

# The Newsletter of Canadian Naval Aviators and Associates

Toronto, Ontario, Canada  
June 2011

Last year, we reported that the Sheriff had called BOTH of us for jury duty, though we had both been called in recent years. On the first time, Deb had been able to claim immunity because she was still in the forces. In my case, the year passed without my being called. On last New Year's Eve, we were able to toast our freedom; however, the first mail of the new year brought a summons dated in late December, ordering me to do my duty. The summons came with a set of 'frequently asked questions' that covered most of my needs, but there was one point that I needed clarified. A call to the Sheriff's office reached a clerk who was able to answer the question. Out of the blue, she asked me if I wanted to be relieved from duty. While I discussed the pros and cons, she suddenly told me that she had just removed me from the list as not being qualified. Formidable!

Later in the year in a smaller community nearby, a judge called all his prospective jurors together and asked them explain why so many had tried to be relieved of their duty. It seems that many are called and few want to be chosen.

Another year has passed, and it has not been a good one for me. A chronic problem has turned into a severe one, though how severe will not be known for some time. After several months of debilitating and confusing symptoms, I have been diagnosed with bladder cancer, which now has spread. Although the initial surgery went well, more is on the way. The final prognosis is not yet known as I write this newsletter. Although bladder cancer is rarely fatal when caught in time, it can affect the quality of life: and once spread, can be a major problem. As well, I am facing the onset of type 2 diabetes, and possible early dementia from a brain tumour. Moreover, I no longer have the attention span or the energy that I would liked to have. This year, my record-keeping has become somewhat shaky, for which I apologize.

Although the arthritis is still with me, it seems to be less of a problem, and **Fred Follow** among others has pointed me to some voice-recognition

software that could help. Nevertheless, with all this in play so suddenly, [all this since April] I must concentrate all my facilities trying to combat the disease: therefore, this will be my last newsletter.

I thank you all for all the help and support that you have given me over these two decades. In addition, any one who would like to take over the newsletter might contact me.

We are still at:

**10 Kenneth Ave, Apt 1804  
Toronto ON M2N 6K6, Canada  
Tel. 416.224.5477  
E-mail – [cruddasedwardnmi@hotmail.com](mailto:cruddasedwardnmi@hotmail.com).**

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## NEWS FROM THE READERS

On 5 June last year, the navy's centennial, **Ross McBain** from Edmonton politely pointed out that his name is as shown here, and not what I had spelled in the 2010 newsletter. Mea culpa! He noted that he had had little to do with the post war sailing navy, but had had some involvement with the Grey Ghosts, the Banshee demonstration team in the 1950s and 1960s. He had also given them the original flight instruction book for the Corsair, Ross's special aircraft. He is still involved with his many audio visual and camera stores in western Canada. He said,

*'I accepted the Duke of York's invitation to attend the Garden Party at Buckingham Palace last year. I enjoyed the occasion, but the Duke didn't show. 6,000 others did including every rank in the R.N. Don't know if any others turned up. I guess there are not to many left who joined the R.N, except for Bill Rickley I don't recognize too many names.'*

**Banshee Chapter** of CNAG on Vancouver Island is still very active. **Paul Peacey** laid a wreath for the Chapter at the Battle of the Atlantic in Victoria.

Thanks go to Stan Brygadier for sending me Jackie Gibbs's current address.

**Don Crowe** celebrated the new year with the birth of a new granddaughter 3 January, 2011. He said,

*‘I never thought they’d publish my letter in “Warrior” mag. Had a few emails from navy people I don’t know and a couple from our era including Lye Bannister. There were a few corrections to some of the errors I made in the letter, which was helpful to my memory.’*

He also sent along an interesting opinion survey from the UK. It appears to show that very many people in the UK would prefer less immigration. Like anything else from the Internet, that information could be questionable unless checked against other sources.

**Vern Cunningham** wrote from Kelowna, BC, where he retired at least in part to enjoy the excellent skiing nearby. With reference to arthritis, he mentioned that he is ‘carrying a load of that --- comes with the age and the territory.’ His skiing days are long gone. He continued,

*‘I used to get a card every year from Knobby Westwood, and I still have his last one –he had copied on it an item said to be from something [a book?] titled “Sea Harrier over the Falkands”, ascribed to a certain well-gonged type named Sharky Ward, DSC, AFC, RN and entitled,*

*Fleet Air Arm Toast*

*Here’s to us in sober moods  
When we ramble sit and think,  
And here’s to us in drunken moods  
When we gamble, sin and drink!  
And when our flying days are over.  
And from this world we pass,  
May the fishheads bury us up side down  
So the crabfats can kiss our ....*

Vern also sent a cartoon designed by Bud Blake. It showed two children at play. The little boy says ‘When I grow up I’m going to be a pilot’, to which the little girl replies. ‘You’re too dumb and stupid to be a pilot!’ And he replies, ‘Okay. Then I’ll be a co-pilot.’

Finally, Vern sent a short story.

*‘Two men dressed in pilots’ uniforms walk up the aisle of the plane. Both are wearing dark glasses, one is using a guide dog, and the other is tapping his way along the aisle with a cane. Nervous laughter spreads through the cabin, but the men enter the cockpit, the door closes, and the engines start up. The passengers begin glancing nervously around searching for some sign that this is just a little practical joke. None is forthcoming.*

*The plane moves faster and faster down the runway and the people sitting in the window seats realise that they’re heading straight for the water at the edge of the airport. As it begins to look as though the plane will plough into the water, panicked screams fill the cabin. At that moment, the plane lifts smoothly into the air. The passengers relax and laugh a little sheepishly and soon all retreat into their magazines, secure in the knowledge that the plane is in good hands.*

*In the cockpit, one of the blind pilots turns to the other and says, “You know, Bob, one of these days they’re gonna scream too late, and we’re all going to die.”’*

Vern didn’t say whether or not the flight arrived at their US destination after midnight only to find that the only overnight traffic controller was asleep.

**Kay Collacutt** has been the editor of SAM Foundation’s Warrior magazine for some time, and Warrior gets better every edition. The Foundation has a new email address, as shown in the Annex.

**John Cody** was featured in a 17 May 2011 issue of the Chronicle-Herald newspaper. He is shown as General Dynamics Canada’s general manager in Dartmouth, NS, where they have opened a new Underwater Intelligence, Surveillance and Reconnaissance Centre of Excellence, a software support centre contract that is part of the H 148 Cyclone helicopters contract.

**Bob Darlington**, with fellow historian **Fraser McKee**, has published two books, the latest being ‘pre war, wartime, and post war histories of Prince David, Prince Henry, and Prince Roberts.’ Copies are available through Bob’s e-mail address, <[robar@trelus.net](mailto:robar@trelus.net)>, or by phone at 250 477 6390, for \$20 plus S & H. [I’ve not seen a review.]

**Ted Davis** went into the Oakville Trafalgar Memorial Hospital in Ontario last December, and stayed there for months. At first it was a relatively simple

knee replacement, but that led to medical complications that delayed the surgery. As well, he is a widower but has no relatives in the Oakville area, so we would not be able to live alone. Anyone who wants to contact him can do so by telephone [he has no email] 905 845 2571 extension 2156.

**Harry Dubinski** remarked about the new airline search protocols being used in airports. In a recent trip, he said, ‘they even groped my toes!’

We were able to join **Peter Drage** for a regular lunch that he has with some WW2 airmen – all but one air force – near Bridgewater. Peter has many friends among RCN airmen, having flown briefly in the USA before returning to the fleet for HMCS Victoriaville, where we were both watch keepers. Deb knew him from Officer Candidates School in Chilliwack in the 1970s. He looked very trim and youthful.

According to a mutual friend in Red Deer, Alta, **Mary Fink** is holding up very well since she lost **Roger**. She has a large and supportive family, and is helping to compile a record of the history of the city over the years. Our friend said ‘She hasn’t forgotten a thing or a name, and is a great treasure to be involved. Unfortunately, Red Deer had no summer in 2010, not even an Indian summer.’

**Dave Ganderton** is long retired and lives in the Ottawa area. His background included RCAF time in 407 Squadron in Neptunes and Argus. Later he worked with the Sea King in HMCS Fraser, and served in Royal Military College. His daughter Shelley is a Commander, also in Ottawa with her own family. One of the high points of his year occurred when,

*‘...Esther and I were invited to attend the 226<sup>th</sup> anniversary of the landing of the United Empire Loyalist in Adolphuston yesterday [ 15 June 2010- ed]. It was an amazing service, including the Mohawk Choir, the guest speaker, Reverend Canon David Smith... followed by a period “Loyalist tea.”’*

**Al Hawthorne** is now living in Calgary, and has made contact with **George Pumple**, another Calgarian. This year, their conversation might be about the weather, since Calgary had a 30 and 25 cm snowfalls to welcome in spring. George sent me some excellent pictures from the final CNAG Reunion.

At last **JAOBTC #7** has had their tile placed in the JAOBTC groups. One classmate, who prefers to be anonymous, bore all the costs. On behalf of my classmates, thank you for your generosity.

One class 7 member who had left has been found under unusual circumstance. **Milton ‘Sam Spade’ ‘Sam’ Menzies** already had a private pilot’s licence when he enrolled, but left the programme while in Pensacola. Later he flew for Trans Canada Airlines and Air Canada, but at the end of his flying days he was in a dispute with the airline [over his eyesight, I believe], and eventually was forced into retirement. Soon afterward he was ‘called’ as a Christian clergyman working with First Nations groups in Manitoba. About ten years ago, he was flying over a Lake Winnipeg with some of his parishioners from Manitoba, when he had engine trouble, called in a May Day, but ditched short of land. No remains were found. After some time, he and his passengers were deemed dead. At his memorial service, he received many good words for his work. He had been held in very high repute with his religious community. Thanks to **Bob McNish** and others for that information.

**Guy LaRamee** kindly sent me some good information about the Navy Centennial, though he was annoyed to find that the Chronicle-Herald’s flyer on the event contained not a word on naval aviation. He sent a letter to the editor, including a poster of Bonaventure, but no joy. It seems to be difficult to get any recongnition for naval aviation, not only here but in the UK. Over there, the BBC has been criticized for lack of recognition for both the FAA and the USN’s ‘jeep carriers’ contribution to the Battle of the Atlantic. Alas!

In a letter entitled ‘Good reason for outrage on helicopters’ published in The Toronto Star on 17 December 2010, **Larry McWha** pointed out that the two helicopter buys of Chinooks and Cyclones had cost \$11 billion, and were greatly over their original cost estimates. Of a previous writer’s claim,

*‘... that the Cyclone is on budget simply does not ring true. The same goes for his claim that the Cyclones have been flying for several years, unless he is referring to the slow and tortuous development flight test program that began in 2008.’*

**Lew Langstaff** emails frequently, sending along some obituaries [alas] but also some great information. From ‘The Infantry Journal’ ***If the enemy is in range, so are you.***’ And from a U.S. Air Forces manual, ***It is generally***

*inadvisable to eject directly over the area you just bombed.* ' Words to live by.

**J J Lehmann** is living the good life just south of Ottawa, in Greely. Last year he tried to do the pilgrims' walk across Spain, but was struck by a problem that the local doctors were unable to fathom. He flew home to Ottawa, where he was quickly diagnosed and treated by Ottawa's fine medical corps. He is now hail and hearty, though lighter in the pocket book for the trans Atlantic first class air fare. He welcomes visitors, and keeps active with his Venture mates.

This was received from Don MacNeil, the son of **Lt [P] John MacNeil**.

*'My mother Florence MacNeil [Riverside Drive, Ottawa] has asked to send [the following.] Her navy friends may like to know that she is well and still active as a volunteer with the Senior Citizens Council of Ottawa and playing bridge with her friends once a week. Last Sept., her only grandson, Capt Ian MacNeil, finished a three year tour as a Dehavilland Buffalo Commander with 442 squadron in Comox and is now with 410 Squadron in Cold Lake where he has just finished a year of training on the BAE Hawk fighter and starts CF – 18 conversion Nov 16....I enjoy reading about the people I knew as neighbours growing up as a youngster in Shearwater. I had the pleasure of visiting there to deliver a presentation on Lt Robert Hampton Gray as part of the Naval Centennial celebrations to museum supporters and Sam Michaud's new helicopter squadron members. PMQs looked the same, but the base and surrounding area have changed greatly.'*

**Mike McCall** mentioned that he saw **Jim Stegen and Andy Anderson** among others from time to time. The Annapolis Valley has a large community of naval airmen.

Among them is **Peter Nordland** and his wife, **Lynn**. Peter is the Acting President of the Cornwallis Military Museum, as well as a board member of the Cornwallis Community Council.

*'My main passion these days though is an organization called the 55+ Games Association, which is dedicated to encouraging seasoned citizens to remain healthy by keeping fit both physically and mentally. Up until last September [2009] I was the Nova Scotia Director on their board, but was voted in as president of our last AGM. Our next games, which are bi-ennial,*

*are going to be in Brockville, Ontario, at the end of this coming August [2010]. We are expecting 2,000 participants from across the country.'*

**John Orr** is gathering information that will be used to write the history of the Sea King in the RCN and CF.

**Ian Powick** wrote,

*'My wife and I had the opportunity to spend an afternoon and evening with Harry [Beutel] in Irvine California [in] October 2010. We managed to plan our driving trip from Scottsdale to Vancouver to have time to stop in Irvine. It was great as we reminisced about all the great times we had in the past. Harry and I served and flew together in VU 33 in the early 60s so we went over a lot of ground. My wife and I had not seen Harry for over 40+ years. Harry looks the same and retains his great sense of dry humour. He seems to be enjoying his life and keeps busy monitoring his sons and their families in the area.'*

**Harry Porter** has moved, but is still in Halifax. His new address is in the annex.

**N.B.** From **George Plawski**, by e-mail,

*'This year marks the 25<sup>th</sup> anniversary of the annual west coast naval aviator's Mess Dinner. George Plawski, the organizer, wishes to inform you that the upcoming event, which will be held on Friday, the 2<sup>nd</sup> of December, 2011, in the Wardroom of CFB Esquimalt, will be the last under his management. There will be several information circulars disseminated in this regard during the year; therefore anyone who is not yet on the distribution list, please contact George at:*

*Plawski@telus.net  
401 – 2025 W 2<sup>nd</sup> Ave,  
Vancouver, BC, V6J 1J6  
Tel. 604 738 7443.*

*As this will be the final chance to meet under these circumstance, all naval aviators are encouraged to take advantage of this opportunity to honour one another by attending this special event.'*



Thanks, George, for a quarter century of service to naval air. Your contributions are well known, and will be well remembered.

**Ross Riddell**, formerly of JAOBTC #7, sent a clipping from the Wall Street Journal, probably its first entry in this letter. It told of the Twin Otters resurrection. The Twin Otter ceased production in 1988, but is being made again in Calgary for Viking Air Ltd. In an article by Susan Carey,

*‘The durable planes - 844 were built starting in 1965 – still ferry scientific researchers to Antarctica, tourists sightseeing at the Grand Canyon, and passengers and freight in the Virgin Islands and Seychelles. The new version ... is almost identical to the original in its structure, with the exception of the use of lighter-weight composite material replacing aluminum in the doors and part of the nose. Improvements include more-powerful Pratt and Whitney propeller engines, and modern cockpit avionics for controlling flights, by Honeywell International Inc.’*

As tourists in New Zealand, Deb and I flew to Mount Cook in a Twin Otter and landed in a nearby glacier. A very young Australian boy collected some of the snow in a bottle as a souvenir.

From deepest darkest Guatemala, **Andy Rioux** sent a long email in which he outlined the delights and the problems of living in Central America: wonderful people, but electricity that burns out anything he connects to; [it’s ‘up and down like a whore’s drawers’]. But the local beer is great.

**Russ and Corinne Spiller** and family have had an eventful year. They can be proud of their 15-year-old grandson **Danyon Spiller**, who risked his own life to save a young boy who had been caught in the undertow in a Napier, NZ, beach. According to reporter Roger Moroney in a local paper, possibly the Hawkes Bay Herald,

*‘When it comes to reluctant heroes, the name of 15-year-old Napier boy Danyon Spiller should be underlined boldly after he carried out a rescue off the Marine Beach [13 November 2010 – ed.] The teenager, who his mother Sherrise said “grew up in the sea” and is a trained surf lifesaver, found himself called into what his proud grandfather Russell Spiller described as “off duty” action...*

*The drama unfolded just as 5:30 pm when Danyon and his 12-year old brother Rhian skateboarded and scooted their way to the surf club's room to help their mother set up for a trivial pursuit evening. They had decided to go early rather than go in the car later - it was a decision which arguably turned out to be a life-saving one.*

*"When we got close to the car park area I saw a boy running down toward the water and I thought it didn't look right," Danyon said.*

*Rolling sets of breakers were hitting the beach and there was an undertow running. While his brother went up to the clubrooms Danyon went down the beach and sat on a shingle ridge watching the boy and his mates. He said that there were 10 of them, all about 9 or 10, It appeared the group had decided to have a splash on the spur of the moment as they were in their underwear and shorts, and did not have towels. His mother had arrived by then and Danyon said that he'd pop up and help her at the club rooms shortly – he wanted to keep an eye on the groups playing near the surf as he was uneasy about it. His unease soon turned to action.*

*"I saw a set [of waves] come in and I saw 10 heads go under ... and nine come back up." He spotted the boy being dragged out in the churning undertow. "I just thought 'uh oh ... here we go.'"*

*Danyon stripped to his board shorts and swam through the breakers and got to the panicking boy who was already about 15 m behind the surf break. "I got to him and said 'come to me mate.'"* The tiring boy tried to clamber on to Danyon and he calmed him by saying if he didn't settle and follow his orders he wouldn't make it. *"He calmed down then."*

*Mrs Spiller had turned and seen Danyon tearing off his shirt and dashing for the water. "I thought 'oh no'. I ran out down there and Danyon was out there and doing the job. He yelled to me that he wanted a tube." Danyon said that the conditions made it too risky to try and bring the boy in without the security of a fixed buoyancy aid. Mrs Spiller handed one of the boy's mates the key to the clubhouse, where Rhian [also trained to be a surf lifesaver] was, and told him race up and get a tube. "He was back in a split second with one."*

*Mrs Spiller figured that she would have to take the tube out and had taken her shoes and watch off when local Nick Berry, who had been in a parked*

*car and saw something was happening, asked what he could do to help. She asked him if he could swim and he said that yes, so he too hit the surf and took the rescue tube out. The three of them all then made it back to shore, timing their return through the sets of the breakers. Danyon had supported the boy for about 20 minutes.”*

Some time later, Danyon was awarded the Ken Spiller Cup [donated much earlier by Russ’s cousin] for active community service.

In a later letter, Russ mentioned that New Zealand was experiencing some unusual weather, probably the effects of climate changes, but things were well under control, despite the earthquake and mine disaster. Like our CNAG, New Zealand’s naval aviators, or at least those who served with the FAA, show no sign of wanting another reunion; however, Russ did have a flight in a N2S Stearman, in the latest reunion, and even was offered the take off, which he declined.

He also mentioned that another relative,

*‘Nigel was on the river in Cairns in the wet season when he spotted a mother and child in a whirlpool from storm water, about [six feet deep. Nigel] was in like a flash, felt bottom, and grabbed the woman and pushed her to safety. Then went back to the child [who was] berserk and near put Nigel under. A real fighter. I always said to all my kids - thump them to get their attention – any how, he made it all OK, through the whirlpool, then had to sit for 20 minutes to get his strength back... Lightning does strike twice!’*

Russ and Corinne would enjoy seeing any former friends or other naval air persons at their home in Napier. Their address is,

**5 Kennedy Rd  
Napier North Island, 4110  
New Zealand  
Tel. 068355548**

**Tony Tucker** sent a beautiful greeting card entitled ‘Morning Light – The Tall Ships, Halifax’, a work that he had painted originally. His art work can be found in Kernow Quays Studio Gallery, Bedford, and his new address is in the Annex. Thanks for the card, Tony. It’s in my memory book.

**Phylliss Turner** is letting no grass grow under her. Last year she spent time in Kauai Hawaii, Arizona in the winter, and Chilliwack BC most summers. She noted that Captain Cook had made his first landing in Hawaii at Hanapepe. Where there is a statue of the great navigator, and a plaque.

Speaking of Chilliwack, in a Canadian play called 'Amigo's Blue Guitar', set on the west coast during the Viet Nam war, two US citizens were travelling into Canada in BC while trying to evade the draft. The car they are in was driven by a Canadian, who told them not to say anything while being inspected at the border. When asked where they lived, one of them piped up 'Chilliwack', but pronounced it 'Chilly-wack'. They are told to get out of the car, and go to Immigration.

From **Ted White**,

*'Travel mostly to London, membership at a military club. Personal work at Society of Genealogists, having a ball, also Henley on Thames visitations for rowing venues [my chosen Masters sport] competed from Aus to Amsterdam. Also assist some vets re family genealogy. Completing 17 generations, proving membership Mayflower 1620 of four families. Just visited my heritage home in Haverhill, Mass, [about 30 miles NE Boston] built 1680, 23 rooms beautifully accommodated.'*

A personal opinion. Legion, the Royal Canadian Legion's magazine, published an article by **Jake McLaughlin** in which Jake was critical of the handling of naval aviators and naval aviation as a whole during the early days of the Canadian Forces and Air Command. Later, Lieutenant General **Bob Carr**, a former Chief of the Air Staff, replied in the same magazine, expressing the opinion that naval airmen had been well treated, and the CF was better off for the changes.

In 1971 as a new two and a half I was sent to Ottawa to take part in one of the first promotion boards, ours being for combined RCN, RCAF, and Canadian Army aviation tradesmen. It was a daunting task as we were one of the largest and most complex of several boards. There were four board members including a LCol air force pilot as Chair, an army major AEO, an Air Weapons Controller major, and myself, then in HS 50 as a Tacco. We had to work with different PER systems, of which the former RCAF one was by far the largest. As we began to rate the candidates and compile 'merit' lists, we found that the air force NCOs in general had been given much

higher assessments than the navy, and very much higher than the army. We also found that in other navy-only boards, e.g. stokers, the average assessment for NCOs was about the same as the naval air trades, but much lower the air force ratings. It was apparent that the former RCAF assessment system led to ratings that were higher than the navy's or army's. In one very strange case, we found that one naval air squadron had among the lowest scores, suggesting a group of inferior tradesmen. The squadron? VX 10! In addition, we found that there was one naval air trade that did not exist in the air force: Naval Air Crewmen/ Observers' Mates. Their scores were comparable to the rest of the navy trades, but were so much lower over all, that the board discussed whether there would be any promotions in that trade that year. With a fair amount of internal bargaining, our board was able to make some adjustments, especially with respect to the VX 10 situation, where one very senior Chief Petty Officer had written almost all the PERs. The board also wrote a report noting the discrepancies/anomalies that we had found.

On returning to HS 50, I reported these problems to the XO, **Don Chandler**, and he to **Colin Curleigh**, our CO. Later we met with all the squadron's officers and NCOs and urged them to write scores higher than they usually did, since the CF air tradesmen's norm was so different from the RCN's. No doubt Colin brought the problem to higher levels.

General Carr may have been looking at the 'big picture', as he should from his rank level, while missing the problems in the ranks. One can only speculate on how many worthy naval NCOs lost their promotions to arguably less-capable NCOs from the air force. Worse, if memory serves, few if any army aviation technicians were promoted that year. Once the PER system became more familiar and controlled, the problems should have been corrected, but those early years were not the best time for promotions for naval airmen of all ranks.

As well, in the mid-eighties, a career manager told me that if he had put me forward for a plum job, *'the Commander would have seen that you were navy, and would have asked "Who else have you got?"'* I challenged this, to no avail.

Cards, emails, notes, telephone calls and brief letters etc were received from

**Peter Baldwin, Gord Bonnel, Art Bray, John Cody, Phil Foulds, Bud Maclean, Val McIntosh, Al Mehlhaff, Bruce Vibert, Jean Veronneau, Hugh Washington, and many others. I thank you all.**

## **MARITIME AVIATION, SHEARWATER, FAA AND OTHER NAVAL OR AVIATION NEWS**

*N.B. To avoid duplication, **all** book reviews/recommendations are now consolidated in the section noted as special interest to FAA members in Canada.*

From, **‘The past as prologue ... looking ahead to the Cyclone’** by **Colonel S Michaud**. Wing Commander 12 Wing, in Warrior 2011.

*“Impossible is a word to be found only in the dictionary of fools.” – Napoleon Bonaparte.*

*‘As the Maritime Helicopter [MH] community slides to the end of another hugely successful year of operations it’s worth taking a quick look at where we have been before we turn to the challenges and opportunities ahead. Without a doubt, 2011 promises to be another exciting year with the long anticipated arrival of the Cyclone, and a full schedule of new operational demands both on the horizon. If anything was learned in 2010, it’s that the need for MH capability has never been higher and it is obvious that this demand is growing steadily. A contemporary security environment that is characterized by uncertainty and volatility - when combined with a globalized international economy that relies heavily on international stability and open lines of trade – implies the requirement for military forces that have near instant responsiveness. Significant mission flexibility, world wide stability and global reach. Nothing currently in the CF inventory approaches the Sea King when it comes to these attributes and no other capability offers the breadth of the multi-mission capability at a more affordable cost for the country. The MH community is truly the cheapest date in the Air Force.*

*...No one should be under any illusions that the transition facing the MH community will be easy. History has shown that the development of any complex weapons systems always involved risk, challenge, and the occasional surprise. The development of the Cyclone to date has been no different and we should not expect that its introduction to service will be easy - it never is. Even the Sea King, when it was delivered in 1963, arrived with*

*significant operational limitations associated with its advanced [for the time], but immature new technologies. The Sea King grew into the established and respected weapon system that it is today thanks to the perseverance, vision, and risk tolerance of those who founded naval aviation and imbued it with a sense of adventure and purpose. Indeed, we need always remember that the MH community today owes its operational success to the fact that it stands on the shoulders of giants – those who built naval aviation in Canada. Therefore, the transition to the Cyclone will also need to build off of the traditions and foundations inherent to its naval aviation roots.*

*No one denies that the challenge of introducing the most advanced, complex, and capable maritime helicopter in the world – while maintaining an unrelenting operation tempo with the oldest combat aircraft in the Air Force – is a huge challenge. But challenge and risk are the costs of admission to the pantheon of opportunity and success; this is nothing new to the MH community or to naval aviation. Now is the time for great optimism tempered only by a realistic appraisal of the efforts required in bringing the Cyclone on line. The transition won't happen overnight but, when we stop to take stock of just how far we've come the Sea King, the long road ahead with the Cyclone looks less daunting and infinitely more promising.'*

Ed. The original article is much longer, and is well worth reading. The first Cyclone arrived in Shearwater in May, but it still belongs to Sikorsky, and is being used to train technicians. Formal delivery of the aircraft is expected this summer.

2010. The Centennial of the Navy. The celebrations went well, though some readers felt that there was too little on naval aviation. For those looking for centennial postage stamps, the Canada Post National Philatelic Centre in Antigonish NS had some left recently. Call 800 565 4362 or visit the website at [www.canadapost.ca/collection](http://www.canadapost.ca/collection).

The Fleet. The latest contribution by the navy is HMCS Charlottetown's employment in Libyan waters as part of the U.N.'s assistance to the people of that country in their fight for democracy. Throughout the year, Canadian ships were a presence in the pirate waters off north east Africa. The arrival of the new larger Loadmaster transport aircraft means that the CF can now take replacement Sea Kings to their ships overseas.

The 'new' submarine fleet has hit another snag. The torpedoes at present in stock won't work with the new boats. Some method of retro-fitting is being sought.

The RN and CF had held discussions about a joint replacement frigate project, but when last heard the discussion were on hold. The RN is losing many of their resources because of tight money after the 2008 Great Recession.

On 3 June 2010, the Government laid out Ottawa's 35 billion plan to reinvigorate Canada's moribund shipbuilding industry. The government would open negotiations with two Canadian ship building firms to establish a long-term plan. One would focus on building combat vessels, and the other non-combat vessels. They, 'expect to have these contracts signed within two years [by June 2012. ed].

Aurora Wing Work. [From the Chronicle Herald, by Chris Lambie.] IMP Aerospace has begun to replace the wings on the 30-year old maritime surveillance aircraft. The upgrades are aimed at keeping the Auroras flying past 2025. The upgrades are also getting upgraded navigation and communications equipment and sensors.

Some of the aircraft are being used overseas to assist in UN or NATO-sponsored missions.

CNAG Memorial. In May, 2010, CNAG held an official ceremony in honour of Robert Hampton Gray at the National War Memorial in Ottawa.

FFA pilot endorses chair in Trinity University, University of Toronto. Raymond Pryke was born in the UK, served in the Fleet Air Arm in 1835 Squadron, Corsairs in WW2, and graduated from Trinity, U of T, in 1951. Sometime later he moved to the USA, and now owns several newspapers in southern California. He became interested in a programme started by Margaret Macmillan, a former provost in Trinity, and now in Oxford. Mr Pryke has permanently endowed a chair in the Trinity One Program. He said that he was, *'impressed by the its excellence and its vision. I am delighted to contribute to the growth of this programme, and to pay tribute its founder.*



Air Force Squadrons' 70<sup>th</sup> Anniversary. Four squadrons from WW2. 404 [Buffalo]. 405 [City of Vancouver/Eagle], 413 [Tusker] and 414 [Swordfish] will celebrate their anniversaries this spring, 9-11 June, in CFB Greenwood. For info see [www.rv2011.ca](http://www.rv2011.ca).

Naval Club of Toronto. The building near Yonge and Bloor Streets in central Toronto was taken over for redevelopment, so the club moved farther east along Danforth Ave. That building collapsed, but a new building has arisen and is up and running.

'Sea Patrol'. This Australian TV series has much going for it, with strong characters and good plots. In addition, the scenery and photography are excellent. For me, it is fascinating to see the interactions between the characters: The navy of 2011 is much different from it was in our days. It's available on Showcase cable in the afternoon, sometimes on the weekends

Wear red on Friday. Many veterans' organizations are promoting the wearing of red on Fridays to show support for our troops in Afghanistan and elsewhere.

Nova Scotia International Air Show. For 2011, the air show will be held in Summerside, PEI.

Veterans' Ombudsman. Veterans Affairs Canada has not renewed the contract of LCol Pat Strogan, who has been very critical of the way DVA serves its clients. Chief Warrant Officer Guy Parent, a former CWO of the Canadian Forces, is the new incumbent. His office addresses are:

Office of the Veterans Ombudsman  
P.O. Box 18, Stn B  
Ottawa On K1P 6C3  
Tel. 877 330 4343  
Outside Canada 902 626 2919  
Website – [ombudsman-veterans.gc.ca](http://ombudsman-veterans.gc.ca).  
[E-mailinfo@ombudsman-veterans.gc.ca](mailto:E-mailinfo@ombudsman-veterans.gc.ca).

**N.B. Veterans Affairs Canada has accepted at least one request for funding based on ALS.**

News of special interest of **FLEET AIR ARM** readers in Canada.

*[Mainly from the FAA Officers' Association 'News Sheet' edited by **John Shears**, various editions. 'News Sheet' sends members of the association about 200 pages of information each year. This selection is only a fraction of what is available from the FFAOA.]*

FAA Memorial at NMA. The FAA and FFAOA have the go-ahead for the Fleet Air Arm Memorial at the National Memorial Arboretum. If you care to contribute to the memorial, you can send cheques payable to the FFAOA, Fleet Air Arm Officer's Association, 4 St James's Square, London SW 1Y 4JU, UK. Please be sure to make cheques to the FFAAO, and not to the memorial.

In the March 1998 News Sheet, **Tony Broadhurst** asked for information on pilots who had trained on Fairchild Cornells at 13 Elementary Flying School in St Eugene, Ontario during WW2. Several pilots answer his request, and a Naval Aviator researcher at the National Air Museum in Ottawa. Tony was thankful for the help given to him. It also spurred a trip to Canada and the USA. In Ottawa he was able to make a comprehensive collection of Cornell aircraft and unit records that have proved to be a valuable resource to him. He also discovered that **Vintage Wings** is preparing a restored Cornell for the celebrations of the 70<sup>th</sup> Anniversary of the British Commonwealth Air Training Plan in 2012.

Heritage Trust. The Fleet Air Arm's heritage Trust is working on an ambitious Development Programme to create a vibrant Shop Window of Naval Aviation bringing together aspect of our Naval Aviation heritage, past present and future to promote the importance of air power from the sea to a maritime nation.

The project, which will build on the success of the Fleet Air Arm Museum at Yeovilton as a national attraction, also aims to inspire excite and educate young people particularly students of engineering and technology.

The plan, which includes augmenting the Royal Navy Historic Flight with a mix of additional iconic aircraft, to more fully represent naval aviation through the decades, is almost entirely dependent on income generated by the 'Fly Navy Trust'. Commodore Bill Covington and his fundraising team are

planning to make 'new' aircraft available to the Flight over the coming years taking the from the early Swordfish through to jets and helicopters.

'Like many Heritage organizations Fly Navy Heritage Trust relies on a body of members, supporters and volunteers to keep our heritage alive. Our supporters doubled during the Centenary Year, but it is essential that we sustain that growth... For a supporters' form, please contact the fly Navy Heritage Fund on 01935 842005 or email office@fnht.co.uk. [From the Heritage Trust Newsletter, January 2010.]

Anniversaries and Awards. HMS Heron marched through Yeovil on 17 June 2010 to mark the 70<sup>th</sup> anniversary of the commissioning of the air station. Yeovil also re-affirmed their Freedom of the Borough of Yeovil. HMS Peregrine, RNAS Ford, celebrated the bombing of the station in August 1940. The **FAAOA Aviation Scholarship Trust** was informed that their recruiting budget was to be cut, and put forward the proposition that they could continue if the RN would continue to pay for the accommodation and meals for the Gliding Award Students at RNAS Yeolville, RNAS Culdrose, and MHS Collingwood. They were successful for the 2010 budget, but with a smaller number of students. Fortunately, the **Registered Supporters** have provided for some students. The **RN Short Service Aircrew Entry 1951** are planning a Diamond Anniversary get together at the Portland Sailing Academy in June 2011. This group was the first to train by the USN in Pensacola since WW2. Personnel from **Commando Helicopter Force and 857 NAS** celebrated Taranto Night in Afghanistan last November.

New Aircraft Carriers. A comment on BBC World TV 28 April 2011 said that the two new aircraft carriers for the RN are likely to cost seven billion GBP each before they are completed in 2019.

Humph Foster who served in HS 50 in the 1960s, has moved to Poyntingon, nr Sherborne, Dorset.

Will Iredale is

'researching for a book the British Pacific Fleet [BPF] and is trying to track down surviving members of the Fleet Air Arm who saw service out in the Pacific in 1945... I am happy to travel to meet anyone in person, by phone, and of course , if they wish to write to me on email or on post with their recollections, I would be delighted to hear from them.'

His address is

117C, Brook Drive,  
London, SE114TU  
U.K.

Catherine Maley is the first female aviator to be selected for sea command. She is CO of HMS Severn.

The RN Black Cat Display Team are the navy's official display team, flying Westland Lynx helicopters. It uses volunteers from 702 NAS based at RNAS Yeolville, and the Black Cat name comes from 702's squadron badge.

[‘Black-catting’ is a form of friendly competitive one-upmanship.]

Among the manoeuvres used are ‘nose-overs’ and the ‘carousel’. Nose-overs involve tilting the helicopter 90 degrees so the nose is facing the ground; the carousel sees two helicopters bringing themselves nose to nose to ‘dance’ with each other in the air. The current team members are Lieutenants Becky Fraters, Black Cat leader, and Chris Chambers, No 2 Black Cat pilot.

**John Bowden** mentioned a video/DVD entitled ‘**The Worst Journey in the World**’ capturing the story and the horror of the WW2 Arctic convoy. John said, ‘The documentary includes archive film and interviews with the veterans [including myself] and records the great welcome we had in Murmansk.’

The video is available through the Snowbow website, [www.snowbow.co.uk](http://www.snowbow.co.uk), for GBP18.95 including ‘p & p’, or direct from;

Snowbow Productions Ltd  
145 The Promenade  
Peacehaven  
East Sussex  
BN10 7HN.

The Lost Bomb. In 1958, the Scimitar Trials Squadron started trials with a nuclear weapon. It was the first naval aircraft to carry such a bomb, which looked like a fat drop tank. The girth of the bomb caused a serious problem with drag, making the aircraft slew in flight. The squadron asked Admiralty if they could borrow an atomic weapon and one was sent down. There was

no aircraft available for the trial when it arrived, so a tarp was draped over the trolley and it was left in a corner of the hanger. Three weeks later, they were ready for the test, and went to the corner of the hanger, only to find that the bomb was gone. The panic was total but heavily muted in case the media found out about it. On the second morning there was a complete panic and the assistant storekeeper was asked if he had seen it.

‘Oh yes’ he said ‘I thought it was an unserviceable drop tank, and returned it to the RAF.’

The nuclear weapon had gone British Rail goods all the way up England and was sitting in an RAF Store near Carlisle.

Pirates. While operating from the RFA ‘**Fort Victoria**’ conducting routine patrols off the Somali coast, a Merlin helicopter from 820 identified a suspicious whaler towing a skiff containing a significant amount of fuel barrels, as well as several passengers who tried to hide. Royal Marines in a skiff, supported by helicopter approached the suspect vessels, but the pirates made a break for the Somali shoreline, only to be rapidly surrounded. The pirates were found to be well armed, and had GPS units, mobile phones, and make-shift ladder sections. The Marines disable their brand new outboard engine and handed them oars. Once the pirates were ashore, their whaler was rigged with explosives and destroyed, along with the pirate paraphernalia. [This is just an example of such missions by the RN and FAA.]

In a later incident, HMS ‘**Montrose**’ disrupted a group of suspected pirates believed to be about to attack on a North Korean merchant ship in the Gulf of Aden, responding to a distress call. A Lynx and a Skiff responded, and the pirates abandoned the attack. They were seen throwing overboard pirate paraphernalia including grenade launchers. The Marines and sailors secured the skiff and questioned the crew.

It’s never too cold. During a spate of arctic-like weather on the Salisbury Plain, 120 RN and RM personnel from the Commando Helicopter Force braved snow and freezing temperatures during a week-long military exercise. The exercise included several air craft types, including Sea Kings from 846 and 848 NAS, plus Lynx from 847 NAS, and army Apaches.

HMS Ark Royal completed her final voyage before decommissioning. The final launch of Harriers was followed by a final sortie including air combat

controlled by the Sea King crew from 849 Squadron. The potent combination had been working together for 25 years.

Strategic Defence and Security Review. The review followed the recent ‘Great Recession’, and the need for new era of austerity within the UK and much of the world. Deep cuts have been made in the UK’s armed forces, including the loss of the aircraft carriers and Harrier aircraft, virtually the loss of all fixed-wing aircraft, capability and expertise. Many very seniors officers have questioned this loss, some citing as a specific area of concern the Falklands, which some doubt can be defended now. A letter to the editor from Rear Admiral **Scott Lidbetter**, opined that,

*‘The careless abandonment of a key expertise and the assumption will still be available in ten years time when the carriers become available is as shameless as it is short sighted.’*

Ed. It seems to be a history lesson that we must learn again and again.

News Sheet noted that the **Trained Strength of the UK Regular Forces** as at 1 April 2010 was 177, 840 against a target 178, 750; and the number of people leaving is at its lowest in 5 years.

### **Recently deceased FAA members or associates.**

*N.B. This listing includes only those FAA members who had some known Canadian connexion.* For other passings, please see the RCN/CF/Canadian list of ‘**Gone but not forgotten**’ near the end of this newsletter.

David C Allison RNZVR, William Fenwich-Smith, Alan Goater, Ronald Leonard, Rear Admiral B B Mungo, Reginald Frederick Parton, and Gordon Rose.

### **News of Former CNAG Tracker Members**

**John Bailey** is still active in the air museum in Downsview, though **Mary** has been absent because of a series of chronic medical problems that kept her hospitalized for many weeks. She is now at home, but can’t walk very well. **Ed Janusas and Fred Rol** were in Hamilton for the Dutch Liberation ceremonies in Hamilton. Ed has made a new wreath for the memorial ceremonies that he presents for naval air widows. In the late fall in the

Welland Mall, he and **Betty** were surprised to see the Niagara Chorus put on an impromptu concert for the Xmas season. They were also in Halifax for the reunion, Ed in full uniform and also taking lots of pictures. Fred's travels are being curtailed somewhat since **Lianne** needs dialysis from hospitals now. They do still travel, but stay closer to home now. I hear from **George and Hattie West** in Scarborough, and they too attended the 2010 final reunion. **Peter Spiers** was also in Halifax, and he e-mails frequently. **Roger McEachern** was not in Halifax, but keeps in touch frequently by phone and e-mail from Sudbury.

**John Eden** is still as busy as ever with naval air matters and a Trenton service club. Both he and **Lillian** have had a spate of medical problems, sufficient to keep them in the north this winter. Unfortunately, the last two Sunday lunches that he arranged have had to be cancelled because of too few participants. **June and Paul Fleming** are both well, though travelling much less because of Paul's joint problem, which has not yet needed surgery. They did get to the final CNAG reunion in Halifax.

**Anna Johnston** has returned to the Halifax area of Nova Scotia, and is having some relief from new medications for her early Alzheimer's disease. She, **Una Walton and Marion Marsden** attended in Halifax.

**Bill and Rachel Moran** had a brief vacation in the Maritimes late last summer, and sent back many good photos, including Peggy's Cove and other scenic views. While there, they met an 86-year-old ex lobsterman, Clyde Henneberry, who was later featured on 'Show Off', one of CBC TV's local programmes in Nova Scotia.

I was not been able to reach other Tracker members by telephone.

Yours aye,

.....  
ANNEX

For the most up-to-day and accurate information, especially process, dates, and times, you should check direct with the persons or organizations shown. I have no financial interest in any of the organized mentioned, but I do support organizations that are friendly to our naval air community.

## BOOKS OF INTEREST.

BALLANTYNE, Iain, *'Killing the Bismarck. Destroying the Pride of Hitler's Fleet'*, Pen and Sword Books, 2010, ISBN 978 1 84415 983 3, price GBP25, 'on very rare occasions you are invited to review a book that is so well written, so filled with excitement and intensity ... you can scarce put it down.'

BROWN, Eric, *SEAFIRE. View from the Cockpit [13]*. Ad Hoc Publications 2010. ISBN 978 0 946958 740. Price GBP 17.95. 'If you enjoyed the previous books in the series, you will not be disappointed in this one.'

CORNWELL, Bernard, *'The Fort'*, HarperCollins Publishers, London, 2010.\$19.99. Many of you will know Cornwell's historical fiction from the Sharpe the Rifle Man series, In The Fort, a novel, his subject is the little known Battle of the Penobscot River in 1779 in what is now the state of Maine. His research is always meticulous, and here he gives some insights into the US icon, Paul Revere, who was not as heroic as history paints him.

FORBES, Gordon. *'We are as One: The Story of the Worst Peacetime Disaster in the History of the Canadian Navy.'* Baico Publishing Inc, Ottawa, ISBN 978-1-926596-94-5. price \$20 [available by telephone at 603 829 5141, or on line through [www.baico@bellnet.ca](mailto:www.baico@bellnet.ca), or [www.weareasone.ca](http://www.weareasone.ca). The explosion in HMCS Kootenay. 'Highly recommended.'

GILLESPIE, W Alastair, with Rene Sage, Ph D. *'Made In Canada, A Businessman's Adventures in Politics'* Robin Brass Studio, Canada, \$34.95. He was a 'line' officer and a naval aviator in WW2, a Rhodes Scholar after the war, and later a politician, including a stint in Pierre Trudeau's cabinet. After giving ten years of his life to service to the public, he returned to his business interests. I have seen no professional reviews, but I enjoyed the book highly. [A summary and ordering instructions can be found at [www.rbstudiobooks.com](http://www.rbstudiobooks.com), the Robin Brass web site. ]

DRUCKER, Graham Roy, *'Wings over the Waves. The biography of Lt Cdr Roy Baker Falkner DSO DSC, RN.'* Pen and Sword Books 2010, ISBN 978 1 84884, 305 9. Price GBP 25. 'This is a very honest book about a very remarkable man.. eminently readable'.



HOWARD, Lee, Mich Burrow, and Eric Myall. *Fleet Air Arm Helicopters Since 1943*, ISBN 978 0 85130 304 8. Price GBP 44.50 [GBP 29.50 for British Forces, Air-Britain, and FFAOA members when ordered through Air-Britain]. No review available.

JOHNSON, William, Rawling, Richard Gimblett and John MacFarlane. *The Seabound Coast: The history of the Royal Canadian Navy 1869-1939, Volume 1*, Dundurn Press, Toronto [2010], ISBN 978-1-55488-907-5. \$70.00. 'The book will be of considerable value as a reference for students of Canadian naval history.'

JOLLY, Rick. *Jackspeak*. 'An hilarious reference guide to the vivid and colourful slang and usage of the Royal Navy and Royal Marines', including the FAA and the Submarine Service. Well illustrated. Available at GBP9.99 from Maritime Books at [www.navybooks.com](http://www.navybooks.com), or by telephone at 01579 343663. Only a few copies left. No reviews available.

LEAHY, Alan J, '*Sea Fury. From the Cockpit No 12*'. Ad Hoc Publications 201. ISBN 978 0 946958 73 3. Price GBP17.95. '... another superlative book... The detailed research in terms of the life of the aircraft and its use in the Fleet Air Arm is hugely impressive.'

SNOWIE, J Allan, '*Collishaw & Company*', Nieuport Publishing, Bellingham WA 98226 USA. Price \$39.95. The book is available in the SAM Museum and other Canadian bookstores. I have not seen a written review, but the informal ones are very good.

WATSON, Patrick, *This Hour Has Seven Decades*, McArthur and Sons, Toronto, 2004. IBN 1-55278-440-1, price unknown. This is his autobiography, having served Canada for many years and in many roles. Many will know him from 'This Hour has Seven Days, and others will know him as a friend of naval air, since he was the half-brother of Cliff 'Clunk' Watson, who died while leading an Sea Fire demonstration team for the CNE Air Show in 1949. He died while leading the practise for the air show, as did Chuck Elton. In chapter four, Watson describes his brother's efforts to become a pilot, his near death in a Miles Magister trainer in the UK, and his recovery from that accident, after he had been told he would never fly again.

At a CNAG fiftieth anniversary memorial in arranged by Tracker Chapter, he met **Joe McBrien**, one of other pilots in the flight, and for the first time heard an eye witness describe the crash.

The book is well worth reading, with lots of insights of events in recent history, and much nostalgia for those who grew up in or near Depression days.

The 'Hervey Series' of historical fiction, by Allan Mallinson is very enjoyable. Stretching from the Battle of Waterloo, across Europe, India, and Africa, Matthew Hervey and his cavalry troopers fight the Empire's battles and its class system with honour. The author is a former Brigadier with armoured/cavalry roots, living in the UK.

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**Terminology corner.** Unless otherwise noted, aviation terms are from 'Words on the Wing' by **Tom Langeste**, and naval terms are from 'Origins of Sea Terms' by **John G Rogers**.

'Old Newton [got him]' - pre-WW2-'old Newton' is gravity, after Sir Isaac Newton. '

'Don't let your airspeed drop too much or Old Newton will get you.'

'Over hatted', carrying too much sail, esp to square riggers. Probably British in origin.

'Old Guard'. In France at the time of Napoleon, those soldiers who served with Napoleon from 1800. Now used for the 'experienced stalwarts of any organization' e.g. 'us'! From 'Fighting Talk' by **Graeme Donald**.

'Pedro' or 'Horse'. The nickname for the navy helicopter designated HO4S. often used for rescue work off Canadian aircraft carriers.

**'Pig'**. Ballast for ships. In the form of cast metal, usually lead or iron blocks. Pigs were poured and cast in a form called a 'sow'.

'White stripers/Pussers' Commemorative Table. The table was presented to the Bytown Mess in Ottawa by former naval Supply Officers.

Canadian War Museum – Canada’s Naval History Online. Naval history is now available on line at – [www.warmuseum.ca/navalhistory](http://www.warmuseum.ca/navalhistory).

The project was supported by several military and naval museums in Canada

### Questions for 2011

**Q.** What naval airmen had the following nicknames?

‘Fuzzy’, ‘Gunner’, ‘Monk’, ‘Pinky’ ‘Red’, ‘Rocky’ ‘Swamp’, and ‘Trench’.

**N.B. - ALS./ Lou Gehrig’s disease.** I have learned that DVA has accepted at least one disability application based on ALS, with no criteria other than years of service, e.g. no specific theatres of war. As well, it was a post-mortem award. If any of you have ALS, or are the descendants of someone who died of the disease, you may be entitled to a disability award.

Begin with Veteran Affairs at 1-866-522-2122, They will assign a Pension Officer to assist you in putting together the initial application, which will be forwarded to Charlottetown for a ruling. If the application is denied [as happens very often], call DVA’s Pension Advocate at 1-877-228-2250. They will assist in preparing an appeal, and will represent you at a hearing, if necessary. You could also ask for assistance from the Royal Canadian Legion. [Thanks to **Alwyn Moyer** and **Deb Davis** for this information.]

The Royal Canadian Sea Cadet [RCSC] Education Foundation.. From a letter to **W J Cody** from **H T Porter**, edited for length.

The Foundation has created a charitable fund to be used for former members of the RCSC to provide financial assistance for those who pursue post-secondary studies. Founded in 2008, the Foundation and the RCN Benevolent Fund awards \$24,000 annually to twenty sea cadets, out of a total of 55 scholarships that these difficult economic times have made necessary. Please support this important endeavour. One hundred per cent of the funds raised will be directed to funding the national scholarship program, and donations are tax deductible. Donations can be made online at: [www.canadianseacadetsscholarships.ca](http://www.canadianseacadetsscholarships.ca) or by post at;

**The Royal Canadian Sea Cadet Education Foundation**

**602 -1180 Ohio Street,  
Ottawa ON K1H 8N5  
Tel. 613 248 3396.**

Answers to 2011 question.

Phil ‘**Fuzzy**’ Foulds, Roger ‘**Gunner**’ Campbell, Neville John ‘**Monk**’ Geary, Thomas ‘**Pinky**’ Turner, I.M. ‘**Red**’ Brown USN [among other Reds], John Glidden ‘**Rocky**’ Campbell, Marshal ‘**Swamp**’ Dempster, and Donald ‘**Trench**’ Chambers, Canadian Army.

*Generous financial assistance or assistance in kind was received from - anonymous, W J Cody, Vernon Cunningham, Ruth Etchells, Dave Ganderton, Bud and Mille MacLean, Stan Ostrowski, Dick Pepper, Sherry Richardson, Tony Tucker, Phylliss Turner, Jean Wagener, and others. If I have NOT acknowledges your contribution, please accept my apologies. Mea culpa.*

**GONE BUT NOT FORGOTTEN.** [See also the FAA list earlier in this letter.]

**Vi Anderson [wife of Hoss], Dick Bartlett, RAdm John Charles, Doug Cooke, Hal Davies, Ken Farquarson, Norm Ford, Reg Hardy, Gil Hutton, Iona [Ogden]Larson [reported by Lyle Bannister], Reg Hardy, Dr Peter Lawson, Keith Lewis, Algie Lowe, John ‘Mid’ Mackay, Joe Mazmanian, VAdm D Mainguy, Catherine McMillen, RAdm D McClure. Bert Mead, Gord Moyer, Neil ‘Chesty’ Norton, Loren Reynolds, John Salmond, Ken Sheedy, Carol Smale [wife of Col Herb Smale] Colin Tainish, Ross Wagener, Larry Washbrook, RADM Bob Welland, and Sir Norman Wisdom [one of the UK’s great comedians].**

**Address changes or corrections, including e-mails\* and new readers\*\*.**

**N.B.** I am no longer on Facebook, having found that it took much more time than I could spare for it. As well, a legal friend counselled me against using the system. I hope that this hasn’t caused problems for any reader.

**Baker, Bruce, e-mail – b.b.baker@rogers.com.**

**Beutel, Harry, 3 Osborne St, Apt 206. Irvine CA 92604, USA.**

**\*Chaulk, Cliff – email [pccchaulK@ROGERS.COM](mailto:pccchaulK@ROGERS.COM).**

**Collacutt, Kay- email [kcollautt@eastlink.ca](mailto:kcollautt@eastlink.ca).**

**Cormack, Bruce. Email – [teranova@magma.ca](mailto:teranova@magma.ca) [my correction.]**

**Cramton, David, Unit 53, 1267 Dorval Drive, Oakville ON L6M 3Z5, tel. 905 582 8418, cell 905 334 7757, e-mail – [davidc@cogeco.ca](mailto:davidc@cogeco.ca).**

**Dannhauer, Wayne, 2038 Garibaldi Way, Whistler BC V0N 1B2, email wildan@telus.net.**

**Duncan, W.A possibly moved to 15 Highfield Park Dr, Unit 101, Dartmouth NS B3A 4T2.**

**Foulds, Phil, tel. 416 231 5997.**

**Gaudet, Glen, [for the Wartime Heritage Foundation] 6030 Cherry St Halifax NS B3H 2K3.**

**Hallett, Ed, 9712 Handerson Pl #406, Manassas Park VA 20111 USA. Tel 571 379 5565.**

**Hawthorne, Al; tel. 403 319 0441.**

**Lourme, Ernie – e-mail – [ernest.norma@bellaliant.net](mailto:ernest.norma@bellaliant.net).**

**McBain, Ross, 10805 – 107 Avenue, Edmonton AB T5H 0W9, tel. 780 420 0404, [business], 780 433 3470 [home]. [ A correction].**

**Ostrowski, Stan, 302-1320 Islington Ave Toronto ON M9A 5C6 [new postal code].**

**Paton, Weldy, 48 North Point De, Bellingham WA USA 98229-7930. [A new address from the USPS but no physical move.]**

**\*\*Pepper, Dick, 1000 Micmac Blvd, Ste 419, Dartmouth NS, B2A 4M7.**

**\*SAM FOUNDATION, e-mail – [samf@samfoundation.ca](mailto:samf@samfoundation.ca)**

**Tucker, Tony, 48 Keyes Court, Bedford NS, B4A 0B4, Tel. 902 835 8278,  
email – [att.kstudio@ns.sympatico.ca](mailto:att.kstudio@ns.sympatico.ca).**

**\*\*Urquhart, Glen, 402 – 1175 Newport Ave, Victoria BC V8S 5E6, email  
glenurquart@gmail.com.**

**Walker, Dave, 1607 – 1025 Richmond Rd, Ottawa ON, K2B 8G8, tel.  
613 829 4123.**

**Thanks to those readers who sent in their address changes.**