraft to complete the two and a half hour ocean transit in reasonable safety. The ship would follow the same direct route, albeit at a much slower speed, as safety back up should the aircraft encounter

difficulty. Sergeant Vandewater was reassigned to the second crew, thus allowing him to accompany his partner on the lengthy transit.

At 1125 hours, exactly one hour after the accident, Sea King 429 launched from HMCS OTTAWA and headed west to Guam Island with a full load of fuel. Had the ship been located a greater distance from Guam, the ability to seek additional medical aid would have been impossible. Thus, a second conditional time and space factor had been inserted into the equation that would influence the young officer's personal battle.

BEYOND CAPABILITY

The aircraft transit proceeded as planned with total flight duration of two hours and twenty minutes. Prior to landing at Guam, the ship had apprised the American naval authorities of the evolving emergency and USN personnel stood ready to offer whatever assistance could be provided. On arrival, Captain Soulard and his thumb were transported to the nearest hospital for cursory examination, which determined that the situation was beyond their medical capability. The Canadian airmen then were advised to seek medical support at a second local hospital. As the clock continued to tick, the situation became more optimistic at the second hospital. An American Medical Doctor specialist in limb transplants had just recently moved to the island due to marriage and immediately offered his services. The probability that someone of his unique medical stature just happened to be on Guam Island at this particular moment seemed quite extraordinary yet fortuitous. A third opportune element had shifted into position to support the young airman's plight.

Finally, as the Doctor completed his extensive examination, he turned to the wounded TACCO with a simple question – "Son, are you right or left-handed?" If the answer proved to be "left-handed", then the standard medical procedure was to eventually remove a big toe and attach it to the damaged hand as a surrogate thumb. In this case, however, Captain Soulard indicated that he was right-handed and the decision was taken to immediately try to re-attach the thumb. The fourth and final ingredient now was in place, setting the stage for a Doctor, his patient and the passage of time to determine the final outcome.

EPILOGUE

A taxing eleven-hour surgical procedure successfully re-attached Captain Soulard's thumb to his right hand, although a major ligament was left unattached during the initial operation. A second surgery five months later was required to attach the remaining ligament by transferring a ring finger tendon to the still-restricted thumb.

Capt Soulard was repatriated to Canada soon after his initial operation on Guam Island. On return to his Squadron

in Victoria, BC, he underwent intensive rehabilitation therapy in preparation for the second operation. Never for a moment did he doubt his ability to regain the use of his severed thumb or waver from a conviction to return to operational flight status. Amazingly, and in full testament to his rare personal determination and perseverance, Captain Soulard returned to flying duties on the Sea King aircraft within three months of the accident, and was cleared for full flying duties shortly after the second successful operation. He currently serves as a fully functional Maritime Helicopter Crew Commander at 443 (MH) Squadron, stationed at Victoria.

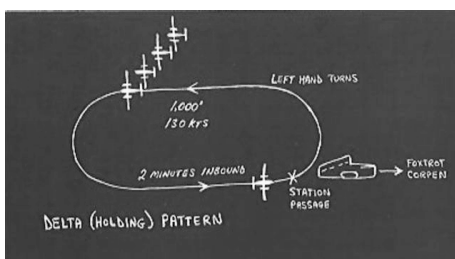


Captain Soulard

In retrospect, Capt Soulard was forced to confront a life-defining moment that would challenge not only his own personal resolve, but also test the underlying fundamental precepts of military fellowship and modern medical capacity. While the eventual idyllic ending testifies to the power of individual will, martial camaraderie, and medical magic, it also speaks to a credible fourth dimension – that of a greater power involving faith in spirit and the distinct possibility that some things are just meant to be.

by Brian T. Northrup

N.B. This article originally appeared in the Fall 2004 issue of Airforce Magazine.



IN THE DELTA

BAK, Boley Hubert

Boone, Harold Roland

BOSQUET Ronald

BRADLEY, Gary

BRUNELLE, Paul

BULLOCK, Ken

COLDHAM, Gordon

COLLINS, Reginald Philip

CORNISH, Robert (Bob)

CRUDDAS, Edward (Ted)

DAVEY, Bill

FASEVICH, Michael Alexander (Mike)

GRAHAM, Robert (Bob)

GREEN, Si

HARKINS, Mary

HILL, Don (Midnight)

INKPEN, Earl

LEGERE, James (Jim)

LUKE, R. J.

McEWEN, Keith

MEAD, Ken

MURRAY, William Henry

PATTISON, Donald

PEELING, Donald

PETITPAS, Mary

POWICK, Ian

RIKELY, W (Bill)

SHAH, Mohamedsheriff (Sonny)

SHEEHY, William

SMITH, Isobel

TALBOT, Raymond

TAYLOR, Gord

TILLET, Doreen

Report on 'Wings for the Fleet' Historical Workshop 19-20 June 2012

By John Orr

In preparation for the Sea King 50 events next year, an historical workshop was held at Shearwater on 19-20 June. This event, sponsored by the Canadian Forces Aerospace Warfare Centre (CFAWC) in Trenton, turned out to be most successful. A more detailed report will soon be posted on the SK 50 website but for the benefit of those who couldn't attend and are just dying to hear the details, a short summary follows.

The workshop began with two scene-setting presentations by John Orr. The first traced the development of the anti-submarine helicopter from the mid-twenties until the introduction of the Sea King in the late fifties. The next dealt with the convoluted and fractious process that led to the purchase by the RCN of the Sikorsky Sea King vice the Kaman Sea Sprite.

Terry Robbins then gave a complete review of IMP's involvement in the depot level support of the Sea King following the handover of technical authority from Pratt & Whitney Canada to IMP. Even for those who are familiar with the accomplishments in this field, the scope of the effort is impressive.

Colonel Lightbody gave a comprehensive 'tour d'horizon' regarding current Sea King operations and, more importantly, the new CH-148 Cyclone helicopter. He noted that from 9/11 until today, Sea Kings have been deployed on a named OP for all but 28 months of that period – an amazing accomplishment that is not well known within the Air Force let alone the Canadian public.

Wally Istchenko presented a summary of the Canadian experience in Ship-Helicopter Interface Testing. Beginning with the initial Hauldown trials in ASSINIBOINE, he traced developments in the techniques and procedures used to develop wind envelopes for the IROQUOIS-class DDH and the HALIFAX-class FFH as well as determining limits for the Sea King fitted with the strake modification.

Albert Bohemier outlined the development of his firm, Survival Systems, from its beginnings with the Dilbert Dunker in the Lower Base of Shearwater to its present status as the world leader in the area of marine safety training and egress simulators for the commercial offshore industry as well as for military clients.

The first day concluded with Mark Aruja recounting how a passive acoustics capability was introduced into the CH 124B Sea King in conjunction with the development of the surface fleet's adoption of the passive towed array.

The second day began with Dr. Richard Gimblett tracing the preparation of the Sea Kings for deployment on OP

FRICTION. This was followed by Terry Robbins outlining the various equipment installed and the procedures used to control the installation process.

Next, Jim Cottingham recounted the little-known story of the achievements of the Sea Kings in Somalia during OP DELIVERANCE. It was striking how flexible the Sea King proved to be in operations 'over the beach' rather than 'over the seas.' Perhaps this experience will show the way for future Cyclone operations.

Concluding the sequence of presentations regarding Sea Kings in named operations, Major Allison Dymond gave a complete account of HELAIRDET CHARLOTTETOWN's recent deployment to the shores of Libya as part of Canada's participation in OP MOBILE.

We were fortunate to have as a keynote speaker Mr. Ross Lennox who, among many other achievements during a lifetime in aviation, was the company acceptance pilot for all the Sea Kings manufactured at UACL. Reflecting on his experience, he stated that he felt that the Sea King was the finest aircraft that he had ever seen or flown – a sentiment that received full support from the audience.

Colin Curleigh then made the important intervention when he pointed out that as the era of the Cyclone dawns, it does not mean that all will be smooth sailing. He related his experience when he took command of HS 50 and had to prepare 12 of 13 assigned aircraft for deployment – and this was in the early days of the Sea King. He cautioned that there would undoubtedly be ups and downs as the Cyclone is introduced and that these challenges should be anticipated.

During the course of the closing panel discussion, Dr. Gimblett made the intriguing observation that the Sea King had 'defined' the nature of operations by the Canadian Navy at the tactical level from the demise of BONAVENTURE until the arrival of the HALIFAX-class with their passive towed array. A sentiment that might receive some push-back from the navy.

In wrapping up the Workshop, BGen Joyce, the CO of CFAWC, stated that he thought that it had been a success and that he personally had learned a great deal. He then thanked Major Bill March and his team for organizing a successful Workshop and expressed his best wishes for the Sea King 50th Anniversary that will be held at Shearwater beginning on 31 July 2013.

While the workshop marks another milestone on the way to SK 50 next year, all those who supported, maintained or flew the Sea King are encouraged to get their stories and pictures in to either Kay Collacutt at the Warrior or Christine Hines at the Museum. Among many other mysteries to do with the Sea King, does anyone out there know when and why the decision was taken to install the ASN-501 in the helicopter? I look forward to your replies!

THE MIGHTY AVENGER/TURKEY/TBM

From Harry Windsor, P1NA (Ret'd)

The Fall/Spring of 1953/54 found me, a 16 year old Port Credit high School student as the base drummer in the band for the sea cadets at RCSCC Haida located near the CNE grounds in Toronto. One evening we had a guest speaker, a Chief Petty Officer Bob Hogg. He wore observers Wings and displayed many medals on his chest. He held us all spellbound with his tales of flying and telling us we had a chance to enjoy some of the same by joining the Reserve Navy at HMCS York and applying for aircrew duties. Well, I was hooked!! I applied and after a great deal of testing at RCAF Station Crumlin in London Ontario, I was accepted as an OSOMS.

Our Squadron, VC920, flew out of Downsview, an Air Force base in the north of Toronto. We did our ground training at HMCS York two nights a week and eventually did weekend training/flying out of Downsview.

My first flight in an Avenger was an experience I'll never forget. I was taken to the Safety Equipment room where I was fitted with a chest pack parachute harness and shown how to snap the chest pack onto the harness. We then proceeded to the aircraft line and I was placed in the back of the Avenger, strapped in, and told not to touch anything. The parachute was stored over the entrance door. I was bade farewell and told to have a nice flight.

The engines were started and off we went. I found out later that this was a practice formation flying exercise for the new pilots. During the rather bumpy flight, I experienced negative G's, positive G's, horns sounding and some rather violent manoeuvring of the aircraft. At this point I wasn't sure I'd made the right decision about a career in flying.

We finally landed and as I was exiting from the aircraft, the pilot was jumping down from the wing and inquired where I came from. When I told him I'd been in the back of his plane, he informed me he had no idea I was there. Needless to say, attending pre flight briefing was a must for all future flights. Looking back, if the pilot had to bail out for some reason, I wonder what would have happened to me.

On graduating from high school, I joined the regular Navy and proceeded to Shearwater where I was posted to VS880. VS880 was still flying the Avengers and VS881 was getting ready for the new CS2F Trackers to arrive.

One bright morning I was invited to join Chief Petty Officer Bob Tuckwood in a Guppi doing radar let downs", (RLDs).

About an hour into the flight there was a strong smell of smoke. "Something electrical burning" I was informed by Chief Tuckwood. Soon the back of the aircraft was filled with smoke and we were heading back for Shearwater with great haste. Chief Tuckwood suggested I attach my chest pack parachute to my harness - "just in case we have to bail out". As it turned out, we landed safely and were

driven back from the duty runway to the hangar in a van while our Guppi was towed back.

While flying off the coast of Nova Scotia somewhere south of Chebucto Head, I was communicating by morse code with the Shearwater Com Center. I suddenly felt something wet on my hard hat and soon discovered it was aviation fuel leaking from the heater located above my head. I informed the pilot and suggest we not use and communication devices for fear of a spark and further, that we head back to Shearwater without delay. We landed without incident and once again we were transported back to the hangar in a van and our trusty Avenger was towed back.

I have one last memory of the Avenger. The "humpback" was an interesting hybrid. I had one flight in this aircraft and enjoyed the visibility looking over the Pilots position from the Observers seat. I'm not sure what the purpose of this hybrid was. Shortly after this, our VS880 was converted to the CS2F Trackers in Dec 57 and I never flew in an Avenger/Turkey/TBM again.



Harry Windsor

SHEARWATER AVIATION

MUSEUM FOUNDATION

ANNUAL GENERAL MEETING

7 SEPTEMBER 2012 - 0930

FOUNDATION BRINGS LAST AVENGER HOME

Ernie Cable SAM Historian

In September 2011, the Shearwater Aviation Museum and the Foundation jointly celebrated the burning of the \$200,000 mortgage for the “new” hangar which was officially opened in 2001. Not long after this milestone achievement, in November 2011, the Foundation took on its next largest commitment to the Museum by fully funding the purchase a former RCN Avenger aircraft from Forest Protection Limited (FPL). The Avenger which was taken on RCN strength in July 1950 will be returning to Shearwater as the latest addition to our Museum’s aircraft collection.

Although the agreement to purchase the Avenger was only recently signed on 16 January 2012, the quest to acquire one of the surplus FPL Avengers started in 2001. FPL was formed in 1952 as a non-profit organization with the New Brunswick government in partnership with the province’s forest industry. With its Head Office in Fredericton and operating facilities in Miramichi, FPL was formed to protect New Brunswick’s forests by aerial spraying against budworm infestations and water bombing forest fires. In 1958, FPL replaced its older Stearman biplanes with the first of its fleet of Grumman TBM Avengers acquired from former Canadian and American owners. By 2001, FPL was the last commercial operator of Avenger aircraft in Canada and put its fleet up for sale. Six of the ten Avengers for sale were former RCN aircraft, serial numbers: 53200, 53610, 85460, 86020, 86180 and 91426.

The quest to acquire one of the Avengers started in January 2001, when the Museum contacted Mr. Dave Davies, the FPL Managing Director, to inquire about the availability of the ex-RCN Avengers. It was explained that six of the FPL Avengers had a RCN heritage and flew from the Shearwater Naval Air Station and the aircraft carrier, *HMCS Magnificent*, from 1950 to 1960. It was further explained the Shearwater Aviation Museum was very interested in acquiring one of the former RCN Avengers as part of its mandate to preserve Canada’s naval aviation heritage. Since the Museum and the Foundation were committed to paying down the mortgage on the new hangar, financial resources for another project were very limited. Therefore, FPL was asked if it would consider donating one of the ex-RCN aircraft to the Museum.

In late January 2001, FPL replied that ten airworthy Avengers were available for disposal and that it was asking \$96,000 for each of the aircraft. Although, FPL was sympathetic to the Museum’s donation request, the company explained that as a provincial corporation it had a responsibility to the New Brunswick tax payer to exercise sound fiscal judgment and donating an Avenger would in effect decrease the money available to buy replacement aircraft by \$96,000. FPL believed that vintage aircraft aficionados and museums would provide a ready market for their Avengers and expected little difficulty in selling

them.

In November 2011, the Shearwater Museum learned that FPL’s second last Avenger, 53200, (civil registration C-GLEL) had been sold to the Museum of Mountain Flying in Missoula, Montana and that only Avenger 53610 (civil registration C-FIMR) remained to be sold. FPL advised that the money required to maintain the last single Avenger would not be cost effective; therefore, it was willing to sell 53610 for \$35,000, less than half the original \$96,000 asking price! While other interested parties were trying to negotiate installment payments to take advantage of the Avenger bargain, our Foundation had sufficient uncommitted funds in the bank to offer FPL an unconditional \$35,000. The offer was quickly accepted and Avenger 53610 was ours!

FPL was delighted that Avenger 53610 will have a new home where it will be preserved and protected by a Museum that appreciated its historical value. However, 53610 will remain in New Brunswick until all the required Transport Canada inspections have been completed to restore the aircraft’s Certificate of Airworthiness. FPL has offered their services in preparing the aircraft for the inspections. Additionally, retired FPL Avenger pilot Dave Wilson has offered to fly 53610 from Fredericton to Shearwater at no cost providing the Foundation will pay for the insurance, fuel and oil for the short flight.

Avenger 53610, constructed (Construction No. 3672) as a TBM-3E by Grumman (Eastern), was taken on US Navy strength on 9 June 1945. 53610 was a Grumman TBE version, but it had a TBM designation because it was built under license by Grumman (Eastern), a division of General Motors. 53610 was originally destined for the Pacific theatre to reinforce US Navy Carrier Air Groups, but before 53610 could take up its wartime assignment the war in the Pacific ended. The aircraft was placed in storage in San Diego in 1946. At the outbreak of the Cold War, in 1947, 53610 was returned to the East Coast and placed in storage in Norfolk, VA in readiness for the US Navy’s expanding NATO commitments to the Cold War.

Being surplus to its needs, the US Navy sold Avenger 53610 to Canada to build up the RCN’s carrier borne forces for its increased anti-submarine warfare (ASW) commitment to NATO. This sale marked the departure from Canada’s buy British policy. The aircraft was taken on RCN strength on 22 July 1950 as one of the first group of Avengers to replace the Fairey Firefly in the ASW role. RCN 826 Squadron flew 53610 to Shearwater painted in the standard US Navy colour scheme of overall glossy Midnight Blue. Avenger 53610 was immediately assigned to the Canadian Naval Air Station (CANAS) although 826 Squadron continued to train on the aircraft. On 23 September 1950, the aircraft was sent to Fairey Aviation for conversion from a TBM-3E to the AS 3 Mark 1, the ASW version for the RCN. On 16 March 1951, 53610 was returned to 826 Squadron in the new RCN livery of

dark grey upper surfaces over light grey lower surfaces with the ICAO, VG-ABC, identification letters painted under the wings (VG under the port wing and ABC under the starboard wing). On each side of the aft fuselage "AB" appeared to the left of the roundel followed by "C" to the right. ("VG" was the ICAO RCN letter identification, "AB" was the 826 Sqn. letter identifier and "C" identified the individual aircraft in the squadron).

In May 1951, the RCN squadron numbering scheme was changed to comply with the Commonwealth naval squadron numbering system. 826 Squadron was renumbered 881 Sqn, while sister 825 Squadron became 880 Squadron. Therefore, on 1 May 1951, Avenger 53610 became an 881 Sqn aircraft which assumed the 826 Sqn marking scheme, i.e. the letters "AB" now identified 881 Squadron aircraft. In late 1952, the RCN changed the aircraft marking scheme. The previous identification letters were replaced by the word; "NAVY" which appeared to the left of the fuselage roundel and a three digit number to the right of the roundel. Under the starboard wing "NAVY" appeared immediately inboard of the roundel and the three digit number appeared in the corresponding position under the port wing. The RCN followed the Royal Navy numbering scheme where three-crew aircraft were assigned three-hundred series identification numbers and Avenger 53610 became "NAVY 303". 53610 was transferred to 880 Squadron on 14 June 1955 where it retained these markings until 20 August 1957 when it was assigned to VC 920, the Naval Air Reserve Squadron in Toronto. Avenger 53610 was struck off RCN strength on 30 Jan 1958. However, it continued to serve the RCN as an instructional aircraft at the Naval Air Maintenance School for about one month.

On 27 Feb 1958, 53610 was sold to Wheeler Airlines located in St. Jean, QC for \$4,500. It was converted for budworm spraying and painted in Wheeler's yellow overall paint scheme by Fairey Aviation in Dartmouth for \$3,500. The Avenger received Canadian Registration CF-IMR and assigned the company number 501 which was painted on the vertical stabilizer. CF-IMR was used by Wheeler Airlines for spruce budworm spraying in New Brunswick from 1958 to 1965.

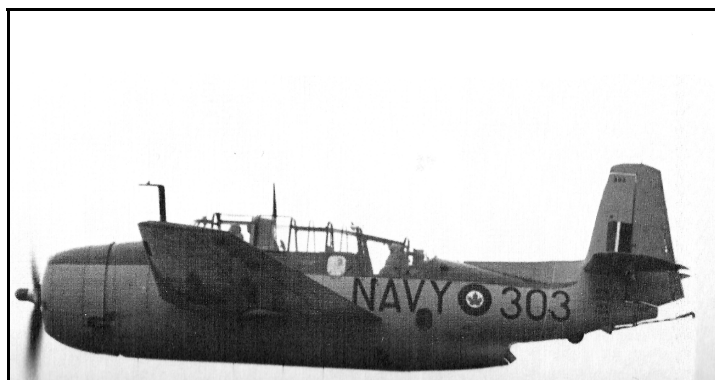
In 1966 Wheeler Airlines amalgamated with Northland Airways Ltd and the company became Wheeler-Northland Airways Ltd, also located in St. Jean QC. CF-IMR still retained its 501 company identification number.

In 1971, CF-IMR was sold to Evergreen Air Service Ltd of Montreal QC. Avenger 501 was employed on spraying duties in Quebec and New Brunswick from 1971 to 1976.

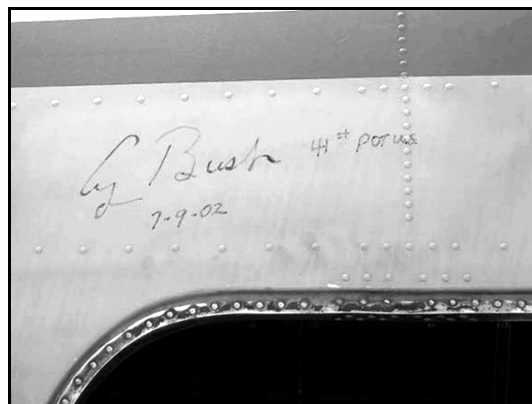
In 1976, CF-IMR was sold by Evergreen Air Services to Forest Protection Ltd in Fredericton, NB for \$30,000. FPL re-numbered the Avenger with a new company identification number, E25, and the aircraft continued on its aerial spraying duties in New Brunswick. On 4 July 1978, CF-IMR's registration was changed to C-FIMR in accordance with the revised ICAO policy followed

by the Canadian government and FPL again renumbered the Avenger's company number to, 23. It was repainted in FPL fleet standard colours of white upper surfaces over grey lower surfaces with a red ring painted around the engine cowling and the outer wings and rudder were painted yellow. Avenger 23 flew in the aerial spraying role in New Brunswick until 1990.

In 1991, Avenger 23 was reconfigured as a water bomber for forest fire suppression. It flew in this role throughout New Brunswick. On 9 July 2002, former U.S. President George Bush Senior, 41st President of the United States signed his name on Avenger 23 just above the starboard crew door entry. From 2003 to 2010 Avenger 23 flew as a forest fire water bomber based at the New Brunswick Department of Natural Resources Air Tanker base at Miramichi, NB. In November 2011, Avenger C-FIMR was sold to the Shearwater Aviation Museum Foundation. The aircraft will be turned over to the Museum and refurbished as RCN Avenger 53610 in NAVY 303 colours.



Avenger Navy 303 in the traditional RCN dark gray over light gray colour scheme.



President George W Bush's signature on Navy 303 when it belonged to Forest Protection Limited (FPL) "41st POT US 7-9-02" (41st President Of United States 9 July 2002)

MID ATLANTIC FUN

T'was a dark and stormy night, no I lie it was a bright and sunny day in the mid Atlantic onboard HMCS Huron enroute to Portsmouth and the Silver Jubilee Spithead Fleet review. June 18th 1977 to be exact. Huron had joined a group of American ships heading in the same direction, USS Milwaukee, California, Francis Marion, Julius A. Furer and USS Brown.

Huron had embarked only one Helo for the voyage as the other half of the hangar was taken up with an EW van we were returning to Jolly Old. There we were boring holes in the sky on your standard crew trainer and about half an hour prior to recovery the fun began. It seems that a H2 Seasprite had come to visit from the Furer and had gone unserviceable on deck.



Kaman Seasprite 3

Then the fun began the H2 had shut down and there were problems getting it restarted. Stinger 23 this is Huron it appears your recovery will be delayed how much fuel do you have remaining? Stinger 23: 45 minutes. The time ticked by, and we continued to bore holes in the sky. A short time later Huron – Stinger what's happening? Huron: standby. And so it went. Huron – Stinger if you are going to delay our recovery much longer we will need to refuel. This was not going to happen from Huron as the deck was fouled and there was no way to safely rig the HIFR hoses. Time again marched onward. Huron – Stinger arrange with Milwaukee for a fuelling. Stinger- Huron unable Milwaukee's flight deck is Notam'd for a party. Huron – Stinger right! We should be able to refuel from California. Stinger- Huron unable California is not cleared for a CH124. Huron-Stinger perhaps then we could find another source. Time continues to march on. Stinger- Huron the USS Furer is prepared to HIFR you. So off we truck to the Furer. As we hover alongside the Furer internal conversation in the aircraft went something like, Pilot- OM this doesn't look like it's going to work OM-PLT my thoughts exactly would you like me to bring the hose up just to confirm? PLT-OM: yes. So up comes the refuelling hose and suspicions are confirmed. OM-PLT: this definitely isn't going to work! PLT-OM get it back on deck, OM-PLT its half way there. An aside, the H2 HIFIR receiver was inside the cabin and a female fitting designed to accept the male fitting on the ships hoses. By this time the low fuel lights were flickering and as I was securing the cabin to move forward the last thing I heard the PLT say was "I am declaring an emergency I am going to Milwaukee and if they don't clear the banyan off their flight deck I will! Moving forward to my seat out the windshield I could see a mast, and thought that doesn't look like a Milwaukee to

me, and bump we were on a deck. Getting reconnected to the ICS, I asked so where are we. We were planted on the USS Francis Marion.



USS FRANCIS MARION

PLT: go find out if they have starting power or if we are going to have to hot refuel. So out I go and pose the question to a young deck crew gaily lashing us to the deck. His instant reply is "we got no gas for these Helos on this boat". Connecting to the external ICS I pass that good news on to the pilot although the young lad thought they had starting power. His immediate response is go find someone that knows for sure. Now we have just arrived on board like I can find he with that knowledge for sure. Anyway peering over the edge of the flight deck are a number of Ships Company so I pose the question to a CPO and LT (JG) who have the same story. By this time the low fuel lights are burning brightly so we shut down. Do we want to fold? Let's not complicate things even more!

So there we are on the Marion and about to embark on the next phase of this adventure. The senior officer of the US task group was riding in Marion so we joined him for lunch. The initial lack of services was confirmed. Now how do we get fuel for Stinger 23 into Stinger 23? Many plans were discussed and abandoned the one I liked the best was pull Huron into a RAS position to give us gas. So as greater minds were at work we settled in with our hosts.

A few words about the Marion she was on her last legs as a USN ship, the crew was primarily made up of USN Reserve troops doing their callout time and a number of Naval Academy Cadets. A friendly and resourceful bunch as I shall explain later. The Marion had not conducted flight ops except for VERTREPS in a number of years had a wooden flight deck. Think the vintage of our Cape Boats.

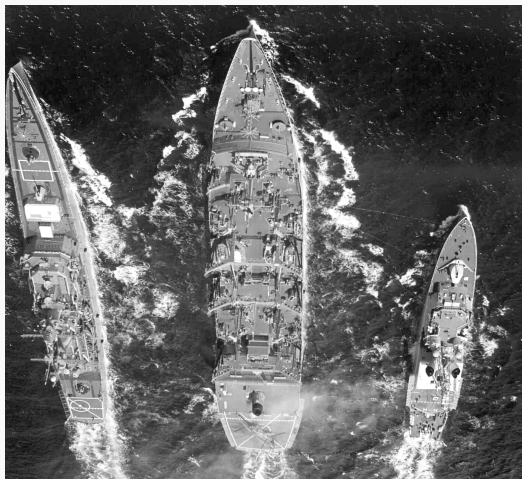
Up the following morning after breakfast I wandered up to the Marion's bridge which was conducting a RAS port side with Milwaukee and Huron was on the starboard.

Sometime previous the final refuelling plan had been adopted. This involved jack staying a Sea Knight long range auxiliary fuel tank (resembling a Propane tank you would find in your back yard) from Milwaukee to Marion

once on Marion the crew manhandled it from the RAS point aft to below the flight deck activated an elevator that hadn't been used in years and lifted it to the flight deck. In shifts they then hand pumped fuel into the thirsty Sea King. Idling around the bridge I noticed our Detachment Commander observing from Huron's upper bridge as signalmen were talking back and forth with light I had one send a message to the effect of "for the Air-O: Having a wonderful time send clothes and money CU in England!" Watching through a pair of borrowed binoculars as the Air-O got the message he replied with a very Un Maj. Type salute. Back on the flight deck the troops from Marion had jury rigged a power cable for our start, and we prepared to get underway. Start attempt #1 and half of Marion's power blew out the same scenario with attempts #2-3. So it was back to the mess for another coffee while we waited for the SOP time to expire. On the 4th attempt number one caught just before the ship again went black. So it was off to home again.

Wandering up for briefing the following morning our tasks were to Pax transfer a number of naval cadets from the USS California to Huron for a Cross Pol. Why I asked 2 days ago we couldn't land on California to fuel and now we were doing milk runs. Oh said the brain trust from Huron's Ops Room that's because the "Americans" didn't understand that a CH124 and H3 was the same thing!

Other players:



California, Milwaukee, Huron

Post Script:

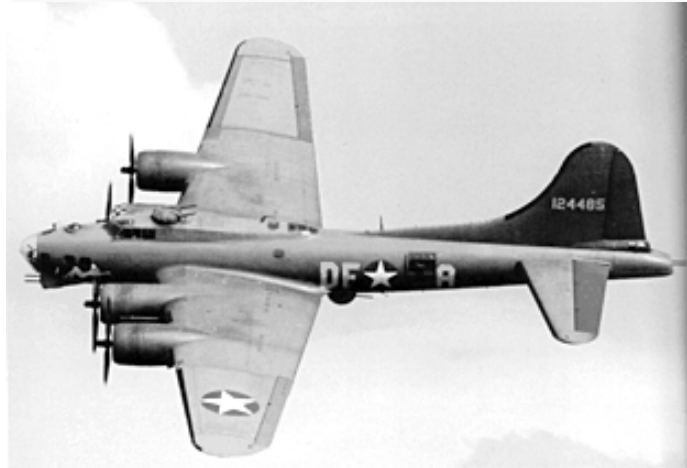
The preceding is factual as my 32 year memory can make it I was the OM and do remember some but not all of the major player's names I have little doubt they will recognize themselves. Although the Detachment Commander may still be attributing the Aldus message to the Crew Commander we also had one of the detachment tech's onboard I may be wrong but it seems that in the majority of Sea King incidents and accidents we also had passengers. Some may ask why we didn't land on Julius Furer we knew

they couldn't handle a CH124/H3. One can only hope in today's navy that ops room staff has a copy of HOSTAC.

Yours, Aye
Paul Peacey

SHEARWATER BC - BOEING 17 BOMBER

by Bill Paterson



"Clear the block! Hands fall in on the roadway." It was 0800 Monday 12 Jul 48 and Z2 maintenance personnel were being marched up the road from quarters to the hangars. The gaggle of sailors under the nominal supervision of a Leading Seaman was less than military, the type of shambles that would've made a GI (Gunnery Instructor) burst into tears, but the whole point of the exercise was to move a body of men from the blocks to their place of employment on time in a reasonable and expeditious manner.

Cresting the top of the hill and leading on to the hangar line road (the roads did not have name at that time), a series of loud comments from the front ranks was heard. "Hey! Look a B-17. What's that doing here? Have the yanks invaded?" It soon became evident that near the infield on the taxi strip by Z2 Hangar was a khaki brown B-17 parked. There were no nationality markings of any kind on the aircraft, although there were painted out patches where markings have been. Interest and curiosity grew as the group of men neared Z2 Hangar, and it could be seen that there were several men in civilian clothes in and around the aircraft.

We later found out at the hangar that the people in the aircraft were Israelis and they were attempting to fly the aircraft to Israel. The Arab/Israeli conflict was a little below the radar to most of the Z2 personnel, but, there was always one or two who read newspapers other than

Playboy or Penthouse who provided a brief explanation of the Palestine partitioning and the struggle between the Israelis and Arabs for their piece of the real estate.

The movie "Exodus" would not hit the movie screens until 1960, or later; therefore, the most effective way of presenting history to "Jolly Jack" was missing. The plight of the Israelis and their aircraft garnered sympathy from just about everyone. Regardless of the fact that the Israeli state was not a reality and the aircraft crew were mostly American volunteers.

The crew and Canadians mingled easily and it is alleged some "out of sight" non-military exchanges took place. They had need of some help with their radios, as well as rough running engine and other minor defects. They responded with US currency in exchange for technical expertise. I do not know the extent of these interchanges but they did take place.

In the meantime while all the ranks were busy making friends, giving help and exchanging anecdotes, the RCMP arrested the Pilot, whose name was Irvin 'Swift' Schindler for conducting an illegal takeoff without a flight plan from a United States airport in New York State, on 11 Jul 48. Further they were charged with landing at a military Base in Canada (RCAF Dartmouth). This action was reported with a photo in the New York Times newspaper dated Monday 12 Jul 48.

'Swift' claimed he was heading for the Azores but diverted to the Dartmouth Airbase because of bad weather. At the time of this occurrence the Air Force Base at Dartmouth was also the terminal for Air Canada (originally titled Trans Canada Airlines) - they operated out of hangar number 4 and therefore the Base was civilian and military and diverting to the Air Force Base was reasonable because it was listed as a civilian airport. The airline refuelling arrangements were with Imperial Oil which was located adjacent to the airport. Therefore refuelling could be accomplished for cash,

The details as to what happened next are not clear. Apparently 'Swift' and his followers of which there were 10, somehow escaped the police and flew the aircraft to the Azores. On arrival there they were arrested one more time. It is not known whether they successfully flew on to Israel.

Addendum

At the time of the appearance of the B17, at the RCAF/RCNAS Dartmouth Base in 1948, there were a great number of experienced aircrew around the world looking for work. Pilots and other aircrew as well as maintenance people from the Allied and Axis Air Forces were at loose ends. They had all been highly trained and war experienced and were looking for somewhere to use their skills and get paid for it.

The pool of trained and available aircrew were just what the new state of Israel were in need of as well as aircraft to operate. It came about that many of these men volunteered to fly for the new beginning Israeli Air Force (IAF).

This unit they started flying with was called by the Israelis 1st Fighter Squadron, number 101 Squadron. The first aircraft that they acquired was from Czechoslovakia, an aircraft called the Avia-199. This was a rebuilt Messerschmitt airframe with the Jumo engine. Later they acquired some Spitfires, Mustangs and Italian Macchis.

Historically there were many airborne fights between Arab & Egyptian Spitfire aircraft against Israeli Air Force spitfires, Mustangs, and Focke Wulf 190's.

Note: 101 Squadron information is available on the web as well as biographies of many of the pilots who flew for the Israelis.

Urban Legend (?)

Around about this time, I recall a story that made the rounds in the canteens and messes. The general opening was; "Have you ever heard of Local 88"? And, from here on there transpired a tale of pilots who hired out their skills to anyone for the right dollar figure.

Attendant to this was the description of organized teams of air maintenance qualified people scouring the Arabian desert for the wrecks of aircraft of any make, model or nationality. It was said that they then would rebuild them and put them back in the air. All of this was wonderful fuel to the imagination of young men working on aircraft at Shearwater. At the time, the Local 88 story was making the rounds there would occasionally be a reference to a pilot joining one of our fighter squadrons and being interviewed by the Commanding Officer. It was said that the CO would ask what aircraft the new Pilot had flown. In one case he was confounded to hear of a variety of aircraft including Spitfires, Messerschmitt 109's, Focke Wulfs and some Italian aircraft.

What a thrill to learn that one of our pilots had been with Local 88. Our imagination did the rest.

The 101 Squadron webpage has a link to the bios of the volunteer pilots that were part of their operation. Checking the nationality of the Pilots, there are a number of Canadians. One is a name that would be familiar to some Shearwater personnel from the 1950's and '60's.

Note: The 101 Sqn web site is:

[HTTP://101squadron.com/101/101.html](http://101squadron.com/101/101.html)

The Pilot referred to in the Urban Legend is found in Robbie Hughes compendium of Naval Aviators.

(From Bill Paterson) BTW the Shearwater 'BC' does not mean British Columbia.

The Israeli Air Force (IAF) in the War of Independence

(In part from web site)

The IAF was a unique Air Force in three respects – it was born at the same time as the State of Israel in May 1948; it was born in the heat of battle; and over 95% of the combat-trained air crews were World War II veterans who came as volunteers from 16 foreign lands, mainly from the Anglo-Saxon countries, to help Israel in its War of Independence.

The forerunners of the Israel Air Force were the Palestine Flying Service created by the Irgun Zvai Leumi (Etzel) in 1937, and "Sherut Avir" (Air Service) which was established by the Haganah in November 1947. These were the early flying entities in the Yishuv (Palestine), in anticipation of a future Air Force.

No. 1 Squadron, based at Sde Dov airfield near Tel Aviv was the IAF's first squadron. Its small inventory of Piper Cubs and Austers was augmented at an early stage by a Bonanza, three Fairchilds, and a Dragon Rapide, which were smuggled out of South Africa mainly through the initiative of Boris Senior, and flown across the whole of Africa to Israel. On the afternoon of Friday 14th May 1948, at the very time that Prime Minister Ben-Gurion was declaring the establishment of the State of Israel, Boris Senior as pilot, with Smoky Simon as navigator and Shmulik Videlis as aerial photographer, carried out the IAF's first air reconnaissance mission over enemy territory in a Bonanza to report on the enemy forces that were converging on Israel from Transjordan (now known as Jordan) – hundreds of vehicles, tanks, trucks, armored cars, and many thousands of troops. The Etzion Bloc had already been overrun by the Jordanian Army led by British officers, and Kibbutz Kfar Etzion was burning.

At that time, Israel had neither combat aircraft nor effective anti-aircraft weaponry to defend itself from air attacks mainly by the Royal Egyptian Air Force (REAF). In fact, already at first light on 15th May (the day after the declaration of the State), the REAF was bombing and strafing targets mainly in Tel Aviv with impunity – the Reading Power Station, Sde Dov airfield, the central bus station, etc. On the same day, an Egyptian Spitfire which was doing a low-level attack on Sde Dov airfield was hit by a very lucky shot from a 20 mm machine-gun manned by Sam Rose, a British Machalnik, and the Spitfire crashed on the beach at Herzlia. The pilot was badly shocked and became a prisoner-of-war. Parts of his crashed aircraft were subsequently used for constructing the IAF's first Spitfire which was built out of junk left by the Royal Air Force (RAF) when the British Forces were evacuated from Palestine.

In the early days of the war, No. 1 Squadron employed its light civil aircraft – Austers, Piper Cubs, Fairchilds, Bonanzas, and a Dragon Rapide as "Bombers", dropping

25 and 50 pound bombs and incendiaries on targets mainly in the area surrounding Jerusalem. **"Bomb-chuckers" as they were called, carried these bombs on their laps, and on reaching the target the safety pins were released and the bombs were manually dropped onto the target.**

ACQUISITION OF THE IAF'S FIRST COMBAT AIRCRAFT

Israel succeeded in acquiring 25 Avia S-199 aircraft from Czechoslovakia. In the second-half of May 1948, the first batch of four Avia S-199s were disassembled and packed into crates and transported in C-46 Curtiss Commando aircraft from Czechoslovakia to Israel. On arrival in Israel the aircraft were hastily re-assembled and inducted into 101 Squadron. The Avia S-199, which was manufactured in Czechoslovakia was a very inferior version of the German Luftwaffe's Me-109 aircraft. (The Role of the Czechoslovakian Avia S-199 - the IAF's First Combat Aircraft).

On 23rd May an Air Transport Command C-46 Curtiss Commando aircraft which flew from Czechoslovakia to Israel with the fuselage and engine of the first S-199 to be assembled in Israel, crashed as a result of heavy fog which covered Tel Nof and Sde Dov airfields. The navigator Moshe (Moses Aaron) Rosenbaum was killed. Ed Styrack the radio operator was badly injured, and both the aircraft and its cargo were destroyed. Sadly, this first and very precious S-199 was lost even before flying under its own power.

On the battle front, the IDF was under tremendous pressure from the Egyptian Army. Thousands of Egyptian soldiers and hundreds of vehicles and tanks had already advanced up to Isdud (Ashdod), 30 kilometres (19 miles) south of Tel Aviv. The IDF was in a desperate situation and called for air support. On 29th May, a formation of four S-199s led by Lou Lenart, together with Modi Alon, Ezer Weizman, and Eddie Cohen, each aircraft carrying 2 x 70 kg bombs, cannons, and machine guns, attacked the Egyptian Forces from multiple directions. Each aircraft made three runs, and in the teeth of withering 37 mm anti-aircraft fire Lenart's aircraft was badly hit. Nevertheless, Lenart as well as Alon and Weizman succeeded in returning to their base at Tel Nof. Unfortunately, Eddie Cohen's plane was hit by ground fire and the burning aircraft crashed and Eddie was killed. On touching down at Tel Nof, the brake on Modi Alon's left wheel failed and his aircraft ground-looped. The right wing struck the ground, the right tire burst, and the aircraft was a write-off. This first operational mission of 101 Squadron had cost the life of Eddie Cohen, plus the loss of two aircraft, and a third aircraft was damaged. Although the IAF's bombing and strafing attack did only limited damage to the Egyptian Forces, the revelation that Israel could now field real fighter aircraft came as a great shock to the Egyptians. This daytime attack was followed-up by a night bombing

attack by a C-46 aircraft, and by light aircraft of the Tel Aviv squadron, and the Egyptian column never advanced any further into Israel. Early the next morning Ezer Weizman and Milton Rubinfeld in their S-199s attacked an Iraqi column which was advancing towards Kfar Yona, just west of Tulkarm. In this battle, Rubinfeld landed hits on an attacking enemy aircraft, but his own aircraft was badly hit and he bailed-out over the sea near Kfar Vitkin, whose residents assumed that he was an enemy pilot and fired at him as he descended in his parachute. Fortunately they missed hitting him, and in order to identify himself as a Jew, Rubinfeld ran towards the advancing Moshavniks with his hands raised above his head, and as he knew no Hebrew at all he kept yelling "Shabbes, Gefilte Fish", "Shabbes, Gefilte Fish". Having established his identity as a Jew, the Moshavniks took Rubinfeld to hospital in Netanya. His aircraft which had crashed into the sea was a total write-off. To celebrate Rubinfeld's rescue, the squadron had a drinking party in the Yarden Hotel in Tel Aviv, and on his way back to the base Ezer Weizman fell off his motor cycle and broke his left hand. Two days after this episode Rubinfeld left the squadron, and so with Eddie Cohen having been killed in action and Ezer out of action with a broken hand, 101 Squadron was left with only two operational pilots – Modi Alon and Lou Lenart, and with only one serviceable S-199.

On 3rd June, Modi Alon was on a twilight patrol over Tel Aviv. He spotted a formation of four Egyptian aircraft approaching the city – two Spitfires escorting two Dakota C-47s. Alon swung out to sea to get the sun behind him and then swept in on the bombers. The Spitfire escort fled, and the citizens of Tel Aviv were able to watch as Alon made two passes and scored hits on both bombers - one bomber crashed into the sand dunes south of Bat Yam, and the second bomber crashed just south of Tel Nof Airfield. Tel Aviv was ecstatic. The country now felt that it had a real Air Force. Egyptian bombers never attacked Tel Aviv again, although Spitfires continued to harass the city.

In the succeeding months additional pilots completed their conversion course on to the S-199 in Czechoslovakia, and additional aircraft had also been inducted into the Squadron, and the time had come for a squadron logo.

Winged Skull Two U.S. pilots, Stan Andrews and Bob Vickman, both of whom had been art students in Los Angeles, designed 101 Squadron's famous logo, the "Winged Skull in a Flight Helmet".

AIRCREW AND GROUND CREW PERSONNEL

As the war progressed the IAF was expanding its capabilities. Many more qualified volunteer aircrews kept arriving from abroad, and there was a steady intake of additional S-199 combat aircraft. Over the period of the war from 15th May 1948 to the cease-fire on 7th January 1949 (Israel's longest war), a total of 607 flying personnel served in the IAF and in Air Transport Command (ATC). It must be noted that not all the flyers served at the same

time. Some joined the IAF as late as October and November 1948, and many Machalniks who had flying qualifications were assigned to important ground duty functions.

The flying crews included pilots, navigators, bombardiers, air-gunners, radio operators, flight engineers, aerial photographers, and "bomb-chuckers", and the countries from which they came were as follows:

Aircrew Personnel Israel (See Notes below) 181			
USA	182		
South Africa	80	Poland	5
Canada	53	France	4
U.K.	50	USSR	4
Sweden	18	Australia	3
Holland	8	Belgium	2

India , Czechoslovakia , Denmark , Hungary and Romania	1 - Not Determined	12 - Total Number	607
--	--------------------	-------------------	-----

The number of 181 Israeli flying personnel was made-up as follows:

(a) 22 Israeli pilots got their wings in the Royal Air Force (RAF), but as the British did not encourage Palestinian Jews to become pilots, their training started only in 1943 and later, and as the war against Germany terminated in May 1945, very few of these pilots had combat experience.

(b) 69 other Israeli pilots had their training and flying experience only on light civil aircraft.

(c) Then there were 78 Israeli "bomb-chuckers" who had no flying training. As many aircraft had not been fitted with bomb-racks, the bomb-chuckers had to throw the bombs out manually onto the targets.

Modi Alon, Ezer Weizman, and Alexander (Sandy) Jacobs, were the most experienced Israeli pilots. It will also be noted that by far the largest number of volunteer aircrews came from the Anglo-Saxon countries. In fact, English was the "Air Force Language" until September 1950.

Full credit and recognition must be given to the outstanding work done by the ground crews. Whilst the majority of the experienced ground crews were Machalniks from abroad, there were a number of excellent Israeli mechanics who had served in the Royal Air Force in World War II. Yosef Leshem and Joe Schmeltz were crucial key-men who constructed the IAF's first two Spitfires out of scrap. Harry Axelrod, an American Machalnik and a highly experienced technician was the Chief Technical Officer (CTO) at Ramat David air base. Tev Zimmerman, Chaim Grevler, Abe Nurick, Louis Taitz, and Leo Schneider and others were outstanding South African mechanics.

When the Avia S-199s arrived in Israel from Czechoslovakia in crates, the planes were re-assembled by Czech mechanics who also trained the Israeli ground crews including Shabtai Katz, who was an outstanding mechanic. In a workshop at Sarona, Israeli and Machal technicians succeeded in assembling the IAF's first Spitfire which was built from junk abandoned by the Royal Air Force when the British Forces were evacuated from Palestine. Other parts and components were salvaged from the Royal Egyptian Spitfire which had been shot down in the attack on Sde Dov airfield on 15th May. Other parts were salvaged from 4 Royal Egyptian Spitfires which had been shot down by the RAF when the Egyptians mistakenly attacked Ramat David air base whilst it was still occupied by the British. The first reconstructed Spitfire was successfully test-flown by Boris Senior in July 1948 and inducted into 101 Squadron. A second Spitfire was also rebuilt out of junk and salvaged parts. A mechanic, Sachol Zakai succeeded in assembling a working engine out of scrap for the second Spitfire which became operational in October 1948.

With the passage of time, dynamic changes in the IAF's inventory of planes were taking place. On 12th June 1948, three B-17s (Flying Fortresses) were smuggled out of the U.S., flying from Miami to Puerto Rico in the Caribbean. The B-17 was a famous and iconic high-altitude heavy bomber which became well known especially in attacks against German targets in Europe. After filing flight plans for Brazil, the three B-17s left for the Portuguese Azore Islands off the west coast of Africa. From there they flew on to Zatec in Czechoslovakia, refueling in Corsica (Ajaccio) in the Mediterranean Sea. Under pressure from the U.S. Government the fourth B-17 flown by Swifty Schindler via USA and Canada, was impounded by the Portuguese Authorities in the Azores, and the airplane never made it to Czechoslovakia or to Israel.

At Zatec in Czechoslovakia the B-17s were fitted with bomb racks and guns and bombed-up for action. It was decided that on the flight from Czechoslovakia to Israel on 14th July the B-17s would carry out attacks on three targets in Egypt – the Royal Palace in Cairo, the Egyptian airbase at El-Arish, and Gaza. Cairo was bombed, but due to difficulties in locating the El-Arish and Gaza targets, the other two aircraft bombed Rafah. The arrival of the three B-17s in Israel on 15th July gave the IAF a tremendously enhanced attack capability. The new aircraft were assigned to the newly-formed 69 Squadron and were known as "Hapatishim" ("The Hammers"), and based at Ramat David Air Force base. On 16th July, their first day in Israel, the new bombers went into action, and in the military operations of "Yoav" and "Horev" each aircraft flew up to three sorties per day. The night attack on Cairo by just one B-17 caused tremendous panic and thousands of Cairenes left the city. The IAF had now acquired quite a significant attacking capability.

In July 1948, two ex-South African Air Force officers, Cecil Margo and Trevor Sussman, were invited by Prime Minister Ben-Gurion to do an inspection/investigation of the Israel Air Force and to submit their recommendations to him. Lt.-Col. Cecil Margo DSO and DFC, enjoyed a tremendous reputation as an experienced, skillful, and courageous bomber pilot and combat leader with an outstanding record in the South African Air Force (SAAF). In World War II Margo had flown about 150 operational sorties, in which he personally led most of the bomber formations.

Margo was given carte blanche to inspect and to interview, and to come up with his analysis and recommendations in regard to the IAF. In brief, Margo concluded that despite the IAF's relative successes within the context of its very limited resources, there was a grave lack of organization in the Air Force. He presented a very sophisticated and professional program for improvement and reconstruction. He covered personnel, equipment, air fields, armaments, maintenance, training, logistics, tele-communications, intelligence, radar, navigational aids, budgets, etc. etc. Inter alia, he appointed Dov Judah who had served under him in the South African Air Force as Director of Operations, and Smoky Simon (also ex South African Air Force) as Chief of Air Operations.

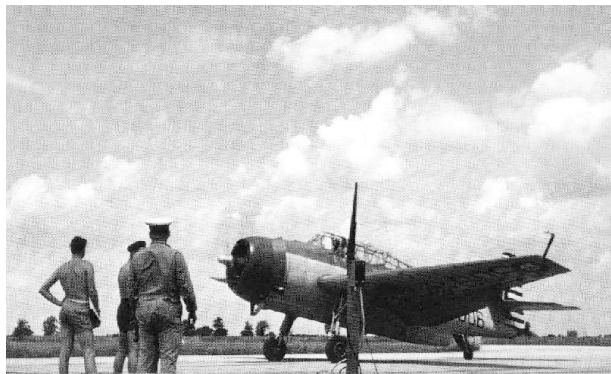
Margo based his recommendations on a wealth of experience that he had acquired as a senior officer in the South Africa Air Force in World War II. In Smoky Simon's opinion, although Margo's concepts were most impressive, several recommendations were operationally unrealistic in terms of the IAF's resources – paucity of fighter and bomber aircraft, armaments, equipment, spare parts, etc., due mainly to the U.N. embargo on arms exports to the Middle East. Parts of Margo's plan were implemented, and whilst Ben-Gurion accepted the overall program in principle, it was found not to be practical in terms of overall budgets and other pressing priorities. Margo declined to accept Ben-Gurion's invitation to take command of the Israel Air Force, and it could be said that he left Israel as a rather discouraged man. However, on his return to South Africa Margo continued to support the training of Jewish pilots for future service in the IAF. (At the time of Margo's visit to Israel, he was a very successful barrister at the Johannesburg Bar, and was subsequently appointed as a judge of the Transvaal Supreme Court).

As mentioned previously, the acquisition of aircraft and spare parts was an ongoing process. Following World War II, the USA became a huge storehouse of surplus aircraft. However, in March 1948 President Truman issued a directive that as from 15th April 1948 all exports of aircraft and aircraft parts from the U.S. would have to be cleared by the State Department. Prior to that directive there was no difficulty in purchasing large transport aircraft and flying them out of the USA, and so in order to overcome President Truman's directive, the parties involved in acquiring aircraft for the future IAF established bogus

airline companies such as SA Service Airways in the USA, and LAPSA (Lineas Aereas de Panama) in Panama. Fortunately, a number of Central as well as South American and European countries were sympathetic towards Israel, and allowed these airlines to use their airfields – Panama, Mexico, Nicaragua, Italy, Yugoslavia, and Czechoslovakia. In all, eleven Curtiss C-46 Commandos, two Douglas C-54s, and one Constellation were flown out of the US. With the help of volunteer aircrews, Yehuda Arazi and Al Schwimmer, who were responsible for acquiring the aircraft succeeded in having the planes flown to Israel via circuitous routes, but at great risk to the crews. Amongst the early pioneers who started flying these aircraft in March 1948 were pilot Leo Gardner with navigator Irwin "Steve" Schwartz and a non-Jewish wireless operator Eddy Styrack; Sam Lewis flew a Constellation, Arnold Ilowite and Canadian wireless operator Jack Goldstein flew a C-46; "Swiftly" Schindler (owner of Service Airlines), Sam Lewis, William Cohen, and others flew five C-46s out of Burbank to Mexico City to escape the 15th April export deadline. On 21st April 1948, William Gerson and his flight engineer Ernest "Glen" King were killed when one engine failed in an overloaded C-46 Commando plane which crashed on take-off from Mexico City. Gerson and King were the first Air Force Machalniks to be killed in the course of duty.

Canadian Fliers Rescue off Port Stanley 1957

The story starts on Saturday afternoon, January 19th 1957, a two plane formation (Royal Canadian Navy Reserve "Avengers" TBM AS3's) left RCAF Station "Downsview" Toronto (that's where we were based) for a low level cross country over water (approx 300 ft), when flying over Lake Erie (south of Port Stanley, A/C #907 Bu86001 had an engine failure, pilot (Lt/Cdr (P) Cal Wilson & Observer's Mate LSOM Jerry Rol, both tried to send out a Mayday. The other A/C on hearing this circled over head sending out Maydays, until they stayed no longer, due to being low on fuel. Because of lateness of the day and the



Sister aircraft to the one that went down

distance of the Canadian Air/Sea units (approx 275 miles to the east at RCAF "Trenton"), they could not get there until the next day. When the engine failed, Cal turn the A/C north and nursed it as far as he could (TBM's glide like a brick), they ditched on pan ice, they had plenty of time to pull the dingy and sat on it and watched the A/C sink through the ice (true Hollywood fashion nose down, tail vertical).

On US side of the boarder Jack Hendy AC3 was on duty in the Control Tower at NAS Grosse Ile when the Mayday was heard. In Hangar 2 Morris Bertsch was busy working in engine change when he was called to the Hot Spot. When told of the emergency, Morris fueled the HUP to capacity, the only time he ever fueled a HUP to capacity. Only a short time elapsed and the HUP 2 was on its way out over the lake with Lt. Helms and ADR1 Bertsch on board. It was late afternoon after 1600 when Jack Hendy, controlling traffic, said "---turkey in the drink, chopper on the way." This was heard by John Sanger in the electronic's shop.

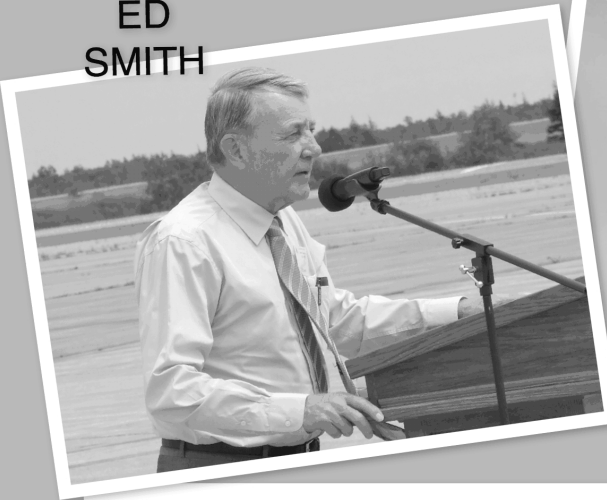
The downed crew was in Lake Erie south of Port Stanley, Ontario a about 125 miles away. So when the HUP arrived in the area it was almost dark and they started the search. After 50 minutes of searching the HUP was now low on fuel so they were on their last pass over the area. The downed crew heard the Chopper and popped a flare. From the HUP Morris Bertsch saw the flare and the crew was then picked up. This was about 15 miles out in the lake. The first thought was to land in St. Thomas, Ont. but after checking, St. Thomas did not have proper fuel for the HUP.

After careful evaluation of their fuel status it was decided to go 20 more miles to London Ont. (civic airport), and later were transfer to RCAF Station "Centralia" (London) along with the American crew, they all spent the night there (the USNR crew had to clear Custom's & Immigration, government at it's finest). After arrival in London, Morris checked the remaining fuel, only 3 buckets remained. The HUP was placed in a hangar and the USNR crew treated like royalty. The USNR crew was, Lt. Lewis Helms & Morris Bertsch ADR1, the A/C was a HUP 2 the side no.979 BuNo129979, A/C was Navy Blue in colour lettering in white with "GROSSE ILE" beneath the word "NAVY".

Information furnished by: Fred Rol, Morris Bertsch and John Sanger

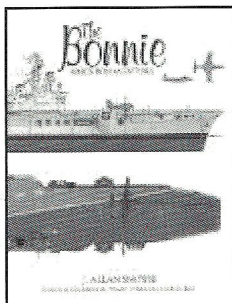
Article passed to WARRIOR from John knudsen.

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WALL OF HONOUR

Guidelines for designing your "Wall of Honour" Tile.

The tile used is made from high quality marble which is 12 inches square. The tile can be sand blasted in various ways to suit your wishes. All lettering will be in upper case and the tile will be mounted in the diamond orientation as opposed to a square orientation. All Text will run horizontally across the tile.

The options are:

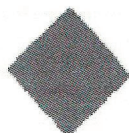
- Option A:** One half tile 12" X 12" x 17" and triangular in shape with up to 5 rows of 3/4" letters for a maximum of 60 letters and spaces. The longest row can accommodate up to 20 letters and spaces. The remaining 4 rows will decrease in length as the border/edge of the tile dictates. It should be noted that the upper half of the tile will start with a short row and the bottom half will start with a long row.
- Option B:** The full tile with up to 6 rows of 1" letters for a maximum of 55 letters and spaces. The two centre rows can accommodate up to 16 letters and spaces. The remaining rows will decrease as the edge of the tile dictates.
- Option C:** The full tile with up to 10 rows of 3/4" letters for a maximum of 120 letters and spaces. The two centre rows can accommodate 20 letters and spaces. The remaining rows will decrease as the edge of the tile dictates.
- Option D:** The "Buddy" Tile - sold only as a full tile. This tile is divided into 4 quarters - each 6" X 6". Each quarter can accommodate up to 6 rows of 1/2" letters for a maximum of 48 letters and spaces. The two centre rows can accommodate up to 12 letters and spaces with the remaining rows decreasing as the tile edge dictates.

Option A



\$300

Option B & C



\$600

Option D



\$600

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

(Wall Tiles (continued))

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

REMEMBER TO COUNT THE SPACES!

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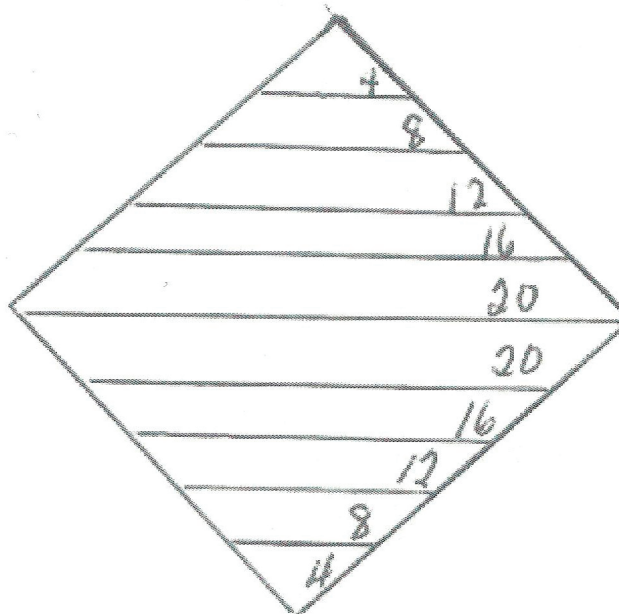
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TYPICAL OPTION 'C' above

CIRCLE CHOICE: OPTION 'A' OPTION 'B' OPTION 'C' OPTION 'D'

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I hereby add to that said Will as follows:

I give, devise and bequeath to the Shearwater Aviation Museum Foundation,

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Up Spirits: Ode to a tot of rum

There once was a time in H.M. Ships,
When the magic hour had come.
The leading hands of every mess
... .. Prepared to collect the rum.

The smell of Jamaican filled the air
As the ritual began
A daily tot of Nelson's Blood
Was a favourite to every man.

When the Rum Bosun stood, his measure poised
To serve every man his tot.
Two fingers always in the 'cup '
Making sure that the 'Queen 'got her lot.'

The 'ticker off' was there, of course
His pencil at the ready,
With a sipper given from each man's tot
His hand was no longer steady.

The rum rat sat, his eyes aglow
His whiskers twitching well
He liked his rum so much it seems
He could get pissed on the smell.

Sometimes the tots were passed around
As each man paid his debts
Favour, rubber, game of crib
Could cost a couple of wets.

Then came the time to sup the 'Queens'
"God Bless Her "was the toast
A watchful eye, as each man supped.
So the Rum Bosun got the most.

Once the rum had been consumed
And nothing left to pour;
The dits began, as the 'Grog' took charge,
Of favourite runs ashore.

A feed, a fight, a couple of pints
Was part of a run ashore.
A game of darts was in there too
Then all night with a Pompey (Lill).

No longer though, does the scent of rum
Pervade her Majesty's boats.
No more to sup Lord Nelson's Blood
And give the Queen her toasts.

So to all who drank Lord Nelson's Blood
And heard the Klaxon's blast
May old shipmates meet and share a wet
Spinning dits of the good times passed.

A toast then to Horatio
And another to the Queen.
And may we all, wherever we are
Remember where we've been!

Amen to that!

(Sent to us by Eric Edgar.)

From the Editor/SAMF Scy: Put down your beer, scotch, rum, newspaper, or remote and join in day dreaming. Sink back in your easy chair, close your eyes and let memory carry you back to the good old days (they may have been hellish days - some of them - but let memory work its magic on you and filter out the bad things). Forget the scowls and chewings-out of Captains and CPO's. Forget the bone-chilling North Atlantic gales, the mal da mer, the hangovers and clear your mind for pleasant memories.

Remember the excitement of the bugle calling "Hands to Flying Stations", the din of a score of engines roaring out their readiness for the launch, the sweet ding ding, ding ding, ding of the bell at up-spirits time, the pride you felt when "Secure Flying Stations was piped" and you could count as many aircraft on the flight deck as were there before the launch. Whether you played your part in the air or in launching and recovering or in bending wrenches you were part of an unforgettable team.

Bill Farrell wrote the above and I knew it was right for this issue. Besides, he told me (by my ouija board) to use it.

Take a look through this issue regarding the Avenger et al and the memories noted above will come flooding back.

We are losing your brethren at a quick pace as can be seen in our Delta List. The other day I came across names of those that were taken from our WARRIOR distribution list. I was reminded of the over 200 on the list that they were not members of SAMF and did not support the Foundation and/or the Museum. Talk about disappointing! \$40 a year wouldn't break anyone - around 10 cents a day. Besides, these 200 plus were Naval Air members and I would have thought, they would be interested in keeping their Naval Air history alive.

Those that attended the arrival of the Avenger, I'm certain, were thrilled to see it. If there was any doubt as to how they feel about Naval Air - it was more than evident when the aircraft arrived. I hope those that were not Naval Air grasped the significance of the comradery, pride and love of service these men have. They were lucky to have been part of that era.

Keep well - you're thought of often. Kay

The Royal Canadian Navy Monument

from Paul Baiden

Statement by the Prime Minister of Canada on the occasion of the unveiling of The Royal Canadian Navy Monument May 3, 2012 Ottawa, Ontario

"Speaker Kinsella and fellow parliamentarians, Chaplain Wilcox, General Natynczyk, Vice-Admiral Maddison, Chairman Mills, distinguished guests, designers, veterans, ladies and gentlemen.

"Canada is a maritime nation, a maritime nation with trade, commerce and interests around the world. "Surrounded as we are by three oceans, it can truly be said, that Canada and its economy float on salt water.

"Such a nation must have a navy. "A navy that serves, a navy that protects, a navy that will, if circumstances demand, place its ships and their personnel in situations of imminent danger, for the sake of the country they have sworn to defend.

"This the Royal Canadian Navy has done for more than one hundred years. "So, we are gathered here on the eve of the day set aside to annually honour the Royal Canadian Navy, to dedicate a special place, a monument to this Navy in which Canadians have safely placed so much trust for so many years. "It is to be named The Royal Canadian Navy Monument."

"Let us speak then of the unique service of the Canadian sailors and their remarkable story. "Perhaps it should not be necessary to remind Canadians of this - that sailors are not like soldiers, any more than soldiers are like aviators.

"But it is so." "Sailors have their own customs, their own traditions. "As I have seen for myself, on the many occasions that I have been guest aboard one of our ships, sailors have their own professional language that speaks of their life on the oceans and the seas of the world".

"The monument that we now dedicate, by its unique design and as explained to us in great detail, speaks to this, to the meaning of naval service on behalf of all the men and women who serve, or who have ever served, in the Royal Canadian Navy.

"In the Navy's first century, more than 600 warships have been sent to sea bearing the proud prefix HMCS, 'His or Her Majesty's Canadian Ship'. "During the First World War, they guarded our coasts. "In the Second World War, they fought a campaign, a bitter campaign, against Nazi submarines, the Battle of the Atlantic, in which they suffered terrible losses."

"But they kept the sea lanes open for the convoys of troops

and supplies that would ultimately help bring down the enemy. "They were in the English Channel, clearing mines and scrapping with Nazi destroyers. "They were at D-Day." "They were in the Pacific. "In fact, the last Canadian to win the Victoria Cross was a Naval pilot, Robert Hampton Grey, killed as he sank a Japanese destroyer days before the end of the war."

"The Royal Canadian Navy has continued since then to serve off Korea during the conflict there, in peace and security operations the world over, and most recently, in the Persian Gulf during the mission to Afghanistan."

"Indeed, some members have served in Afghanistan itself." "In fact, sadly, it was two years ago today that navy mine expert Petty Officer Second Class Craig Blake was killed in that country."

"Our navy has taken a lead role in providing humanitarian assistance as well." "And even since then, Canadian sailors and ships have gone in harm's way." "As recently as last year, HMCS Charlottetown and HMCS Vancouver formed part of NATO's Libya engagement the former coming under, and returning, enemy fire, the first Canadian warship to do so since the Korean War."

"All these things that our sailors have done, in the defence of Canada and in the defence of some of the world's most vulnerable people, all of these things have been well documented." "But still we need memorials, such as this, tangible remembrances that may cause a younger generation to demand of an older one: 'What is this place?

What do these things mean? What did these people do?"

"And so, while there are other memorials across the nation dedicated to those who lost their lives during various periods of conflict, this monument demands that the Navy's full story be told and understood, and serve as a reminder to all Canadians that the Navy is always there - over the horizon - today as in the past at the first sign of trouble to say 'Ready Aye Ready' in the service of our great country as it says there on the west face of this striking design.

"And now, a happy occasion, the christening of The Royal Canadian Navy Monument."

"Miss Elsa Lessard served in the Women's Royal Canadian Naval Service, as has been mentioned, during the Second World War." "Since then, she has been active in the service of veterans, and received a Commendation Award from the Minister of Veteran's Affairs in 2008."

"Miss Lessard, would you honour us now, in the traditional manner, by christening The Royal Canadian Navy Monument?"

The Prime Minister's Office - Communication

**ABAR1 Marvin Mitchell cleaning his Avenger AS-3
VU32 Sqn 'C' Hangar HMCS Shearwater - summer
1956.**



For a good laugh, see our website

www.samfoundation.ca

under 'Articles'

for the following:

SURVIVAL, ESCAPE AND EVASION

written by George Plawski

featuring George Plawski and Charles Poirier

Did you know....

During the Second World War, the Luftwaffe created decoy airfields and populated them with dummy wooden aircraft in the hopes that the enemy would attack these counterfeit fighters and bombers and leave the real ones unmolested. Allied intruder crews did indeed spot these airfields, but in the case of some, attacked them with dummy wooden bombs - perhaps the greatest example of nose-thumbing of the war.

Follow this link to learn more:
[http://www.vintagewings.ca/Home/tabid/40/
language/en-CA/Default.aspx](http://www.vintagewings.ca/Home/tabid/40/language/en-CA/Default.aspx)

**AIRCRAFT HANDLERS -
HMCS WARRIOR**



***Girling, S. Dunnett, G. Davey, Hyde
Williams, Goddard***



Vic Dawson - HMCS WARRIOR

TRI-SERVICE HELICOPTERS



Ldg. Sea. Daniel Kewley, gives a few pointers on a Sikorsky helicopter engine to Cpl. Vernon(top) and Sgt. William Clark. The soldiers are members of an Army detachment under training with the Navy's Helicopter Utility Squadron at Shearwater. (HS-51422)

A practical demonstration of inter-service co-operation is being given these days at Shearwater, the RCN air station; where Army and RCAF personnel are serving alongside their naval comrades in two of the RCN's helicopter squadrons. Attached to the Navy's Helicopter Utility Squadron HU-21, for a Year's on-the-job training, is a 14-man detachment from the Royal Canadian Army Service Corps. Across the runway, with HS-50, the Navy's Helicopter Anti-Submarine Experimental Unit, is an RCAF pilot, F/O Ray Rasmussen. Since joining the squadron as RCAF liaison officer early last Fall, F/O Rasmussen has flown on anti-submarine exercises from the aircraft carrier Bonaventure as well as from Shearwater.

The 14-man Army detachment with HU-21 consists of three pilots and 11 maintenance personnel. All had had previous experience before joining the squadron, the pilots having received basic training at the Light Aircraft School at Rivers, Man., and more advanced training at Fort Sill, Okla., while the ground crew had trained with the RCAF and U.S. Army.

As its name implies, Utility Squadron 21 performs a variety of duties, among the more important being most of the helicopter search and rescue work carried out in the Maritimes. On two occasions, Army pilots, flying Navy helicopters, have taken part in search and rescue missions, the inter-service aspect of which has been heightened by the fact that they were directed by the RCAF, which is co-ordinating authority for search and rescue on the East Coast.

While the Army's main use for the helicopter is as a transport, the detachment's senior pilot Capt. Harold E.

Wirth, welcomes the opportunity HU21 offers of obtaining a diversity of experience and of becoming familiar with the types of helicopter operated by the squadron. These are the Sikorsky H04S-3, Vertol HUP-3, and Bell HTL-6. The two other Army pilots at Shearwater are Lt. Robert Barkley and Lt. William Charland. The maintenance personnel are Sergeants Ralph Middleton, Earl H. Martin, John Martin, P. W. Phillips, Douglas Germain, William Clark and Earl Hebner, and Corporals William G. Archer, James Dowdell, Vernon A. Lane and John MacFarlane.



Flying Officer Ray Rasmussen, RCAF, is flying with a Navy helicopter anti-submarine unit based at the RCN Air Station, Shearwater. Shown with him on board an anti-submarine helicopter is Lt Cdr. E. A. (Ted) Fallen, veteran RCN fixed-wing and helicopter pilot. (HS-51496)
(From Crowsnest May 1958)



(DND Photo) Army Voyageur - VERTOL 113
Where and when?????

READERS RESPONSE

BRYAN NELSON writes: In reference to Ernie Cable's article on AM Edwards contained in the Spring 2012 Warrior, his listing of inductees to CAHF includes Robert "Buck" McNair. Just to set the record straight Buck was born and spent most of his young years in Springfield Annapolis County NS, NOT Springhill as listed in the CAHF write-up. They have been notified of their mistake.

EDWARD (Ted) KING, P2 Hull Tech, HMCS FREDERICTON says: I have just read the article in the WARRIOR about the Willy D. I have not laughed at something so much in quite a while, thank you. There is a discussion forum I go onto that I would like to be able to share that article on with your kind permission. There are many old sailors who haunt this forum as well as pongos and zoomies, I'm sure everyone would have a chuckle.

From **Ms Ann Marie Rowe**: Dear Ms Collacutt: As per our telephone conversation April 27th re the Editorial Note on "The Barker Bar Story" (WARRIOR Spring 2012), Leading Seaman Gordon Rowe did, in fact, receive a citation from the Lieutenant Governor of NS (Victor Oland) shortly after the accident. Also in 1973, Gord was called to Ottawa and had the honour of receiving the Canada Medal of Bravery from, then, Governor General Roland Michener for his actions in that incident.

I realize the article was primarily about how the "Barker Bar" name came about, but I feel it would be thoughtful to mention that Gord had received the Medal of Bravery. *(I think so too. Thank you. Ed)*

Ron Beard writes: Kay; In your last issue, the article about The Barker Bar has some serious errors in facts.

Col. Cody says in his story that Sgt. Bayerle, the American para rescue man went out the door to grab Mr. Barker and was held by LS Rowe. In fact it was exactly the opposite that happened. LS Rowe went out onto the step and was held by Sgt. Bayerle who was holding onto the co-pilot's seat. This is confirmed in Sgt. Bayerle's own written account of the event.

Mentioned in the account there were no awards presented for this act. In fact there were awards presented to Canadians on board and involved in the incident.

LS Rowe was in fact presented with several commendations from many levels. He was also presented the Canadian Medal of Bravery presented by the Governor General. **Ron**

From **Jake McLaughlin** : **Naval Air Anecdotes** I'm

putting together a sequel to the book of Naval Air anecdotes, Grit, Guts & Grins published a couple of years ago. What I'm asking is that If you have any yarns from your own experience, please email them to me to be included in the sequel . If you saw GG&G you'll remember that the yarns in it ranged from the very dangerous, sometimes deadly, to the very amusing. Please don't hesitate to share some of your own experiences afloat, ashore or in the air with prospective readers of GG&G Mk11. Incidentally, all the funds from GG&G went to a fund for orphans of troops killed in Afghanistan and I hope to put any funds that may come from the sequel towards creating a memorial to the too-short but important and significant history of Canadian Naval Aviation about which Canadians know far too little.

"Jake" <emcloughlin3@cogeco.ca

Hugh MacLellan writes: Kay in reference to the article by Bob Bailey . Vic Porier died in 1965 . I lived at 5 SEA FURY, Bill Costello at # 3 Sea Fury , there was no # 2 and Vic lived on Avenger. He died while I lived there and I did not live there in 1956. Hope this clears things up. In a recent article in the Halifax Paper Eric Edgar mentioned residing in the infamous # 7 Mess; referred to by a politician [Harold Winch] as Sailors living in unmitigated Hell. All the P2's would certainly remember it.

Robert Cornish tell us: This is a letter I sent to the Toronto Star in response to this article

<http://www.thestar.com/news/canada/politics/article/1165495-return-to-the-sea-offers-new-hope-for-navys-submarine-service>

This article brings back a memory of around 1952. I was an Air Mechanic in the RCN and based at HMCS Shearwater, an airfield north of Dartmouth NS. Our navy did not have a submarine at the time and a Royal Navy sub and its crew had been deployed to Halifax in order to conduct anti-submarine exercises with a ship in our fleet. It was based at the RCN Dockyard. These took place on a daily basis with both vessels leaving harbour at 7.AM.

I was offered an opportunity to sail on the Sub and I eagerly went aboard it 6.30AM . We sailed about 25 miles off the coast, submerged to periscope depth, made several course changes during the day while the RCN Destroyer dropped small explosive devices mimicking depth charges that could be heard on the sub. The sub could communicate with the Destroyer and indicate how close or far away they were to the target sub.

We arrived back in port on the surface at about 7.PM after an interesting and enjoyable day for me, but very routine for the others involved.

Although I don't remember it because we were submerged all day, I suspect our naval aircraft were also

involved in these exercises. What wonderful memories of my 5 year hitch in the RCN!

This also may be interesting to readers of WARRIOR.

In the Spring of 1949 I was aboard HMCS Magnificent when it set sail for a cruise seeking better flying weather in the Caribbean Sea.

On the first evening, The Captain ran it aground in St. Margaret's and the bow of the ship was flooded. In effort to raise the Bow a heavy cable was passed to the Destroyer who was behind the ship. The engines of both vessels were put full astern but the cable broke. The details about how we or the aircraft got off the ship and back to Shearwater are fuzzy but in the event we all got back there safely.

In the meantime our Government made arrangements with the USA to fly the CAG to the huge USNAS in Rhode Island for the Summer. The maintenance crew sailed down as passengers on a Destroyer.

What an exciting adventure for an 18 year old stripling!
Robert Cornish

Laine Ruus Librarian emeritus, University of Toronto writes: The name of the magazine brought back a lot of memories, having commissioned HMCS WARRIOR in 1946.

Do any old timers remember the station guardhouse on the right hand side of the road leading up to the runways at RCAF Station Dartmouth, and the beautiful grass lawn at its front? Here is how it came about.

In 1941 I falsified my birth certificate when I was 14, so that I became 18 overnight, and I was able to join the RCAF (R108158), the youngest airman in the RCAF in WWII, and was posted to Gander three weeks later. I spent my 15th birthday manning a machine gun pit off the Gander runway. I was posted to 36OTU in Kingston NS, now CFB Greenwood, in the first week of 1942 along with 9 others for guard duty.

In Jan. 1942 I was flown to Debert for my air crew medical which I failed due to eyesight. As I could not see doing guard duty at RCAF stations for the rest of the war, I requested a transfer to the RCNVR and was posted to RCAF Station Dartmouth in March 1942 pending transfer. Being impatient to win the war single handed, I decided to speed things up by taking a few days unofficial leave and visiting my old cronies at 36OTU. On arriving back at Dartmouth, I was paraded before the CO and given 10 days of the finest. The ten days were spent raking,

seeding, watering and pounding the earth in front of the guardhouse. My ploy worked -- at the end of my punishment I was sworn into the RCNVR (V-43492). I ended up doing a total of fifty years service in the forces.

I hope that anyone going up the road to the runways admires the lawn. It was my contribution to RCAF Station Dartmouth!!!

As one of the first 10 airmen at CFB Greenwood I was invited back as a guest of honour for the 60th anniversary of the base, and raised many eyebrows as my blazer has a submariner's badge on the left hand pocket.

(Thank you for your delightful article. I'm certain that after reading your article, every time I and perhaps others who go up on the Base will remember that a member of the RCAF contributed to the upkeep of the lovely lawns. Your last para leaves me to believe you have another story re your visit to Greenwood wearing a submariner's badge. Ed)

Don Crowe tells us: I had just typed up the following anecdote that I thought you might be able to use as filler sometime as it might provide someone with a chuckle, (and even though it was one of my more spectacular gaffs while I served, at my age now who cares what anyone thinks). When I received the latest "Warrior" and read Dick Bartlett's story, I had to think about whether or not to send my submission since it pales in substance compared to Dick's very dramatic story. I believe he was at Shearwater maybe as a squadron CO while I was there 57-60. I could be wrong about all of that but I do remember his name. I decided to send my letter anyway even if it's pretty thin gruel compared to Dick's story.

I was a plane guard pilot on the Bonny's 58 Med cruise and one late afternoon I had landed back on the aft 22 and shut down after flying for a launch or recovery I forget which. The HU21 Detachment crew were tying down the HO4S3 222 as the ship was turning back onto course. I stripped my flying suit et al down to my waist and sat on the deck, my back to the main wheel, and relaxed in the sun. FlyCo must have been watching me because no sooner had I sat down than the tannoy blared out "Scramble the Pedro, practice aircraft ditching" or something to that effect. I "scrambled" back into my flying suit and MaeWest, climbed in, strapped in, started the engine and engaged the rotors. Calling for launch clearance I was directed to practice ditching recovery "090 10 miles". I took off and staying low at full power until I reached VNE I turned to 090.

And I was staring at the setting sun. Damnation!! I hadn't reset the gyro.

I flared, turned, and on a newly reset gyro reading 090 I was heading right back to Bonny. As I passed low over the deck as fast as I could push the old horse I got a radio call to return to the deck and report to FlyCo.

I presented myself, cringing, to Commander Air (Jim) Hunter. "Well what do you have to say for yourself this time Crowe?" This time I thought? Well yes, there had been a couple of other small incidents. When I told him about having not reset the gyro I think he just rolled his eyes and dismissed me.

A few weeks later he called everyone to attention in the ante room one evening after supper and said that the ship had just received a message that Sub Lt Crowe had been promoted to Lieutenant. He said that there was some question as to whether I should be promoted or cashiered and they had decided to take the course of least resistance and let the promotion go through. I'm sure that could only happen in our RCN.

Greetings, from **Eric Nielsen:** In response to Leo Pettipas' letter in the Spring 2012 WARRIOR about the loss of Tracker 1553, here are the crew members' names: SLt. Peter Barr (crew comm.), SLt. Eric Nielsen (co-pilot), AB(NA) Edgar Gagnon and PO(NA) Herbert Parsons. There appears to be an error in the date of the event. According to my flight log and a Halifax Mail Star article, the event occurred during the night of 7/8 May 1964.

Great news about the Avenger acquisition. *Eric*

Eric Edgar writes: I recently wrote a letter to the Editor of the Halifax Herald with regard to the uproar over double bunking of prisoners in our jails in which I pointed out the conditions of over crowding which we sailors put up with on our ships in days of yore. This brought to mind the following incident which occurred on Bonaventure.

A number Petty Officers 1st Class (P1's) of various trades were quartered in 26 Mess which only had 2 bunks high and a separate recreation space one deck below accessible through a watertight hatch via a ladder. This space was well used, particularly in foreign ports and we had a number of musicians in the mess and even a 26 Mess song book. While in Portsmouth on one voyage an enterprising mess member found a watering hole on the Isle of Wight which was called "Club 26" and had a sign proclaiming this which our mess member liberated and brought back aboard. I was an electrician so I fitted the sign with illumination and it was mounted above the hatch leading to our recreation space, hence "Club 26" on the Bonny was borne. Our next port of call was Hamburg, Germany where the ship had open house for the locals and Canadians, being very hospitable, some of the visitors were invited to our mess to partake of some libations and musical entertainment. The ship was supposed to be cleared of visitors at 1600 hrs. However somewhat later in the evening the Officer of the Watch found a somewhat inebriated German wandering around the ship who when questioned stated that he was looking for Club 26. The visitor was escorted over the brow and I think that might

have been the end of Club 26!!!

Paul Peacey writes to Peter Barr

I don't know if you get the Warrior from SAMF or not but they reprinted an excerpt from Snowie's book on the Bonaventure referring to a Tracker prang on Runway 22 on April 23rd 1964. Reading it Eddie Gagnon came to mind. Speaking with Stan Brygadyr and Dan Coakley at FSNA today you were nominated as pilot and Herb Parsons as one of the OM/NA's. Can you confirm? Also who was the co-pilot?

Peter replies: Hi Paul. Good to hear from you. To answer your questions, the A/C was 1553, the date, contrary to the date of 23 Apr, was 7 May, 64, the crew, Ed Gagnon and Herb Parsons were the back seat and Eric Neilson and myself up front. There were many stories created that night, so many people involved. It would be interesting to hear from some of the boat's crew from Chaudiere. Hope all is well with you and yours, Peter.

From **Carl Wright:** I have a couple of dips for you, Kay - hope they are not libel.

Early in 1952 in Z2 Hangar, there was a parachute packing section. This is where a lot of chutes for the station were packed as opposed to the main SE Section. Also dinghies, both personal and larger sizes were tested and packed etc etc.

I was packing a parachute there one day and the phone rang. I answered in the proper pusser fashion as described in that green book - "How to properly answer and use the telephone." It was a PO SE type from the main SE Section and he wanted me to go out on the hangar deck and check to see if there was a dinghy DMIV type in the Turkey on the floor - the dinghy ran athwart-ships in the Turkey. There was a dinghy and it looked satisfactory to me. I phoned him and said yes there was a dinghy in the a/c.

I guess he signed the L14 away in some remote place. The next thing that I know there was an Engineering Officer asking me if PO so and so was over here and I answered no. I guess that was the wrong answer. So later after things had settled down, this PO and several other rates called me Benedict Arnold for years. Just one incident in life in the RCN (great).

Years later while stationed at VC920 in Toronto at Downsview Station, we had a TBM that was our hangar queen. It was used for teaching reserves and showing civvies its military worthiness. We also used it for spare parts, since we were Canadian and never had enough of any equipment.

It was taken out occasionally and run up for instructional purpose; therefore, it had to be refuelled. Because of the shelf life of the fuel, it could not go to waste so that one Saturday morning there was a line of cars that one by one pulled up to the rear hangar personnel door and took care of the fuel in case it went bad.

I always remember that the Commissionaires were always looking over trying to figure out what was going on.

Last tale for now.

I don't remember why, but I flew in the mid upper of a Turkey aboard the Maggie along with my kit bag to be part of the Ships company. That was real scary and not to be forgotten. I believe this is as accurate as I can get. *Carl*

Mike McCall writes:

I note that SAMF is now the custodian of Avenger 53610.

I flew in VS 880 from 1955 to 1957 and thought it likely that I had flown this bird. My log book shows that my first flight in it was on Aug. 8th 1955 while 880 was based in Summerside. I flew it a lot that year when we were embarked in Magnificent, did a NATO exercise and subsequently visited Plymouth, Trondheim, Rotterdam, Gibraltar, Valencia and Genoa before returning to Summerside.

In May 1956 the squadron moved to Shearwater Hangar "D" and spent the rest of the year there except for a short cruise in Maggie to New York and Boston.

My last flight in the bird was April 2nd, 1957.

I have no idea whether that part of 53610's history, as extracted from my logbook is of any interest to SAM; perhaps it can form part of the documentation of the next part of its life. The fourth column in my record, DL, stands for Deck Landing. At any rate, I attach the record of my time in the airplane for whatever good purpose it can be put to.

Popular Halifax Hangouts of the 1950s and 60s *Biff Hawke*

There were a lot of popular hangouts around Halifax for young sailors back in the 1950s and 1960s. The following are a few.

The Old Fleet Club: This was the mess for Leading Seaman and below at HMCS Stadacona in Halifax up until 1970. It was a rather long, single story wood-frame building with two large halls at opposite ends separated by the main entrance lobby that also contained the men's

toilet and ladies powder room. The large hall at the southern end of the building was a barroom for members. The north hall was only used for periodic ship's company dances, Sunday afternoon hootenannies and other social events such as wedding receptions of members.

The building had been there since before World War II and if the truth were known, it was a fire trap. It was torn down in 1970 and the Fleet Club was shifted to a newly constructed building nearby. For years after, old timers used to say that there was no better place than the Old Fleet Club for fun. They'd say that the new club, although housed in modern facilities, lacked the atmosphere of its predecessor.

Fleet Locker Club: Up until the late 1960s, sailors were required to wear a uniform to and from their ship. The Admiralty, knowing that sailors preferred to wear civilian clothing while ashore, established the Fleet Locker Club at HMCS Stadacona, the shore base. It was housed in an old WWII barracks-type building and fronted onto Barrington Street, at the top of a long concrete stairway – many a drunken sailor fell down that stairway.

How the system worked: Sailors would wear their uniform off the ship, proceed to the Fleet Locker Club, change into civilian clothing (which was stored in their rented locker), and then go downtown. Upon completion of their run ashore, they had to go to the Locker Club, change back into uniform, and then go back to the ship. It was very inconvenient, especially if your ship was tied up at NAD on the Dartmouth side of the harbour and you wanted to go ashore in Dartmouth. In this case the situation was as follows: the sailor would leave the ship in uniform; go across the bridge to the Fleet Lockers to change; go back to Dartmouth on the opposite side of the harbour for his run; finish his run; go back across the bridge to change back into uniform; then go back to the ship, again across the harbour – he'd have to make four bridge crossings in one night, just to visit his girlfriend who theoretically might have lived just up the street from the NAD gate. The policy was changed in the early 1970s, when they allowed civilian clothing to be worn ashore.

While the Fleet Club was still being used, sometimes we young guys would have impromptu drinking parties at the Fleet Locker Club. We'd sit on the floor near one of the guys locker and drink our fill before proceeding to one of the other hangouts that I'm about to describe.

The Seagull Club 'The Shithawk': Located on Hollis Street in the south end not far from the Halifax waterfront and railway station, this was a club established by the Navy League under another name during WWII. It was established as a convenient and cheap place for foreign and Canadian merchant seamen to sleep for the night. After the War it was renamed the Seagull Club and served

regular sailors – you had to be a serving member to gain entry. The Club consisted of a dance hall and cheap rooms to rent to males only. There were dances at the Seagull Club every night. Some young women – old ones too – were there every night. These earned the nickname of ‘Seagull Queen.’ The fathers of respectable girls forbade them from frequenting the Seagull Club due to its bad reputation, but some occasionally went anyway, without their Dads knowing. My former wife was one of these, although, I met her at the Carpenters’ Hall (featured next). One of the regulars was an old tart named Rosy. She was fat, ugly and had a harelip. She used to say, “All they want to do is fuck me and drink my booze; nobody wants to kiss me!” We young guys often frequented the Seagull Club dances and on weekends rented cheap rooms upstairs rather than return to the ship. The Seagull Club was torn down in 1965 to make room for a liquor store.

Carpenters’ Hall ‘the Carps’: This was run by the Carpenters’ Union and was located at the southern-most end of Gottingen Street. They held dances there on Wednesday and Saturday nights and these attracted a more refined class of woman. In fact, Seagull Queens like old Rosy were barred from entry. The sailors that frequented the ‘Carps’ however were the same ones that went to the Seagull Club. I met my first ex-wife at the ‘Carps’. Other patrons were students from Dalhousie and St. Mary’s Universities.

Derby Tavern: This was a popular place because it was only separated from the ‘Carps’ by a couple of stores and a service station. We’d go into the Derby, drink a dozen beers at 25 cents a glass and then go to the ‘Carps’ – that is, unless George, the head waiter checked our ID cards and threw us out for being under age. The Derby was renovated in the late 1960s and they still serve the tastiest steaks in town.

Seaway Tavern: This was (and still is) located on Barrington St in the shadow of the Angus L. MacDonald Bridge (the old bridge,) and just up from Centre Gate of HMC Dockyard. It was more popular with the older, married sailors than the young ones, as many of the old guys who lived in Dartmouth would stop there while walking up the hill to catch the bus across the bridge on their way home from work at the end of the day. Some would stop at the Seaway to refresh their drunkenness after downing 4 or 5 tots at lunchtime.

Camille’s Fish & Chips (Mama Camille’s): Mama was a kindly woman who served the best fish & chips and clam chowder in Halifax – possibly in the world. Her restaurant was located on Barrington Street just up the hill from Centre Gate of the Dockyard and next door to the Seaway Tavern. We sailors often stopped at Mama’s on the way back to the ship after a ‘run’ ashore. Mama was tolerant of drunks and knew some of us by name. If we were ever short of cash she’d give us a meal on credit, with a

promise to settle up on payday. I don’t believe she was ever stiffed. Incidentally, during the 75th Anniversary of the Canadian Navy in 1985, she was awarded a Certificate of Appreciation by the Admiral. Mrs. Rachel Dubé (Mama Camille) died in Halifax on 22 May 2009 at age 90; maybe the God Lord likes a feed of fish & chips and clam chowder too.

Bootleggers: Creighton Street ran (runs) between Cogswell Street at the foot of Citadel Hill, and North Street. The majority of residents were (are) black. Some ran drink-in bootlegger establishments. I can’t name any particular one, but these places were popular after hours for sailors – young and old alike. I believe that they’ve all been cleared out by now.

Hum Mow’s Restaurant: Another popular bootlegger, and thus a popular after hours hangout, was Mum Mow’s. He was a Chinaman who ran a Chinese restaurant in a Grafton Street basement. His specialty was the ‘Tea Special’ which was, in fact, rum and coke served in a tea cup. Not only sailors, but also the who’s-who of Halifax were regular clientele of Mum Mow’s restaurant.

I no longer live in Halifax, but I imagine that the young sailors of today have new hangouts.

SAR Tech Beret

Goal: The intent of this document is to state the reasons why SAR Techs should be able to retain the right to wear the distinctive Beret while in DEU. I represent the Para Rescue men and women/SAR Techs past, present and future.

Many references are made specifically to battle on air land and sea and the will to win. One tradition within the Royal Canadian Air Force that has been in place since 1944 is our SAR capability which has been, and continues to be, performed by Para Rescue/SAR Techs whose daring, heroic actions are not played out on a battle field but within our territorial boundaries. We stand on guard for this nation whether there is war or peace. Our operational deployment only ends when we retire from the military, not because of a timeline set by HHQ or politicians.

As stated in the document on “Tradition, Heritage and Group Identity” Field Marshall Lord Slim, the WW2 Commander in Burma once quoted “Tradition does not mean that you never do anything new, but that you never fall below the standard of courage and conduct handed down to you. Then tradition, far from handcuffs to cramp your action, will be a handrail to guide and steady you in rough places.”

Is it not in line with the above quote that this relatively new tradition of the distinct SAR Tech beret is safe guarded instead of insisting that the RCAF wears wedges and that

alone is our distinct head dress for all? We are guided by those men and women who have gone before us and we wear the beret with great pride. The fact that 12 of our own have sacrificed their lives while in the service of this unique calling and were buried with their berets on their caskets only serves to stoke the fires of our pride in this tight knit family of PARA Rescue.

The beret is not an issued piece of clothing that is just handed over the counter at supply. It is presented to each and every SAR Tech on their Wings Parade. The pain and suffering they endured during the gruelling selection, and year long course are culminated by standing on parade surrounded by SAR Techs who are waiting to welcome them into the fold. Receiving the coveted SAR Tech Wings and beret is a highlight that is never forgotten. The beret does not serve to alienate SAR Techs from the rest of the RCAF but rather adds to its pride and heritage. As part of the operational world SAR Techs are further exposed to risks and peril while deployed in teams of two. The bond created by SAR Techs in these conditions is no different then that created by fellow soldiers in battle. These bonds of brotherhood are represented by the distinct beret both on and off parade.

Tradition plays one part in strengthening the will of a modern force, but its power should not be ignored. It provides strength in times of peril and gives the SAR Tech a will to prevail. Even the strongest advocates of administrative efficiency acknowledge the depth of emotion that such matters arouse. Clearly tradition cannot be ignored. The very fact that we have returned to the title of RCAF to retrieve heritage once lost lends itself to why we should retain our beret while in DEU rather than trading one tradition for another.

The development and maintenance of group identity in an armed force improves operational effectiveness. Instinctive understanding of how fellow SAR Techs will behave under the strain of operations increases trust, cooperation, morale and cohesion in times of peril. A sense of common and shared heritage and expected standards of behaviour gives guidance to the future.

When DEU is worn it demonstrates our distinction and pride in our history. Our blue uniform represents our pride in the RCAF and our integration within that larger community. The Orange beret serves to distinguish those of us who have earned the honour of being called PARA Rescue men and women/SAR Techs and identifies an elite group that serves the RCAF with a great sense of Duty, Honour, Discipline, Courage, Dedication and Teamwork.

Missions too many to count have been performed and every SAR Tech in existence has risked their lives in the service of others. Understand that this is not a figure of speech; every SAR Tech has risked death time and time again. If noteworthy SAR missions were documented on

what would amount to Battle honours on a units colours we would not have enough room on one flag.

We deliver a capability that only a handful of Airmen and Women have ever been able to deliver. Nobody in Canadian Military History has provided the service we provide. Do not assume that we forget the other aircrew and Ground crew because we are part of that larger family and we support them as well. However when we step off that ramp or disconnect from that hoist we have the SAR Tech next to us to rely on. When standing on parade in DEU that beret is a symbol of our brotherhood within the larger RCAF family. It is a tribute to the life we have chosen in service of others.

Just as the RCAF Association keeps the larger RCAF tradition and history intact so do we have our PARA Rescue Association who serves to maintain our history and keep pride alive through retirees who still carry the bond of brotherhood in their every day lives. This organization consists of all types of retired SAR Techs including a retired CFCWO. This matter not only affects the serving members but is a slap in the face to those who have led the way in the past.

It is not to be looked at as a random piece of clothing but rather as a symbol of our group identity which directly relates to operational effectiveness, cohesion in SAR operations and morale. The importance of small, tightly knit groups is invaluable and serves to maintain our fighting spirit.

The following is a poem written by Bette Platt whose husband was a Para Rescue man and was killed in the line of duty. It has become a part of our trade heritage and heralds the beret as our identifier.

The Red Beret

Hush, my son, don't cry,
You're too wise for your three years.
I can't tell you why he died,
I don't know how to dry your tears.

I can tell you that he loved us,
I could tell you to great length.
But we weren't the only ones,
That depended on his strength.

There were many other people,
With little boys like you,
That Daddy went to look for,
Because it was what he had to do.

It's not much consolation,
Though I tell you time again,
He died for what he lived for,
Along with seven other men.

Someday you'll be a man,
And go your separate way,
But I know I'll be damned proud,
If you wear a RED BERET!

Bette Platt

THE HONOUR ROLL

Sgt Bill Armstrong
29 May 1969

Sgt Jerry Lemieux
1 November 1971

Cpl Bill Platt
1 November 1971

Cpl Clem Lemay
22 June 1978

Sgt Ron O'Neill
15 October 1980

Cpl Wade Fisher
15 October 1980

Cpl Rick Cocks
15 October 1980

Cpl Phil Young
30 April 1992

Sgt Jean Roy
2 October 1998

MCpl Darrell Cronin
2 October 1998

MCpl Kirk Noel
13 July 2006

Sgt Janick Gilbert
27 October 2011

"THAT OTHERS MAY LIVE"

Over the last 68 years since our inception we have been tested on our battlefield and such things as the beret, the poem, our motto, our Honour Roll have become an integral part of our history, tradition and pride.

Instead of arguing about what came first and when it was brought in and whether we were RCAF or the Air Element of the CF or whether it was red or orange and all the dates and other minutia, I think it behoves us to recognize something for what it is; The SAR Beret will always be a part of a SAR Techs identity whether in dress of the day or DEU.

WO Teichrib SAR Tech

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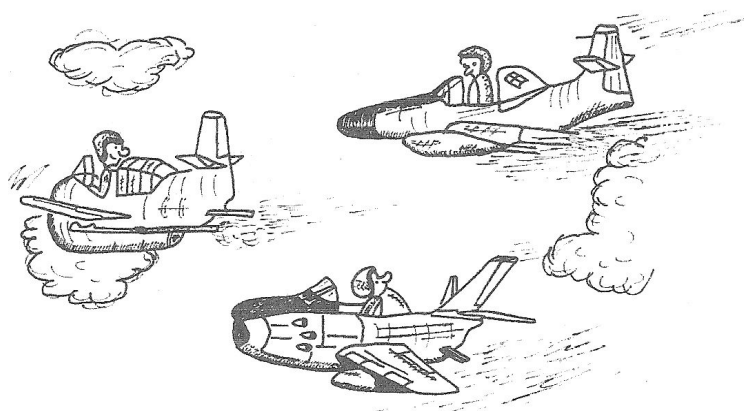
"Banshee Pilots Lament"

(RCN version)

Now, one morning I was flying high
Twenty thousand feet in the Atlantic sky,
When I thought, "It's a great day
For a bird's eye look of Gaspé."
The gauges checked and the temp was right,
This Banshee was set for flight.
Then an F-86 passed me, going fast,
And I know my patience couldn't last.
He had one jet to the Banshee's two
You'd be surprised what that one would do.
I grabbed the throttles and opened wide,
And soon we two were side by side.
Now we're jet jockeys, and we both knew
We'd race all day 'til something blew.

But why should I worry? What the heck!
The Sword and I stayed neck and neck.
Cape Breton passed below,
But neither he nor I would slow,
Over Newfie, side by two
Throttles steaming, the air was blue.
Turbines screamed, and fuel pumps cried,
But he and I stuck side by side.
Then I heard a roar, and looked around,
I thought, "It's a rocket, by the sound!"
Then cold sweat broke out on my face,
And I knew we'd both lose the race.
For there zooming past, was a VU32 gem,
An Acting Sub Louie in a TBM.

(Sorry originator unknown.)



SAR GRENIER

by John Orr

Have you ever heard of a rescue in a Canadian military Sea King being flown by a civilian crew? Can you imagine doing your first 'live' hoist from a 410-foot high chimney with a jury-rigged rescue sling? Impossible you say! Well, strap in and listen.

It was Saturday, 9 October 1965, and two steeplejacks working near the top of a chimney at the Miron Frères cement works in Montréal had experienced a failure of their platform. One worker, Claude Landry, had plunged to his death leaving his co-worker, André Grenier, clinging to a ledge on the chimney.

An attempted rescue by the traffic helicopter of radio station CJAD was stymied by inclement weather and soon afterwards, United Aircraft of Canada Limited (UACL) was contacted to see if they could perform the rescue with one of the Sea King helicopters that they were assembling for the Royal Canadian Navy (RCN). UACL Chief Test Pilot John MacNeil indicated that he would be willing to attempt the rescue but would need permission from the RCN as it was their helicopter that would be flown, albeit with a civilian crew. Lieutenant Commander Seth Grossmith, the Navy's representative at the plant, quickly contacted Naval Headquarters and permission was received for a rescue effort. (John MacNeil was a former RCN helicopter pilot as well as being UACL's Chief Test Pilot which undoubtedly played a part in the Navy's decision.)



The Rescue Crew. The Rescue Crew. Left to right, Ross Lennox, Rocky Marquis, John MacNeil, Gerry English.
Credit: Gerry English via Doug Rollins)

The crew quickly assembled; John MacNeil would be the pilot, Ross Lennox the co-pilot, Gerry English and Rocky Marquis the technical crewmen. As there was no rescue equipment in the helicopter, the crew fashioned an

improvised 'horse collar' from a propeller sling prior to launch and soon, the Sea King was on its way.

Gerry English, who features in our story, was a Newfoundlander who, after working in a variety of jobs in the civilian and government aviation fields, joined UACL in 1963 as they began work on the contract to produce Sea King helicopters. Initially assigned to the production line, Gerry was selected to be the one of the first UACL technical crewmen (flight engineer) for the new Sea Kings.

In discussion with the rest of the crew while on the ground, English had suggested that he would probably have to be lowered to the chimney to secure Grenier in the makeshift sling. Because nightfall was near and there would only be time for one hoisting session, English brought along a sleeping bag and blankets and volunteered to spend the night on the chimney before he himself could be rescued the next morning.



Approaching Grenier on the chimney.

Credit: 'Le Petit Journal de Montreal' via Don MacNeil

It was typical weather for a Sea King rescue, "...a stiff wind was blowing, rain was coming down and darkness was approaching. Complicating the situation was the fact that while English had operated the hoist with a concrete weight before, he had never done a 'live' hoist. Also, Grenier had been on the chimney for more than two hours and was undoubtedly fatigued.

From the hoist operator's position, English demonstrated to Grenier how to put on the sling and Grenier acknowledged with a big 'thumbs-up.' The Sea King then came closer with English conning the pilots

and using 'hover trim.' English carefully payed out the hoist cable beyond the reach of Grenier who was trying to grab it, a move that would have certainly blown him off the chimney due to the static electricity charge. After the cable was grounded, Grenier stepped smartly into the sling and rather than putting it under his arms as he had been instructed, sat in it instead. English reported this to MacNeil and Lennox and after a short discussion, they decided to hoist Grenier off the chimney - even if he was using the sling in an unorthodox manner.

In a very short time, English had hoisted Grenier clear and he and Marquis quickly strapped him in and closed the cabin door. In five minutes, they landed at RCAF Station St. Hubert where Grenier was rushed to the station hospital and treated for shock and a cut hand.

Another successful Sea King rescue!

The author wishes to acknowledge the contributions of Gerry English, Ross Lennox, Don MacNeil (son of John MacNeil and author of a version of this story for the Canadian Aviation Historical Society), Doug Rollins (librarian of the British Columbia Aviation Museum), the editors of the UACL Newsletter and Messrs. Sullivan and Milberry for their account of the rescue in *Power: The Canadian Pratt & Whitney Story*.)

Kenneth H. Sullivan and Larry Milberry, *Power: The Pratt and Whitney Canada story*. Toronto, ON: CANAV Books, 1989. p. 246



THE WORLD OF FLIGHT SIMULATION

In our article on page 31 of Warrior Magazine, Winter 2011, we spoke about the history of flight simulation on the home computer, flight simulator groups around the

world, Flight Simulator New Brunswick (FSNB) and our efforts to form a Nova Scotia group. We are happy to report that Flight Simulator Nova Scotia (FSNS) is up and running operating out of the Shearwater Aviation Museum, Dartmouth, Nova Scotia (SAM). We have had two meetings and have 14 members to date. This was all made possible because of the kind assistance of FSNB and SAM, thank you very much.

We are going to continue with a series of articles on the world of flight simulation, taking you inside the program, introducing you to what is available and needed to fly from the comfort of your home computer.

The obvious question is what do I need to do this? We will start with the two most popular programs, both from Microsoft. The first is Microsoft Flight Simulator 2004 (FS2004) A Century of flight released in 2003 and Flight Simulator X or (FSX) released in 2006. Which one you choose depends on the power of your computer. If you have an older computer FS2004 would probably be your best choice. It requires windows 98, Windows XP or Windows 7. 2 GB ram, 450 MHz processor, 1.8 GB hard drive space and at least a 512 MB video card. FSX because of its advanced graphics and other features requires Windows Vista, XP or windows 7. 4 GB ram, a 1.0 GHz processor, 15 GB hard drive space and a 1 GB video card. These are minimum requirements, anything above these requirements will enhance your flying experience. The programs were released almost six years ago so are not usually available off the shelf but local software stores may order it in for you, if not it is available off the internet.

The only other item needed is a joy stick. Usually not an off the shelf item at your local computer store but they will order one in for you. The flight simulators can be run from the keyboard but the joy stick will definitely make the experience much more enjoyable. Two common joy sticks are made by Saitek and Logitech.

Another flight simulator program available is X-Plane 10 from Laminar Research it's computer requirements would be similar to FSX.

We can be contacted by email at

flightsimns@gmail.com

office@shearwateraviationmuseum.ns.ca.

You may also call us at 902-720-1083.

To see our web site go to <http://fsns.wordpress.com>.

Jim Legere CYAW Shearwater, NS



Sea King Assistance in the Air Canada Flight 621 Disaster

As part of their training syllabus, a crew from HU21 flew a cross country trip to Toronto on the July long weekend in 1970. Little did they know that they would become involved in a dramatic exercise for which the Sea King was not originally designed and which would press their skill and flexibility. They would be part of the urgent response and recovery effort after the horrendous accident of Air Canada Flight 621 just north of the Toronto Airport.

On July 3, 1970, HU 21 instructor Capt Chris Dalley took Lt Dave Church on his cross country check-out as part of the Sea King conversion training syllabus. Capt Ken Edmonds, also on the course, and the technician, whose name escapes us right now, made up the remainder of the crew. In those early days it was rare to take a Sea King as far as Toronto. The farthest it went usually was to St. Hubert for heavy maintenance at United Aircraft of Canada Limited (UACL) and those were crewed mostly by Base Maintenance Test Flight (BMTF). UACL (now Pratt & Whitney Canada) which was a subsidiary of Sikorsky assembled the Canadian Sea King and took care of heavy maintenance until that function was taken over by IMP (Industrial Marine Products). There were no dedicated flight engineers in those days and we usually took a technician who was cross trained such as an AE/AF or an IE/IS. Of course these days it is now routine for trips back and forth across the country to Pat Bay and back (and in other countries as well) fully supported by flight engineers.

So we all set out happily for a "run ashore" in Toronto over the long weekend in July. The trip there was uneventful with stops at Fredericton and CFB St. Hubert, touching down at CFB Downsview in Toronto in the early evening of Friday, July 3rd. It was a good feeling to fly cross country like that in a maritime helicopter. One didn't need to fly fixed wing Trackers out of VS 880 or T-birds out of VU 32 to enjoy all that comes with a cross country experience. After putting the bird to bed we all scattered to various parts of "Hogtown" to visit with friends and family. We were to rendezvous on Sunday morning for the return trip.

Sunday, July 5, 1970 will go down as one of the most memorable and horrific days in the lives of these intrepid aviators from Shearwater. It was just after 8:00am while

we were putting the finishing touches to the pre-flight inspection when someone from Base Operations drove up to advise us that we were being tasked for a special mission and that our trip back home was put on hold. We buttoned up the aircraft and went up to Base Ops for a briefing. All that we were told at first was that an aircraft had crashed north of Toronto and that we may be needed for search and rescue. We weren't sure what to expect but we prepared ourselves and advised Shearwater that we were being seconded by the Base Commander at CFB Downsview. Shortly we were advised that it was a lot worse than we expected - a lot worse.

Air Canada Flight 621 with 109 souls onboard was a DC 8 scheduled out of Montreal to Los Angeles with a stop in Toronto. The crew was experienced and had flown together several times. However, in a classic case of poor crew cooperation they had disagreed on when to arm and deploy the spoilers. The Captain armed them on touch down (to avoid inadvertent deployment in the air) and the First Officer liked to arm them during the flare just prior to touchdown. It was this confusion that led to the demise of crew and passengers. With the Captain at the controls, through a case of mistaken communications, the First Officer armed and inadvertently deployed the spoilers at 60 feet just as the Captain reduced power slightly and prior to the flare. The result was that the a/c hit very hard and unbeknownst to the crew left the number four engine and its pylon on the runway. They were able to get the aircraft airborne and then all hell broke loose. They found out that the number four engine had quit and that number three was at much reduced power. They were given vectors to go around; however, about two and a half minutes after the initial collision with the runway the outboard section of the right wing above engine number four exploded causing parts of the wing to break off. Six seconds after this explosion, another explosion occurred in the area of number three engine, causing the pylon and engines to both break off and fall to the ground in flames. Six and a half seconds after the second explosion another explosion occurred, destroying most of the right wing including the wing tip. The aircraft then went into a violent nose dive, striking the ground at high velocity and killing all 100 passengers and 9 crew members on board.

This was all learned after the fact during the accident investigation. However, all we knew at the time was that a commercial airliner had crashed just north of Toronto and that we would be required to conduct an initial SAR and transport a medical team. So we scrambled to get the bird flashed up and get ready for the medical team from the base hospital as well as the Base Commander, Col Jim Davies, and some other base personnel. Chris was the aircraft captain while Dave and Ken rotated as co-pilots.

Fortunately we had been given a utility configured aircraft CH12418 (shown above in its original markings) which allowed us to take quite a bit of cargo and personnel. However, when the medical team arrived with all of their equipment there were not enough seats with lap belts nor tie downs for the equipment. We strapped in as many we could and tied down as much as we could and the rest had to hang on as best they could. After a quick calculation of weight and balance we took off for the crash site. The crash site was in a farmers field about 20 miles north and just east of Brampton.



Chris Dalley looking down at crash site.

Operating in this environment was a very new experience for Sea King crews and we had to go back to the basics that we learned on the CH118 Hiller in Basic Helicopter Training at Shilo. There was no hard tarmac nor a ship's deck to operate from, only unprepared ground. Recall that these were the days before FOD screens and we had to be very careful about picking up junk that could shred an engine. The only off-level landing that we had done was if a deck had rolled just as we were touching down, and that happened often.

The trouble was, we couldn't find the site initially. Yes, we were in the correct area guided by air traffic control at the Toronto International Airport. We were considered a key asset in this effort and had carte blanche to work the area. Recall that back in the 1970s there were not nearly the number of civilian helicopters as there are now so conflicting air traffic was not a problem.



Crash Site

Back to the recce; we could not see the site at first. Sure there was the garbage dump near the site but that certainly did not look like a broken up aircraft and certainly not one the size of a DC8! But wait, on closer inspection it now appeared that this might be the site. There were a few people and a couple of emergency vehicles at that location so it may be. And upon closer inspection we determined that yes indeed it was the crash site - but it still looked more like a garbage dump. So we selected a suitable landing spot and using our basic helicopter training we conducted a high recce, then a low recce before we landed trying to settle down before kicking up too much debris. Fortunately it was a farmer's field laying in fallow so finding a level area was no problem. Any small amounts of straw that might be kicked up would give the turbine blades a good cleaning but otherwise shouldn't be too much of a problem. Dust was an issue but we got down before the visibility became zero/zero.

We disembarked the passengers and equipment and waited for further instructions. We nearly had our own serious accident when the Base Commander exited the aircraft. Things were a bit hectic and most personnel were not familiar with operating around helicopters, let alone the Sea King. The Base Commander, who was six feet tall, exited from the cargo door and before we could steer him in the correct direction turned right walking upright and unaware directly under the tail rotor. Fortunately we were on level ground and the normal tail rotor height provided sufficient clearance. But that was close!

After a while and after confirming that we were on solid footing we shut down the head and the number two engine to save fuel and to allow freer movement around the aircraft. We were very curious about what was going on and shortly after the Base Commander came back to announce that there were no survivors and this was now a recovery operation. The next task was to go back to pick up security personnel. Believe it or not even though it had only been a short time since the crash people were caught sneaking through the crash site and stealing any valuables they could find. It was reported that a money belt had been recovered that contained \$50,000 and of course there was jewelry galore.

So back we went to Downsview to pick up military security personnel. Once again we were overwhelmed by numbers; however we stuffed them into the aircraft as best we could. We strapped them in and stood them up and managed to get 19 fully equipped personnel onboard. Talk about standing room only! Back to the site to drop them off. We made a couple of trips and then waited once again.

Then Toronto wanted us to retrace the flight path of AC621 from where they contacted runway until final impact. There were bits and pieces that had fallen off and they wanted us to locate them so the folks on the

ground could effect recovery. One of the pictures shows part of the right wing that departed after the in-flight explosion.

Then it was back to the crash site to get more instructions. Things by then had settled down a bit and the site was secured. Medical personnel continued to comb through the wreckage but it was readily apparent that there would be no survivors. During one of the periods when the head and number two was shut down we each had an opportunity to get out to stretch our legs and to inspect the site for ourselves. The flight operation was exciting but images of what we saw during the ground inspection would not leave us for years. What we saw was the most horrific scene of carnage that one could imagine. Without getting into too



**Right Wing
On Ground**

much detail for the sake of our readers, the place as we mentioned was just like a garbage dump.

The primary impact point was now a 10 foot deep crater with the undercarriage buried at the bottom. Some fuel could be seen but there was very little fire. Spreading out from that spot for about 100 yards was a debris field that made up the remainder of the aircraft. Of course there was shredded metal that was unrecognizable as aircraft parts, and lots of fabric and insulation from the seats and interior. And the most gruesome part of all were the remains of the people. Without going into too much detail, the remains did not even look like bodies, none were intact. Dave recalls that at one point the Base Commander grabbed his arm to prevent him from stepping on the remains of a stewardess. She was only recognizable by what was left of her distinctive red uniform. It was later reported that not one whole body had been identified. One image that none of us will forget was a scrap of that red material hanging from a solitary tree in the middle of the crash site. A poignant reminder about the fragility of life and the immense damage that an aircraft accident can bring. The scene was of such devastation that the images remain with us to this day.

Back to the aircraft to wait for further instructions. At one point the leader of the medical team came to us to arrange for us to take back the remains. He promised that they would be

protected in body bags but one can just imagine what the smell and contamination would be hauling body parts that had been in the field on a hot July day. We politely declined and asked that an alternative solution be found. Fortunately a refrigerated tractor trailer had been seconded and they used it as a temporary morgue.



**Crash site from
ground**

One sobering incident occurred that reminded us what the AC621 crew had experienced. The Ontario Provincial Police (OPP) tasked us to go to Brampton to pick up more OPP to help in arranging security now that the rescue became a salvage operation. Chris had done a recce of the lawn in front of their station and did the pre-landing check saying, "hold the gear". We had quite an audience and the adrenalin was flowing. When Chris called automatically for final gear check we were in a four foot hover over a grassy area in front of the station. The co-pilot did the normal check and called "gear down and locked!". Chris then said "are you sure - look in the police station windows" and much to the co-pilots horror the gear was indeed safely tucked up. He will never forget his astonishment and then embarrassment. He quickly selected gear down. That situation is very similar to the problem the crew of AC621 had regarding when to arm and deploy the spoilers. However, our situation was not nearly so tragic; nevertheless, a lesson well learned.

We worked the operation until dusk and then called it a day. The Base Commander thanked us for a "job well done" and advised that we would not be needed the next day. With that we headed for some much needed rest. However sleep did not come easily as visions of the day were still fresh.

So much for the excitement. The next day we headed back to Shearwater. Flying that leg was uneventful and a much easier task than the day before.

In retrospect, that event was a precursor of things to come in the Sea King world. Little did we know that an airframe primarily designed for anti-submarine warfare would morph into an all singing all dancing platform used in venues such as the Arctic, Somalia, Haiti and many high intensity conflict zones.

A wonderful gal she has been! **By Dave Church and Ken Edmonds**



Memories of a Backseat Naval Aviator Part 9 by Peter Bruner

Reading the Spring 2012 Edition of "The Warrior", I was quite taken to note the article AIRBORNE OPS IN THE MED "Sea King Style". Many memories of the Sea King 412 came back to me and I felt this older aircraft deserved to be mentioned.

I had my first famil flight in this Sea King 412 on March 29, 1965. Terrence Chenard's article which mentions July 10, 2011 and his third deployment at sea which is still ongoing as of Sept 2011, revived memories of my time in Sea Kings and this aircraft which is so well equipped with devices which allow it to carry out it's mission. A great deal of credit is due to the ability of "The Royal Canadian Naval Air Service" and subsequently to the RCAF who have provided serviceability and maintenance for so many years.

I last flew in this Sea King in June 1966 with HS50 squadron. My next encounter with 412 was at "United Aircraft" at St Huberts Airport Montreal. I was at that time on VX10 squadron and part of the acceptance team for DND 412 had finished a complete refit in April 1968 and Larry Ashley and I were sent to United Aircraft to complete the testing and evaluation along with Ross Lennox, their chief test pilot. We flew the aircraft for 3 days and completed 11.5 hrs of flying. The Sea King 412 was accepted for DND. This was my last flight in Sea King 412. It is to be noted that Lt(P) Ashley RCN went on to become General Ashley and commanded the air force element of the Armed Forces.

Checking through my flying log book I found that I had flown in CS2F Trackers a total of 1473.3 hrs. My last flight was April 17, 1969 on VX10 SQN.

Well, to continue the South American cruise we had sailed from Rio, our destination was Uruguay. Having set sail for Montevideo we exercised en route and finally sailed into the River Plate. As we proceeded past the wreck of the German heavy cruiser "Admiral Graf Spee" a portion of the superstructure was visible above the sea and the main part of the hull was below the surface. It was quite a sight to see what was one of Germany's WW2 pride and joys and where it now was.

Tying up alongside in Montevideo we hastily proceeded ashore to view the sights and carry out the usual take home shopping. My wife as usual was of the full benefit of an amethyst solitaire ring and matching earrings. Also an ostrich skin purse, all of which she still has to this day.

Things were priced very cheaply by Canadian standards as 1 dollar was worth 15 Brazilian Cruzeiros which were often accepted as currency in Uruguay. My total investment was for jewellery 300 Cruzeiros and for the purse 150 Cruzeiros. A total of \$30 Canadian. The ring at Neima's Credit Jewellers in Dartmouth NS was appraised for \$350 at that time.

Later that evening, Ron Greenbury, Ian Lawther and Steve (NEWF) McDonald and yours truly went to the top of the Hyatt Hotel in town for an evening meal and enjoyed a marvellous dinner of shrimp cocktail, tenderloin steak with all of the trimmings, before and after drinks with a bottle of sparkling wine for the princely sum of 90 Cruzeiros (about \$6). It was my treat and I left our waiter a one Cruzeiros bill for which I received a tongue lashing from a US tourist for spoiling the help. That bill was one days wages for the waiter. I learned a lesson about travelling in other countries and their standards of living.

As we were tied up alongside there was no flying stations so we of the Naval Air Group were free to view the area and playing as tourists were able to do so. One of the local clubs called "The British Club" mostly used by the local Ex-British Naval Types and their former enemies, the German Naval Types, played host to the Canadians in general and kept us well entertained. One of the entertainers was a singer known as Julio Iglesias who later became a big name star in North America in the mid 1980s. He sat with us during the evening between his entertaining. In later years I ran into him in Las Vegas and he remembered me well from Montevideo and the evening we spent with my shipmates.

Through this club I became well acquainted with a Canadian shoe manufacturer from Brantford Ontario. He journeyed twice a year to Montevideo to purchase leather uppers for all types of footwear, shipped them back to Canada and placed the soles on them. The profit he made doing this was stupendous as there was no tax payable on unfinished products imported into Canada. In addition cattle was one of the major products of the country and his purchase was very good for them. After five days ashore we set sail Northbound up the Eastern seaboard of the South Atlantic to where the western contingent left us to proceed through to the Panama Canal and then North to BC. After exercising all the way North we returned to Halifax, the squadron returned to our hangar at Shearwater and 30 days annual leave.

In the late Summer I was sent to the "Canadian National Exhibition" in Toronto to be on display with a Sea King helicopter at the military exhibit. I spent three weeks escorting people in the front door, through the cabin and out the cargo door with a brief explanation of what occurred inside the aircraft while there, I had the privilege to meet a group of stewardesses from El-Al, the Israeli

airline. They were a nice group of girls and were recruiting for the airline. They along with other airline people from United Airlines, American Airlines and Northwest Airlines became part of our military group and attended our Happy Hour which started each evening when the exhibition closed. A good time was had by all and many friends were made. These friendships exist to this day.

One of the military air displays and part of a flying display at the '66 CNE was the US Navy Blue Angels who performed daily. They flew Grumman F11F-1 Tiger jets which was composed of a group of four which flew as a group and two others which flew as solo performers. On one of the days their show was to be performed on the lakeshore frontage as normal, it was delayed because of a thunderstorm. From my position I could observe the show on the lake and I had initially observed a group of about 100 school kids standing on the button or end of a Toronto Island Runway which extended out into the lake. These kids positioned on the end of the runway had a perfect viewpoint to observe the Blue Angels flying display. The thunderstorm arrived at our location and the rain poured down from the sky. They kids took off and ran to a hangar which was close by the runway to get out of the storm. It soon passed by and the air show commenced. After the formation aerobatics, the two solo aircraft commenced their part of the show, part of which consisted of the aircraft flying toward each other at low altitude executing a series of axial rolls as they closed to pass each other. This is down on a level plane and the aircraft maintain the altitude as they close and pass each other. One of the aircraft started into a barrel roll which decreases the altitude and on his second roll descended hitting the water bouncing up and hit the end of the runway which extended into the lake area. The aircraft disintegrated on hitting the runway and a lot of shrapnel flew over the area spraying bits and pieces of the jet fighter on everything in the vicinity. An RCAF Search and Rescue Albatross seaplane parked near the end of the runway was holed in so many places that I understood it was written off. The 100 school kids had not returned to their viewing position and I feel the thunderstorm was the "Good Lord" protecting his flock. Debris injured two bystanders and United States Navy Blue Angels pilot Lt. Cmdr. Dick Oliver was killed as a result.

In October 1966 things were back to the normal routine on the squadron and the crew training flights with the new S/LT's was a busy time. New S/LT's to Helos Harzan, Cody, Neal and others were under training on the Sea Kings. It is to be noted that Harzan and Cody went up the ladder in rank to become senior officers and I am pleased to say I had a small part in their training and progress through the subsequent years.

In January 1967 I was crewed up with Colin Neal and flew with him as Crew Commander until March 22, 1967.

On that day Petty Officer First Class, Ron Greenbury fell out of a Sea King cargo door approximately 18 miles south of Shearwater at 500 feet above sea level travelling at approximately 120 knots. There had been a smell in the aircraft of aviation fuel and Ron had gone back in the aircraft looking for the source. He opened the cargo door to check the fuel cap but had not put on a safety harness which was there. Kneeling in the door, he must have leaned out to check the fuel cap and tank and tumbled out of the door. It was not for a few minutes that the rest of the crew missed him when he did not reply to calls on the intercom. As the helicopter was returning to base it was able to determine within one quarter of a mile his location. The base ops called the aircraft which I was in and advised us of the situation and we proceeded to the last position reported. Arriving at that position, we commenced a search. We did not find any trace of him and after three hours of searching along with three other aircraft, returned to base with no results found for our efforts. The search was cancelled. No trace of Ron Greenbury was ever found and I had lost a friend of many years.

Late September 1967 and more crew training which took me up to December and my annual leave. In January 1968 I was posted to VX10 squadron and changed my job to a more interesting type of flying employment.

But that's another tale...to be continued.

Yours Aye, Peaches

A guy was getting ready to tee off on the first hole when a second golfer approached and asked if he could join him. The first said that he usually played alone, but agreed to the twosome.

They were even after the first few holes. The second guy said, "We're about evenly matched, how about playing for five bucks a hole?" The first guy said that he wasn't much for betting, but agreed to the terms.

The second guy won the remaining sixteen holes with ease.

As they were walking off number eighteen, the second guy was busy counting his \$80.00. He confessed that he was the pro at a neighbouring course and liked to pick on suckers.

The first fellow revealed that he was the Parish Priest.

The pro was flustered and apologetic, offering to return the money. The Priest said, "You won fair and square and I was foolish to bet with you. You keep your winnings." The pro said, "Is there anything I can do to make it up to you?"

The Priest said, "Well, you could come to Mass on Sunday and make a donation... And, if you want to bring your mother and father along, I'll marry them."

(A polite way to call someone a Bas - - d.)

SUPER TURKEYS

No doubt about it -- by the time the year 1950 had drawn to a close, Canadian Naval Aviation was on a roll. The Cold War was underway; the NATO agreement had been signed the year previous; and the RCN, somewhat adrift in the early post-war years, had made a serious commitment to anti-submarine operations in support of Allied shipping in the North Atlantic. The Fairey Aviation Company of Canada Ltd had opened its doors just down the street from Shearwater in November '48, thereby providing Naval Aviation with a third hand in its equipment development plans. Replacement of the mediocre Firefly with the much more capable Avenger began in 1950, and the observer's mate (OM) crew trade came into being that same year to capitalize on the TBM's potential as a front-line carrier-borne ASW aircraft.

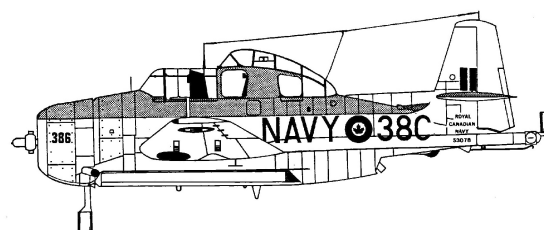
The first item of business was to modify the Avenger torpedo bomber to its new anti-submarine configuration. What emerged initially was the basic AS 3 Mk 1, and the strategy over the next five years was essentially to make a good thing better. In the early '50s scheme of things, the Mark 1 eyeball was still a key submarine detection device, and the observer's mate was perceived as an important player in this task. Trouble was, his look-out station, situated above the wings in the mid-upper position, was poorly suited to visual surveillance of the seascape.

So Faireys came up with the AS 3 Mk 2. This was essentially an AS 3 Mk 1 with a raised canopy above the mid-upper cockpit that gave the a/c a distinctly hump-backed appearance. The cockpit was fitted with a seat that could be raised and lowered, much like a barber's chair. From his elevated perch, the OM was better able to scan the ocean for snorkel tubes and surfaced submarines. From a pilot's standpoint, the Mk 2 was somewhat suspect in certain situations of barely meeting stability requirements, partly because of centre of gravity and partly because of interference with elevator/rudder commands brought on by the "camel-back" canopy. Accordingly, flying it was considered by some to be best left to experienced pilots.

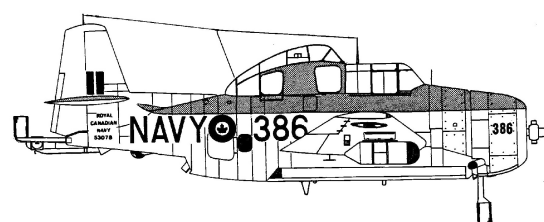
Two aircraft, serial numbers 53078 and 86175, were selected to undergo modification to Mk 2 prototypes. The pair thus became twins, not only in their initial appearance as Mk 2s, but also in the nature and scheduling of subsequent rework carried out on them and in terms of the squadrons with which they served. The initial mod work began in May of 1953 and was completed by December of that same year, whereupon both machines were allocated to VX 10 for trials and follow-on developmental work on type.

As it turned out, these two prototypes were the only Mk 2s to be produced; by the time they saw the light of day in late 1953, the Avenger's replacement -- the Grumman S2F -- was off the drawing boards and it wasn't long before the RCN was making

plans to acquire it. Under these circumstances, the costs of constructing a batch of Mk 2 Avengers wasn't considered economical, and the concept more or less died on the vine.



PORT AND STARBOARD VIEWS OF RCN AVENGER
AS 3M2, SERIAL NUMBER 53078, 1957



Nonetheless, improvements to the Avenger for its ASW role continued apace, pending the arrival of the Trackers. This included the installation of a variety of improved communications, navigational and submarine-detection and -tracking equipments, the most conspicuous among them being the AN/UPD-501 ECM and AN/ASQ-8 MAD gear. Some 22 airframes were selected for this upgrade, designated "AS 3M", aka

"Mike". This variant, a compromise between the Mk 1 and the Mark 2; it lacked the camel-back canopy but had the MAD and ECM fitted. It was the première model of the Avenger in the operational (VS) squadrons until the advent of the Tracker.

The two Mk 2 aircraft were also selected for Mike upgrades (i.e., MAD, ECM) and were transferred from VX 10 to the Fairey plant in April of 1955 for the purpose. In their new guise and designated "AS 3M2," they combined the salient features of the AS 3 Mk 1, the AS 3 Mk 2 and the AS 3M. Upon completion of their refits, they were returned to VX 10 where they remained until well into 1957, when they were drafted to VU 32 and its OM training programme, but change was in the wind: VU 32 was scheduled to begin re-equipping with the Tracker in the spring of the following year. Plans to transfer them to VU 33 were cancelled. Their days were numbered.

The AS 3M2s, representing the end-product of six years of progressive improvement of the Avenger, were the ultimate in functional development and improvement of the type to appear in squadron service. With their combination of distinctive camel-back canopies, side-mounted MAD booms, and ECM cans positioned fore and aft, they were truly unique -- the only two Avengers of their kind in the entire world. Considering that they were outfitted with all the bells and whistles (and then

some) of the Navy's front-line aircraft, it is rather ironic that neither of them ever served in an operational squadron.

On 12 March 1958, the Navy's sole pair of Avenger AS 3M2s were declared surplus to requirements. Two months later they were struck off strength and sold, still together as a matching pair, to civilian interests by Crown Assets Corporation.

Many thanks to Bob Murray for providing key information in support of this project.

Leo Pettipas - Associate Air Force Historian

THE LAST OPERATIONAL MISSION OF THE AVENGERS from Fred Hawrysh

We are all aware that the RCN bought our Avengers from the USN. Many had participated in the carrier wars in the Pacific as part of the US Fleet.

We loved the "Turkey", but as time went by it became obsolete. The RCN replaced them with the CS2F Tracker which did not require an Observer as part of the crew. Observers were offered training for appointments Air Ops, Air Traffic Control, and in some cases Pilot duties. This was all happening in the period 1956-57.

This was during the period of the 'Cold War' and it was not unusual for fishermen to report possible sightings of Russian submarines close to our coast. One such report was received from a fisherman off the coast of Newfoundland's Fogo Island in October 1957. It was decided to prosecute his sightings and "Operation Lime Light", the last operational mission of the Avengers, was born.

Normally, an operation of this nature would have been conducted by the Avengers of 880 or 881. However, both these squadrons were in the process of converting to Trackers and in any case did not have any Observers on strength. The solution was to send a detachment of VU32 Avengers and Pilots (CO "Smokey" Bice) with those Observers still available from the local area along with staff and trainee OMs from the O School as crew. Avengers were based in Gander. A detachment of HS 50 (CO Roger Fink) HO4S "Horse" choppers was deployed to Botwood.

Our crew consisted of Jim Stegen, myself as Observer, and "Tug" Wilson as OM. Although we had never flown together as a crew, we had no problem working together. Jim and I were course-mates on 6JAOBTC and "Tug" gave us a stellar performance.

We flew almost daily. The weather was generally poor. We were operating in barely VFR conditions. On one occasion we had to do a GCA into Gander in less than IFR limits. The whole coast had been blanketed by fog which had not been forecast and we did not have enough gas to get to an open airport on the mainland.

We never did spot any submarines but became well acquainted with narrow coves and rocks that looked like subs. As October 1957 came to an end the group was disbanded. We went our separate ways and the Avengers went to Crown Disposal.

As a postscript, when we patrolled the area around Fogo Island, the name was not on the tongue of many people. In the last few years the island has become a place for artists to spend some time in almost monastic conditions crafting their trade, all thanks to a millionairess who is building a luxury inn and small studios throughout the island. For information on the surge in interest, "Google" Fogo Island.



L to R - Lt. (P) Jim Stegen, Lt. (O) Fred Hawrysh, ABOM "Tug" Wilson.

NEXT SAMF 50/50 DRAW WILL TAKE PLACE 24 NOV 12

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There are 5 tickets in each book and they are sold as a book for \$10.

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Thank you and we look forward to hearing from you.

Carol Shadbolt
Chair 50 - 50 DRAW

Hey, it's nearly Christmas. Now is the time to order a Wall of Honour Tile for that someone special - perhaps that's you.

See our pull out section for information.

LAST MAN STANDING

by Ed Myers

The following is a brief account of we Canadians who, under the Command of senior Royal Navy pilots, formed 883 RN Seafire Squadron at Arbroath Scotland in the Fall of 1945.

Our sister Squadron 803, formed a few weeks earlier, was likewise comprised of mainly Canadians under an RN CO, Senior Pilot and Flight Commanders. Both Squadrons were subsequently taken into the newly formed Royal Canadian Naval Air Service and based at what was to become HMCS Shearwater.

Back inside cover: Photo of 883 RN/RCN Seafire Squadron, Oct'45 Arbroath, Scotland. (During the intervening years I have forgotten the names of many of my Squadron Mates, particularly those who chose to return to Civvy Street. So noted N/K) On the Prop - Harry (Swig) Swiggum.

On the right wing L to R. - N/K; Stan Berge; N/K; John Runciman; Dave Blinkhorn; N/K; N/K;

On the left wing L to R. - Tom Boyle; N/K; Murray Clapp; McClusky; N/K; Chuck Elton; Bob Laidler;

Standing L to R. - N/K; Abby Byrne; Cocks; Eddy Myers; Bill Bell; Neil Smith, AEO; Lcdr(P) King-Joyce RN, CO ; Lt(P) 'Rip' Petrie RN, Sr Pilot; N/K; N/K; S/Lt(P) Pete Beresford RN, 'A' Flt/Cdr; Ken Nicholson; N/K.

Sitting L to R - Robinson; Ray Cole; N/K; "Duke" Wardrop; Wally Walton; S/Lt(P) Roe Waddem RN, 'B' Flt/Cdr; Karl Hinch; N/K/

Absent at time of photo- Rod Bays.

Referencing the catalogue " CANADA'S NAVAL AVIATORS", authored by John MacFarlane and Robbie Hughs and from my own recollections over the intervening years, I have come to the realization that I might be the 'Last man standing' from that illustrious group of Naval Aviators. There may well be a survivor or two amongst those who chose to return to civilian life shortly after the photo was taken. However, with the passing of Pete Beresford RN Retired, with whom I was in frequent touch via the internet, I have accounted for all others who went on to a career in Naval Aviation.

May they all rest in peace.....Eddy Myers

Our sister Squadron 803 Seafire Squadron has several original members still with us. Bill Rikely, and Pat Whitby to name two. It's also worth noting that Rod Lyons, Bob Falls, Hal Fearon and Bill (Chiefy) Munro were all Alumni of 803 Squadron.



883 SQUADRON

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0040026806



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