

BIG YELLOW BIRDS

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Introduction

Tandem, two-seat pilot trainer powered by a single piston-driven engine; low-wing cantilever monoplane; all-metal stressed-skin construction; wing-mounted, retractable, inward-folding main landing gear, plus tailwheel; painted Trainer Yellow overall; utilised by the early postwar Canadian military.

For most readers, the foregoing description no doubt brings to mind the ubiquitous North American Harvard. The aircraft type in mind, however, is the Fairey Firefly trainer, six of which were in the possession of the Royal Canadian Navy (RCN) in the late 1940s and early '50s. The small number and short period of service pretty much consign the type to a footnote in the history of Canada's naval air arm. Nonetheless, it is interesting in that it serves as something of a metaphor for the small, embryonic military formation struggling to establish its niche during the early postwar doldrums, when things military did not enjoy priority status in the public's mind.

Origins

The fundamental concept upon which the Firefly trainer was based traces its origins to the latter half of the Second World War. Experience had demonstrated the desirability of transitional pilot trainers that could bridge the gap between the relatively docile basic trainers in which Allied pilots earned their wings and the far more demanding, high-performance, single-seat fighters for which they were destined. One obvious solution was to simply convert existing operational types into trainers by adding a second, fully-equipped instructor's cockpit.

Perhaps the best-known wartime example of this adaptation was the Soviets' conversion of single-seat Hawker Hurricanes into two-seaters. In the event, however, most of the developments along these lines took place after the war, when trainer versions of the Spitfire, Sea Fury and of course the Firefly made their appearance. The distinguishing characteristic of the latter -- the rear cockpit -- was raised 12 inches above the level of the front one to permit a clear view by the instructor during landing. The Firefly trainer prototype flew in July of 1946, and claimed the distinction of being the world's fastest trainer at the time.

The first variant of the Firefly trainer was designated the T.

Mk 1. A total of 34 were manufactured, all in Great Britain by the Fairey Aviation Company Ltd from existing F. Mk 1 and F.R. Mk 1 airframes. Most of the T. Mk 1s, including all of those acquired by the Canadian Navy, were unarmed. The first production aircraft made its inaugural flight from Manchester's Ringway Airport on 1 September 1947.

Since the role of the a/c was to train combat pilots, the obvious next step was to produce a tactical weapons version. This variant featured a single 20mm cannon in each wing and synchronised gyro gunsights in both cockpits. The first T. Mk 2 made its maiden flight on 12 August 1949, and 57 copies -- again, all reworked F./F.R. Mk 1s -- were turned out for the Royal Navy (RN).

The reasons for Canada's acquiring Firefly trainers can ultimately be traced back to the war years, when naval planners were making decisions on the make-up and character of postwar naval aviation. It was determined that the service would be patterned after Britain's Fleet Air Arm, and further that RN officers would hold prominent staff positions in Ottawa to guide the development of the fledgling force. As a member of the British Commonwealth, Canada also had strong political and historical ties with Britain and hence fell within the British sphere of influence. As a consequence, the RCN's first operational aircraft were all British-built Supermarine Seafire F. Mk XVs and Fairey Firefly F.R. Mk Is.

Coming Aboard

When the time came for the RCN to select its second generation of aircraft, the above factors led to the acquisition once again of first-line British types, including advanced versions of the Firefly. That being the case, and given the fact that the RN, after which the RCN's programme was modelled, had adopted the Firefly trainer, it followed that the Canadians would do likewise.

And indeed they did; on 24 May 1948, four Firefly T. Mk 1s bearing the serial numbers DK 445, DT 975, MB 433 and MB 443 were taken on strength along with batches of Firefly F.R. Mk IVs and Sea Fury F.B. Mk 11s. That same date found the big yellow birds lashed to the after-deck of the newly-acquired *HMCS Magnificent* at Belfast for the voyage to Canada. Appearance-wise, the red centre disks of the British roundels had been "zapped" with small blue maple leaves, and the service code "Royal Navy" on the aft fuselage had been painted over and replaced with "Royal Canadian Navy". Flanking the fuselage roundels were the radio call letters representing their unit and individual identity: TG-W (MB 433), TG-X (MB 443), TG-Y (DT 975) and TG-Z (DK 445). The British alpha-numeric serial numbers were retained below the aft fuselage

service codes, and in large characters beneath the mainplanes.

Magnificent and her cargo arrived in her home port of Halifax, Nova Scotia on the first of June 1948, the Firefly trainers still firmly lashed to her after-deck. The aircraft were offloaded, and the trainers were immediately placed in stored reserve at RCAF Station Dartmouth, home of the Naval Air Section, pending their allocation to the No. 1 Training Air Group (1 TAG).

The TAG, comprising the Operational Flying Training School (OFTS) and Fleet Requirements Unit 743 (FRU 743), had been in existence since May of 1947. As the name indicates, operational training was the pre-eminent mandate of the formation. By mid-June of 1948, three of the Firefly trainers had been added to the unit establishment of the TAG, which also included Seafires, Harvards and Ansons. The fourth Firefly trainer was in place by the end of October. For the next two and a half years, the type was involved off and on in a range of activities that can be regarded as typical of military, and in some aspects distinctly naval, flying training of the time.

Tasks

The OFTS Fair Flying Log shows that the Firefly trainers were used in a fairly wide range of flying duties by 1 TAG. Conspicuous within the OFTS lexicon were the terms *sequence* and *check*. Sequences were simply flying manoeuvres, examples of which would include things like aerobatics, steep turns, instrument approaches, low flying, and so on. Sequences were categorised as *dual*, *solo*, and *mutual*. Dual sequences were those carried out with two personnel on board. Normally, a dual flight involving an instructor and a pupil was followed by several solos in which the pupil, alone in the a/c, practised the sequences covered in the dual instructional phase.

A *solo check* determined a pupil's ability to go solo. In early flight training, a solo check could be conducted by another instructor to determine if the pupil was indeed ready to go up alone, and usually one circuit and landing were deemed sufficient to ascertain his proficiency. A *dual check* flight allowed the instructor to assess the pupil's progress. Sometimes a subsequent dual check was conducted by a different instructor/check pilot to get a "second opinion" where, for example, the pupil had been identified as demonstrating less-than-satisfactory flying ability and/or knowledge. A *check on type* in the Firefly trainer was a dual check on a pupil by an instructor to make sure he was capable of flying the operational marks of the Firefly.

Another type of check was the *weather check*. This was simply a flight made to observe the actual weather conditions and visible

trends supplementary to what was forecast by the meteorological staff. In coastal air stations such as Shearwater (as the naval aerodrome came to be known) where student pilots were being sent aloft, it was important to see what the actual weather was like and how things like low cloud and fog banks were moving.

Mutual sequences applied where two qualified pilots went up together because the aircraft type was new to one of them and he had to be checked out on it by a peer. Or, if one of them was to execute unusual or especially demanding sequences, it was prudent for him to do so under the watchful eye of another experienced pilot as a safety measure. In the case of the Firefly trainer, it would have been appropriate to undergo a mutual with a check pilot before attempting spins from high altitude in this large and heavy aircraft.

Cross-country flying was undertaken in the trainers on occasion to obtain navigation training and practice. Map-reading, dead reckoning ("mental DR") and use of the Dalton Computer were the standard navigational tools in the days of the Firefly trainers. However, most of their time aloft was spent locally in and around (say, within 25 miles of) the home station. Local flying can be divided into two categories -- that integrally involving the airfield, and that which required nothing more than free and open airspace.

Evolutions involving the airfield included, for example, *aerodrome dummy deck landings* (ADDLs) -- simulated deck-landing training or practice ashore using a runway as a surrogate carrier deck. *Circuits and bumps*, also known as "touch-and-goes", involved flying at low level above the airfield in a circular pattern. Each circuit included a touch-down, following which the a/c immediately became airborne again without stopping. A variation on this sequence saw the aircraft come to a full stop before once again taking off for another go-around. Circuits in the Firefly trainer were either dual or solo, depending on whether or not the pupil was accompanied by an instructor in the back seat. *Mutuals* involved two experienced pilots in the same aircraft practising circuits to maintain their proficiency.

Other field-oriented flying activity included *homings*, wherein ground radar directed the aircraft to home base. IF (instrument flying) homings were carried out in conjunction with the YG beacon. In this sortie, the pilot flew some distance from the beacon and then found his way back to base by listening to and interpreting the letters heard, which would vary with the a/c's position relative to the transmitting source. Pilot training in *ground-controlled approach* (GCA), in which landings were controlled from the tower, prepared the flyers for landing in times of low visibility due to bad weather. During the Firefly

trainer years, Shearwater was not equipped with GCA and so training in it took place at RCAF Station Greenwood. Affiliation with ground radar in a more tactical mode included *radar intercepts*, in which a radar operator vectored the aircraft onto an airborne target.

To prepare them for dealing with emergencies, student pilots were trained in *forced-landing* techniques. In a single-engined a/c like the Firefly trainer, the instructor would reduce power over an area of his choosing and tell the pupil to begin forced-landing procedures. When this was ordered, the pupil was expected to look around quickly and decide where he would try to position the aircraft for a dead-stick landing. As the aircraft descended, it was imperative that the pupil estimate the direction from which the wind was blowing, the choices available for a landing (e.g., open field, roadway) and the obstacles that had to be taken into account (e.g., cables, hydro lines and poles, etc).

The pupil might also have been directed to simulate declaring an emergency to the nearest facility using the emergency frequencies (actually this would have been done over the plane's intercom between the pupil and pilot, rather than as a live broadcast, for obvious reasons). During the descent, the instructor had to monitor the situation carefully, ensuring that every few hundred feet on the way down the throttle was opened up and the engine warmed to ensure that it would not hesitate when the overshoot and return to cruising altitude were ordered. Experienced instructors promptly reviewed the simulated forced-landing procedures demonstrated by the pupil to ensure that both good and bad points were retained in memory.

When flying on instruments (of which more below), most procedures required set rates of descent, so it was important that the pilot be able to fly accurate approaches at a constant rate of descent (*controlled descent*) whether flying on a straight course or in a turn. It demanded a proficient combination of stick and throttle management and, if effectively carried out, facilitated the work of the GCA operator.

Flying training and practice that did not, or at least did not necessarily, involve the airfield included a wide range of exercises at various altitudes. Notwithstanding its size, the Firefly trainer was fully aerobatic and was used to provide instruction in aeros. It was possible to put the a/c into a spin from high altitude, and it would go through some very unusual positions until corrective action was taken to recover. Some pilots were apprehensive about putting an aircraft of that size into a deliberate spin, and it was definitely not a popular manoeuvre when called for by the instructor.

At the other extreme of the altitude spectrum was *low-flying* training and practice. There were designated areas where low-flying to a stated minimum could be carried out without prior authorisation. In operational training, it was important to be able to handle an a/c at high speed and low altitude, taking into account such variables as conditions of the time of day, glare and reflection, turbulence and ground effect, reduced visibility, land-surface contours, and structural obstacles (power lines, communications towers, buildings, etc).

Low-flying training and proficiency was vital in strike/intruder operations. Very early in its formation, Naval Air assumed the mandate of offensive air support for the Army. This involved close-in dive-bombing, strafing and rocketry, and called for training and experience in low-level flight at high speeds. In addition, a tactic used in evading enemy fighters involved hugging the ground at very high speeds. All of these activities were risky and very demanding; more than one naval pilot literally flew his aircraft into the ground during low-level exercises, with catastrophic results. Training, experience and practice were essential to minimizing such disasters.

For the naval aviator, it was obviously important to be able to handle a high-performance aircraft at low altitude over water as well. In anti-submarine warfare training that would follow the Firefly trainer experience, both day and night operations required flying very low in the attack profile in order to come onto an unsuspecting submarine before releasing the a/c's weapons. In night operations, there was a real danger in becoming disoriented when descending to altitudes below 500 feet above the water.

Another training activity to which the Firefly trainer was suited and sometimes involved was intelligence-gathering from the air, usually in co-operation with an army unit -- in other words, *tactical reconnaissance*. It is worth noting that by the time the Firefly trainers came on strength, a Carrier-Borne Air Liaison Section (CBALS) had been formed at Dartmouth. The Section comprised Army personnel who worked with the Navy fliers in various aspects of army co-op.

Slow-flying was especially important to naval aviators because of the accurate approach speed required for deck-landings. The Firefly F.R. I stalled at 78 knots, and the desired approach speed for the deck was 82-85 knots that set the aircraft up in the correct attitude for touch-down. Slow-flying meant flying to the stall and recovery, starting at altitude and eventually at low altitude in the low-flying area.

Speaking of *stalls*, one of the first exercises conducted when converting to a new aircraft type was to explore its behaviour at

the stall. The stall could be induced by pulling enough Gs at normal approach speed or at cruise speed, either clean or "dirty" -- i.e., with landing gear and flaps deployed.

One training sequence of great importance carried out in the Firefly trainers was *instrument flying (IF)*. A vital requirement of the naval pilot was the ability and confidence to undertake blind flight, both day and night. Serious accidents could result from disorientation due to inability to control the a/c in adverse weather or at night over the sea, or combinations of both. Instrument flight training involved obstructing the trainee's vision so that he had no visual reference to the outside; he had to concentrate on the instrument panel to fly the a/c.

Such training/practice was conducted at altitude, or in simulated approaches and landing in reduced visibility. There is nothing quite as black as the ocean at night, and total reliance on the instrument panel in anticipation of carrier flying was paramount. The ability to fly on instruments day or night over the broad expanse of ocean was the cornerstone to becoming a naval pilot, hence the emphasis placed on instrument flying in the shore-based curriculum of the OFTS. The dual-pilot capability of the Firefly trainer was of help as a safety look-out when carrying out practice instrument flying.

Bouncing -- the art of attacking another a/c without warning -- was also taught and practised on occasion in the Firefly trainer. The exercise usually consisted of a quarter attack: coming in from one side and following a "curve of pursuit" that would put the attacker in firing position. Although the Firefly T. Mk 1 was not fitted with gunsights, it was well suited to the flying involved in the attack manoeuvre. Another operational sequence in which the Firefly trainer was used was the tracking exercise, or *Trackex*. Here, the a/c shadowed a surface ship. As the word "shadow" implies, pains were taken to remain outside the target's field of view except when taking occasional, very brief sightings of it.

All of the above sequences and exercises were conducted in the interest of training and practising pilots. However, the Firefly trainers were engaged in other functions that were carried out for someone else's benefit if not of mutual benefit to both ground operators and the participating a/c. *Radar tests*, for example, allowed ground operators to check the pattern of their radar; the a/c flew in specified headings at set altitudes to check the effective coverage of the set. The various altitudes flown in the above-mentioned controlled descents made it possible to *calibrate* the airfield's ground radar via the radar lobes on the scope.

Shipboard radar too, and especially gunnery radar, was also calibrated with the aid of aircraft, including the Firefly

trainer. Truth to tell, it was a boring, dull but necessary exercise, with the pilot flying the requested courses at stated altitudes in order for the calibration process to be completed. Somewhat similar was the *gunnery tracking* exercise, wherein ships' gun crews could hone their gun-aiming skills: the aircraft would fly a set pattern around the ship as directed by the Gunnery Officer, so that he could train his crews and/or his radar operators. Working on a given frequency, the aircraft flew directed courses at stated altitudes to allow the gunnery trainees to familiarise themselves with tracking an airborne target.

A Firefly serving as a *link aircraft* acted as a radio relay between two ground stations unable to make direct contact with each other because of range or terrain. *Fighter direction exercises (FDXs)* provided practice for ground controllers at guiding aircraft to successful interceptions on target a/c. The Firefly trainers were also used on occasion as aerial photography platforms, the photographer occupying the rear seat. Finally, the Aircraft Record Cards for DT 975 and MB 694 have the code "SNAM" entered, which would imply their temporary use as ground instruction aids at the School of Naval Aircraft Maintenance.

Although most of the Fireflies' air time was dedicated to the training of Regular service personnel, others were involved with them as well. In May of 1949, special refresher flying, designed to prepare Reserve air officers for duties in first-line a/c, was inaugurated, with the programme being delivered by the OFTS. Ten days of a two-week course were spent in Harvards, and the balance in the Firefly trainers.

An Unchequered Career

While the foregoing might give the impression that the Firefly trainers were put to considerable use by the RCN, that was by no means the case. On the contrary, in reviewing the 1 TAG Fair Flying Log, one gets the impression that the services of the Mk 1 Firefly trainers were never in great demand. A significant portion of their time was spent in temporary stored reserve, and it was fairly uncommon to see more than one of them in use simultaneously. Certainly the amount of time they spent in the air was noticeably less than that of the other types utilised by the OFTS. As a case in point, the flying times (in hours) for the month of October 1949 were as follows: Seafire, 104.45; Harvard, 221.20; Firefly trainer, 59.40.

The T. Mk 1s were, by all accounts, never used by the RCN for the prime and always risky purpose for which they were designed, namely, as deck-landing conversion trainers. Though fully navalised with folding wings and arrestor hooks, they were not utilised by the Canadians in the challenging and often dangerous

carrier work. The reason for this is debatable, but their under-use may explain in part their comparatively clean accident record. In fact, of the six that made their way into the RCN inventory, only one of them suffered a Category A crash (write-off), and that was through no fault of the aircraft itself.

The story goes that MB 433 was returning from an airshow in Moncton in September of 1949 with a technician (non-aircrew) in the back seat. At around 6000 feet, the pilot was having trouble with the radio and asked the mechanic to check some of the radio switches in the rear cockpit. Regrettably he chose the master ignition switch, which of course shut off the engine. Preoccupied with trying to decide what to do next, the pilot neglected to advise the mechanic to reset the switches, and the machine promptly came to rest, much the worse for wear, in the forest below although the occupants survived the experience in good order. It is rather amusing to note that the corresponding statement on the Aircraft Record Card reads, "Crashed after engine failure". This wording seems to put the blame on the engine rather than on the aircrew!

Nor was this the only occasion in which a Firefly trainer was the host of some discomfort and distress. This time the aggrieved party was not the aircraft at all, but the back-seat inhabitant who, once again, was a mechanic. The pilot, a British exchange officer, was the same one who presided over the demise of MB 433, and once again, miscommunication was involved. The occasion was a post-maintenance test flight, and the pilot took the aircraft to 10,000 feet to put it through its paces. The men were on oxygen as the machine executed a sequence of rolls, loops and then inverted flight. With the latter came a flood of gasoline into the rear cockpit, drenching the mechanic. The ensuing animated intercom dialogue went something like this: "Sir, there's gas coming in from somewhere!" "What?" "There's gas coming in from somewhere!" "What?" The exchange carried on in this fashion until the mechanic finally exclaimed, "PETROL! There's petrol coming in from somewhere!" "Oh", said the pilot, who promptly rolled the aircraft upright and slowed down, thus enabling the mechanic, by now on the verge of passing out from the fumes and the smell, to open the canopy for fresh air. Investigation disclosed that the vent line for inverted flight had come off, in consequence of which the fuel was allowed to pour in.

The T. Mk 2s

The Firefly T. Mk 2s operated by the Royal Navy were created by modifying existing F.R. Mk 1s, and true to form, the same course of action was followed by the Canadians. On 19 March 1949, MB 694 was turned over to the Fairey Aviation of Canada plant for conversion. The estimated date of delivery in its new

configuration was cited as 13 January 1950. Then, on 21 March 1949, PP 408 followed suit. Awaiting decision on repair following a crash in mid-January of 1948, she had been transferred to SNAM. Her estimated post-conversion delivery date from Faireys was listed as 28 February 1950.

Exactly when these two a/c arrived back in the Navy's hands in their new guise is not known, but the first entry for MB 694 (identification letters now TG-W) in the 1 TAG Fair Flying Log is dated 16 June 1950, when it was being used for low-flying practice and ADDLs. As for PP 408 (TG-V), the Record Card makes no mention of its having been allocated to the Training Air Group at all. Examination of 33 pilot's log books at the Canadian Aviation Museum failed to turn up any record of its post-conversion use. On this basis, one might conclude that PP 408 went straight into stored reserve until it was finally disposed of along with the rest of the surviving Fireflies several years later. From the standpoint of flying hours alone, it does not appear that the Navy got its money's worth from the T. Mk 2 conversion effort.

Further, the decision by the Canadians not to capitalise on the distinctive capabilities of the T. Mk 1s held true as well for the T. Mk 2s. Although the latter were configured for weapons training, testimonies by former Navy pilots deny any knowledge of their having been used for this purpose. This is not what one might have expected; it just so happened that the Navy opened a new air-to-ground firing range in the fall of 1950, and one would have thought that a well-equipped Firefly T. Mk 2 would have been ideal for dual instruction in this type of work. The OFTS did have weapons trainers on strength, but these were lightly-armed Harvard IIAs.

Discussion

The full consensus of opinion is not available here, but the few personal commentaries obtained from ex-pilots vary from one extreme to the other. One declared that the Firefly trainer "was well suited to conversion training to operational aircraft" and that he "enjoyed every hour spent in this model". Another pronounced it to be "a dreadful aircraft" and "a bit of a dead loss to the RCN". The latter commentator offers the theory that transitioning to the operational Fireflies, which in his mind was the reason for acquiring the Firefly trainers in the first place, did not pose the problem that the more challenging Seafires and Sea Furies did, and so they (the trainers) were not really required. It has also been pointed out that after the Firefly trainers were acquired, plans were afoot to replace the front-line Firefly A.S. 5s with the Grumman Avenger, and this was another reason why the Firefly trainer's tenure was short and of marginal

value.

These are interesting comments since they seem to proceed on the assumption that the Firefly trainers were procured, or were considered suitable, only for transitioning pilots to other (operational) marks of the Firefly. But could they not have been used to this end vis à vis the Sea Furies and Avengers as well? Indeed, it was stated in a leading Canadian aviation magazine of the day that the gap between the Harvard and the Sea Fury was to be filled by the Firefly trainer, and to the extent that it was flown, albeit somewhat sparingly, by future and current Sea Fury pilots, this expectation was to a degree fulfilled.

The under-use of the Firefly trainer becomes even more puzzling when it is compared with the T-33, or "T-Bird", certainly one of the most successful training aircraft ever to enter service. Although officially classified as an "advanced" rather than a "conversion" trainer, the T-33 was nonetheless similar to its Firefly counterpart in that it too was an adaptation of a first-line combat a/c, in this case the P-80 "Shooting Star". And yet the T-Bird's function was not limited to training pilots to fly the P-80 from which it was derived -- the RCAF, for example, used it to train aspiring Sabre and CF-100 pilots. It is also interesting to note that there was an armed version of the T-33 that was, in terms of basic function, comparable to the Firefly T. Mk 2 weapons trainer.

Perhaps the best explanation for the limited use of the Firefly trainer in the RCN is to be found in the early postwar training arrangements of Canadian naval aviators. Most if not all of these men received the various phases of their training in Great Britain. A case in point is the pilot who received elementary and basic flying instruction on Tiger Moths and Harvards from the RAF, and operational, deck-landing and instrument training on Firefly F.R. Mk I, Firefly T. Mk 1, Anson, Seafire XV, Harvard, and Oxford a/c from the RN. When the time came shortly thereafter to reacquaint himself with the Firefly trainer in Canada, all that was required was a brief stint of refresher flying comprising three hours and 25 minutes on that type following two hours and 50 minutes dual and three hours and five minutes solo on Harvards. His next stop was the first-line 826 Squadron.

The End

In sum, one is left with the clear impression that the Firefly trainers were not used to their full potential by the RCN. Even a former aviator who remembers the type with considerable fondness is to this day left wondering exactly why the RCN obtained them and just what their role was intended to be within the distinctly Canadian context. Though potentially useful, it seems obvious

that the Navy could have managed without them. Their acquisition may simply reflect the original plan to pattern Canadian naval aviation after the RN's Fleet Air Arm, which also employed the type. This policy to follow the RN's example was complemented by the vocal "buy-British" lobby at headquarters in Ottawa. As for the T. Mk 2 conversions, if nothing else, they provided some measure of experience for workers at the newly-established Fairey Aviation of Canada Company in advance of bigger and better things, such as the substantial Avenger modification programme that was just around the corner. In any event, by the end of 1951, all five of the remaining Firefly trainers had been placed in long-term storage pending their final disposal. That day arrived in March of 1954 when the entire existing inventory of RCN Fireflies was struck off charge and sold to Ethiopia.

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For all shortcomings of this work, and for whatever errors of omission and commission it may contain, the responsibility is entirely mine.

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Captions

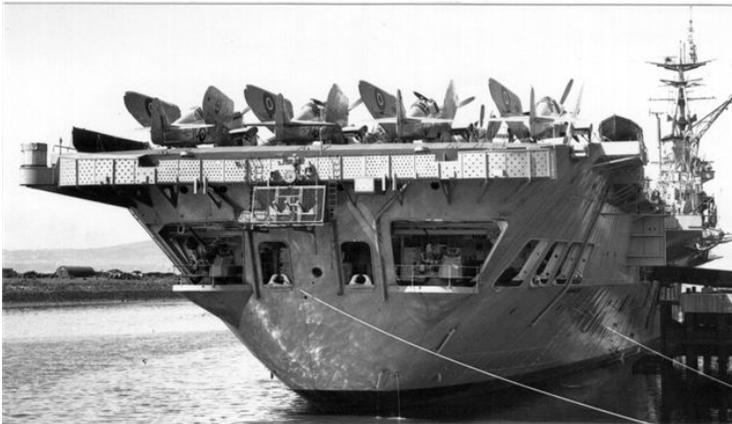


Fig. 1. The T. Mk 1s aboard *HMCS Magnificent*, 24 May 1948, prior to departure for Canada. John E. Colbert/DND/National Archives of Canada/PA-152283.



Fig. 2. T. Mk 1 TG-Y during run-up. DND, via W. Wheeler.

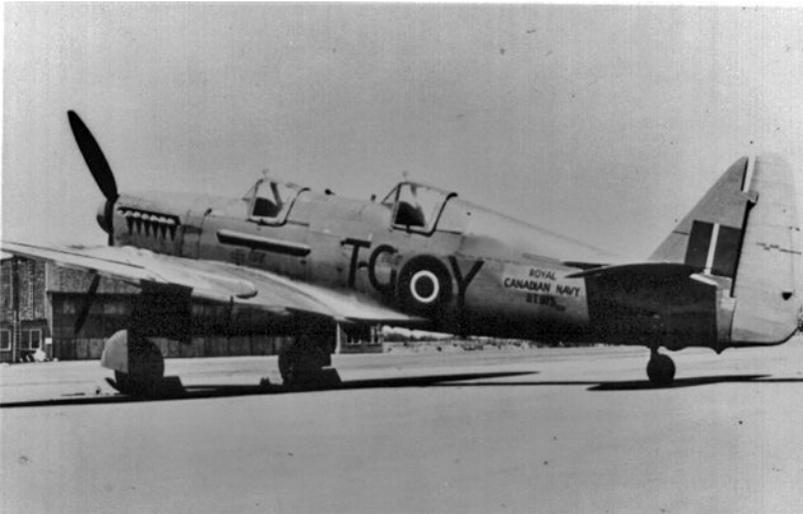


Fig. 3. Another view of TG-Y. DND, via Shearwater Aviation Museum.



Fig. 4. T. Mk 1 TG-Z, HMCS Shearwater. Gerry McArthur.



Fig. 5. T. Mk 1 TG-X overflies Fairey Aviation of Canada plant, Eastern Passage, N.S. DND, via Al Baltzer.



Fig. 6. Instructor's cockpit of T. Mk 1 TG-Z, 16 December 1949. Robert Blakeley/DND/National Archives of Canada/PA-152285.

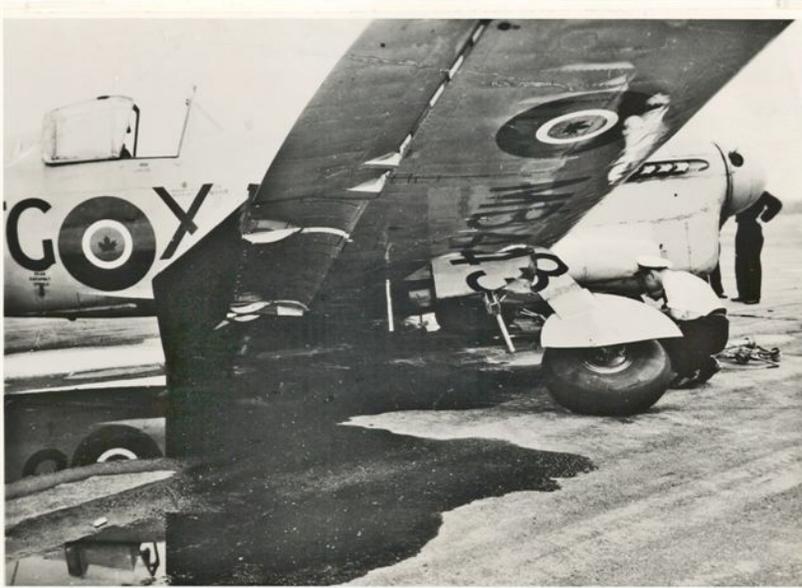


Fig. 7. T. Mk 1 TG-X following accident, September 1949. DND, via Tony Stachiw.



Fig. 8. TG-X, 29 March 1950, following repair. Note Canadian codes on underside of port wing. The fuselage and topside wing roundels were probably the standard blue maple leaf on a red disk. DND, via Paul Brunelle, Shearwater Aviation Museum.



Fig. 9. T. Mk 2 TG-W on the occasion of its first flight following conversion. DND, via A. Baltzer.

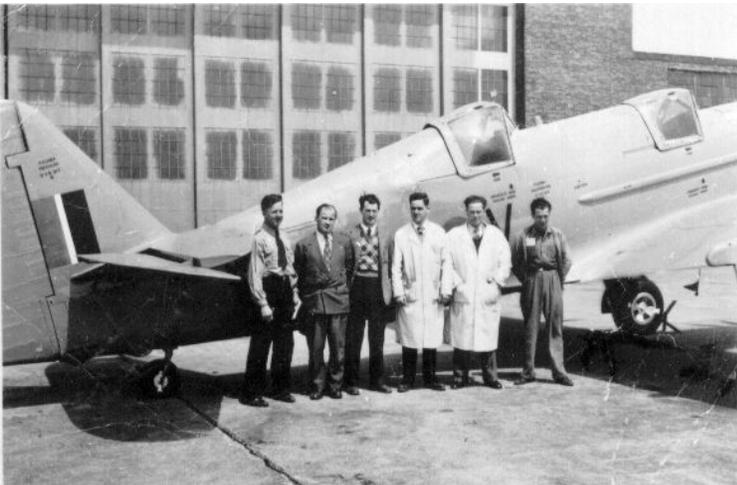


Fig. 10. T. Mk 2 TG-V (PP 408) with Fairey Aviation of Canada personnel. Fairey Aviation of Canada Ltd.



Fig. 11. Home on the range: Firefly T. Mk 1 (second from right) along with Seafire F. Mk XV, Sea Fury F. Mk 10, Firefly A.S. Mk 5, Harvard Mk II. Robert Blakeley/DND/National Archives of Canada/PA-133263.



Fig. 12. Hulk of ex-RCN Firefly trainer, Asmara, Ethiopia, 1993. A.J. Shortt, via Ian A. Leslie, Canada Aviation Museum.