

**CANADA AVIATION MUSEUM AIRCRAFT**

**PIASECKI (VERTOL) HUP-3 (RETRIEVER)  
ROYAL CANADIAN NAVY (RCN)**



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## Introduction

This is a history of the Canada Aviation Museum (CAM) Piasecki (Vertol) Helicopter Serno 51-16623. It briefly outlines the development background of this helicopter and gives a detailed chronology originating with its acceptance in Norton, Pennsylvania, until its acquisition by the Canadian War Museum in February 1965. It outlines its activities onshore and aboard Her Majesty's Canadian Ship (HMCS) LABRADOR. This narrative also includes four separate Appendices as follows:

- Appendix A Description of the two Bell Helicopter Accidents at Peter Point, Frobisher Bay, Baffin Island.
- Appendix B A listing of the three HUP-3's acquired, their employment and final disposal.
- Appendix C A listing of Officers Commanding the two RCN Squadrons while HUP-3 helicopters were in service with the RCN between May 1954 and February 1964.
- Appendix D A listing of the pilots who flew HUP-3 55-16623.

## The HUP-3 (RETRIEVER)

The single-engine overlapped tandem-rotored HUP-3 was a follow-on to the HUP-1 and HUP-2 and was originally designed to meet the requirements as a utility helicopter for search and rescue, plane guard and general transportation duties for the United States Navy (USN). The Canadian model was



manufactured by the Piasecki Helicopter Corporation, Norton, Pennsylvania for the United States Army (USA) as a

Model H-25A and modified to HUP-3 configuration for the RCN. It incorporates hydraulic boost on all controls, has a strengthened all-metal cabin floor with cargo tie-downs and modifications to facilitate the loading and unloading of stretcher patients. 120 H-25A/HUP-3 were built in 1953-1954. When production ended in July 1954 a total of 339 HUPs were built for service in

the USN, USA, RCN and French Navy. All HUPs were withdrawn from front line squadrons by 1966.

## Helicopter Design Specifications

Rotors:	Two, three bladed 35-foot (7.1m)
Fuselage:	All metal stressed skin (semi-monocoque) construction.
Length:	Rotors turning 56 ft. 11 in (17.3m)
Length:	Fuselage (blades folded) 32-ft (9.75m).
Width:	Rotors turning 35-ft (10.7m).
Width:	Blades folded 12 ft 11in (3.91m).
Height:	12 ft 6 in (3.8m).
Power Plant:	Single 550 HP Continental R-975-46, nine cylinder, air-cooled, radial engine located aft of the main cabin.
Weight:	Empty: 3,928 lb (1,782kg) Loaded: 5,750 lb (2,608 kg) Max Overload: 6,100 lb (2,767 kg)
Fuel Capacity:	125-gal imp (568 l).
Landing Gear:	Fixed tricycle.
Performance:	Maximum speed: 105 mph (170 km/h.) at sea level Cruising speed: 80 mph at sea level (130 km/h.) Maximum climb: 650-fpm (198m) at sea level
Service ceiling:	10,000 ft (3,050m).
Range:	340 mi (547 km).

A large rectangular rescue hatch, 48 in. x 26 in., is fitted in the cockpit floor, off-set to the right of the pilot, through which a hoist, located overhead in the cockpit, was capable of lifting personnel and equipment weighing up to 400 lbs. The HUP-3 also had an external sling with a 1000-lb lift capability. The crew consisted of either one or two pilots, depending on mission, and one crewman and four passengers or three stretcher cases.

#### The RCN PIASECKI Helicopters

Three HUP-3s, Serial Numbers (Serno's) 51-16621 to 51-16623 were purchased by the RCN primarily for operations from the Arctic Patrol Vessel, Her Majesty's Canadian Ship (HMCS) LABRADOR (AW 50). They arrived at Royal Canadian Naval Air Station (RCNAS) SHEARWATER, painted in United States Army colours, on 18 May 1954, and eventually attached to Heavier-than-air Helicopter Air Squadron TWENTY ONE (VH-21), later Helicopter Utility Squadron-TWENTY ONE (HU-21). The helicopters were repainted to conform to the standard RCN colour scheme (upper surface – gloss dark grey, side and under surfaces – gloss light grey, roundels and letters – 18”) and given Squadron (Sqdn) numbers 945 - 947 inclusive.

## History of the PIASECKI HUP-3 Serno 51-16623 in the RCN

### Introduction

HUP 51-16623 had its side numbers adjusted throughout its RCN lifetime. These side numbers are listed below.

Side Number 947	May 1954 - Jun 1955
Side Number 247	Jun 1955 - Nov 1958
Side Number 923	Nov 1958 to
Side Number 407	
Side Number 623	Nov 1964

For the purposes of this narrative the side numbers will be used when referring to the aircraft. The reader must keep in mind that it even as these numbers change they all pertain to the same airframe.

### **HUP 947 Operations – 1954**

#### Initial Production

HUP-3 51-16623 came off the assembly line on 14 May 1954 and was taken on strength by the RCN and flown to Halifax, Nova Scotia (NS) on 18 May. On completion of repainting at Fairey Aviation of Canada, Ltd, Eastern Passage, NS, 947 was allocated to VH-21 on 8 June 1954. For the remainder of 1954, HUP 947 was used for search and rescue (SAR), utility and for pilot and maintenance crew training prior to deployment aboard the LABRADOR. In October and November HUP-3 947 was used in two search and rescue missions.

#### The St. Paul Island Rescue

In October, Lieutenant (Lt) W.E. "Sandy" JAMES with crewman AB FREDERICSON answered an emergency call for assistance from the lighthouse keeper on St. Paul Island, at the entrance to the Gulf of St. Lawrence. The lighthouse keeper was suffering from a fractured skull and other injuries resulting from a dynamite explosion. HUP-3 947 was flown to Sydney, Nova Scotia where it was refueled, a Doctor picked up and, because of the all-up weight, the crewman had to be left in Sydney. The flight to St. Paul Island was undertaken in extremely adverse weather conditions with gale force winds and poor visibility. After landing on the island, in swirling snow and high winds, Lt JAMES had to keep the rotors turning for three-quarters of an hour while the doctor was attending the patient and preparing to bring him to the helicopter. The return flight to Sydney was without incident and HUP 947 arrived back in HMCS SHEARWATER after a mission lasting eight and a one-half hours. Lt James was subsequently awarded the Most Excellent Order of the British Empire (OBE)(Military Division) for this courageous humanitarian act.

#### Grand Manan Rescue

On 10 November, Lieutenant Commander (LCdr) R.F."Roger" FINK with LCdr (O) Jack LEWRY as navigator were requested to fly a woman, who was having prenatal complications, from Grand Manan Island to hospital in Saint John, New Brunswick. To quote LCdr FINK :

" We filled up with fuel and were just about to take-off when we received a call from "Flag Ops" (Flag Officer Atlantic Coast, Operations Room) to take some blood plasma from the Royal

Canadian Naval Hospital (RCNH), Halifax, to the station hospital at HMCS CORNWALLIS, near Digby, NS. I agreed to fly into the parade square at HMCS STADACONA and very nearly didn't get out over the high buildings. We dropped off the blood at CORNWALLIS and headed out past Digby and over the Bay of Fundy. It looked pretty black over the Bay and I was pleased that Jack LEWRY was along, he had brought along a nautical chart and was able to decipher the occulting and flashing coastal navigation lights. At Grand Manan they had cars out lighting a small airstrip - we took on some fuel, picked-up the patient and a nurse and flew them to hospital in Saint John. We then went to the Saint John Airport where we fuelled and then flew back to HMCS SHEARWATER".

## **HUP 947 Operations – 1955**

### Disaster Averted

The utility and training role continued into 1955. On 21 April, HUP 947 flown by LCdr R.V. "Rod" BAYS with Crewman Chief Petty Officer (CPO) W. "Bill" SHORTEN were attempting to transport a 14' aluminum boat to the tidal flats at Chezzetcook Bay, NS, the scene of the crash of AVENGER AS-3 69303(334) on 20 April. The boat was suspended from the external sling with a steadying hand line held by CPO SHORTEN. Just after take-off, while transiting to forward speed, the boat started to take charge gradually swinging more and more violently from side to side and, for safety of flight reasons, the boat had to be jettisoned. By this time the HUP was just past the Officer's Mess heading Southwest at an altitude of about 200 feet. The trajectory of the boat carried it into the Naval Stores Building parking lot where it landed on top of a car owned by Petty Officer (PO) Peter Britton, illegally parked by a "No Parking" sign, crushing it. PO Britton's call to his Insurance Agent to report that a boat had hit his car was said to have been hilarious. He was advised to go home, "sleep it off", and call back next morning.

### HMCS LABRADOR (1955 Arctic Summer Cruise)

HU-21 Detachment (Det) 2 was formed on 9 May at HMCS SHEARWATER consisting of three helicopters, a HUP and two BELL HTL-4 helicopters, four pilots and seven maintenance personnel. From 9 to 14 May HUP 947 was flown in the HMCS SHEARWATER local area preparing for its deployment to the Arctic. On 16 May and again on 18 May, HUP 947 took part in a practice fly past for the visit of the Chief of Naval Staff (CNS), Vice Admiral E.R. MAINGUY, OBE, CD RCN. On 16 May, 947 was flown by Lt's John LAURIE and A.T. "Bud" SERVICE, on the 18th the pilots were LCdr Roger FINK and Lt Bryan "Crash" HAYTER.

A minor inspection was carried out on HUP 947 on 19 May, test flown on the 20th and compass swung on the 24th. Also on the 24th LCdr. E.A. "Ted" FALLEN was appointed to the icebreaker, HMCS LABRADOR, as Officer-in-Charge (OIC) HU-21 Det 2.

The first HUP deployment to HMCS LABRADOR occurred from 28 May to 21 November 1955, when HUP-3 947 joined Bell HTL-4s 300 and 302, fitted with floats, to make up the ship's helicopter complement. On 28 May, HUP 947 was flown aboard HMCS LABRADOR, in Halifax Harbour by LCdr. Roger FINK. Three other pilots, LCdr E.A. "Ted" FALLEN, Officer-in-charge (OIC) of the detachment, Lt's John G. LAURIE and William H. "Bill" FRAYN who was part of the ship's company undergoing watch keeping training and, when relieved from bridge watch keeping duties by one of the detachment Officers, was available for flying duties. Eight maintenance personnel, under the supervision of Chief petty Officer (CPO) Lew TURNER, (PO) YOUL, Leading Seaman (LS) G. BROOKER and LS ROSS, Able Seaman (AB) SHAND, McARTHUR, LASZEWSKI, UMPHRY and SMITH, formed Detachment Two.

Lt. Bill FRAYN with co-pilot Lt. John LAURIE flew HUP 947 for an hour of sequences, at SHEARWATER, on 25 May. LCdr Ted FALLEN arrived in Halifax, 27 May and, on the 28<sup>th</sup> with LCdr Roger FINK did an hours flying refresher with HUP 947, plus some water work and a few deck landings aboard LABRADOR in a HTL-4.

May 31 dawned with the ceiling and visibility below visual flying rules (VFR). In order to embark the helicopters aboard HMCS LABRADOR an "operational flying clearance" had to be approved. All helicopters were flown aboard in little over an hour from take-off of the first HTL-4. The helicopters and spares were lashed down and secured for sea by noon. The ship set sail at 1500, 1 June, en route Hudson Bay/Foxe Basin to support the construction of the Canadian/United States Distant Early Warning (DEW) Radar Line (Project 572). Labrador would be required to erect navigation beacons, select and survey harbours, clear beach approaches of obstructions and escort the United States, Military Sea Transportation Service (MSTS) convoys carrying the equipment and workers to construct the radar sites through ice fields. Final stores, ie, signal pistol and cartridges, were flown aboard HMCS LABRADOR by an HO4S-3, as the ship sailed out of Halifax Harbour.

June 1 also saw a change in the numbering system for squadron aircraft. All large Helicopter side numbers were changed from 900 series to 200, ie HUP 947 became 247 and HO4S-2 961 became 221. The Bells went from 300 series to 200; 300 became 200, 302 became 202.

On 5 June, when HMCS LABRADOR was off Stephenville, Newfoundland (Nfld). The two Bell helicopters were used to transport Captain (Capt) O.C.S. ROBERTSON GM, RD, CD, RCN, Commanding Officer (CO) of LABRADOR and LCdr Fred KELLY, United States Navy (USN), the USN Liaison Officer to the United States Air Force (USAF) Base, HARMON FIELD, Stephenville, Nfld. The purpose was for meetings and a visit to the Base Exchange. Also four members of the ship's company were flown to HARMON FIELD and given three days local leave.

HUP 247, flown by LCdr. Ted FALLEN and Lt John LAURIE made two flights on 8 June to take Chaplain T.L. JACKSON and the Supply Officer, Lt. SMITH, to HARMON FIELD and return and to pick up Capt. ROBERTSON, LCdr. KELLY and the mail.

Weather precluded flying the HUP until 13 June when all pilots carried out local flying exercises and some deck landing practice while HMCS LABRADOR was carrying out oceanographic surveys off the coast of Greenland. A deck handling accident while moving 247 damaged the Perspex that required A-25 (Accident Report) action. All four pilots were again airborne in 247, on 20 June, carrying out ice reconnaissance (recce) in the Labrador Sea and the approaches to Hudson Strait. The strait usually remains filled with drifting ice until August when the outflow from Hudson Bay and Foxe Basin stops.

On 21 June, the ship was located off Cape Dorset, on the southern side of Foxe Peninsula, Baffin Island. Captain Robertson was flown ashore, by HTL, to visit the settlement of Cape Dorset. The Captain requested that the Medical Officer, Surgeon Lieutenant (Surg. Lt.) Derek KIDD, be flown ashore as the wife of the communities' male nurse required medical attention. In the afternoon HUP 247, flown by LCdr Roger FINK was used to fly a geodetic survey team and their equipment to the southern end of Salisbury Island, at the western end of Hudson Strait. The survey team was picked up next day.

On 23 June, HUP 247 flown by LCdr. Roger FINK and Lt. John LAURIE flew Capt. ROBERTSON, Surg Lt KIDD and the Chief Engine Room Artificer (CERA) to the Inuit village of Ivugivik, on the Quebec side of the west end of Hudson Strait. A twenty year old Inuit girl was suffering from trichinosis and required medical attention. At the same time the CERA checked the main power generator used for communications with the outside world.

From 25 June to 3 July HMCS LABRADOR and her helicopters operated near Coral Harbour, on Southampton Island, where Foundation Company of Montreal, the prime contractor for the eastern sector of the DEW Line, had established a temporary-staging base. The eastern sector stretched from the middle of Boothia Peninsula (Shepherd Bay), in the west, to Cape Dyer on the East Coast of Baffin Island, topographically a nightmare of precipitous mountains and rocky gorges. HUP 247 was used for ice recce, transporting personnel and carrying navigation beacons ashore for assembly. Activities then moved north into Foxe Basin, for the remainder of July and the first week of August. Foxe Basin was a hazardous area to work in. It was a body of water where hydrographic data was scanty and the waters only crudely charted. This was aggravated by “rafting” and “hummocking” and carry-over old ice from one year to the next made this area of very rough ice.



**HMCS LABRADOR Locked in an Ice Pack**

HUP 247 was used extensively for transporting cargo and personnel ashore to erect navigation beacons, clear beaches and survey sites in preparation for the arrival of the MSTs convoy. It was during this period that Lt. John LAURIE suggested constructing the Electronic Position Indicators (EPI)[navigation beacons] aboard HMCS LABRADOR and air lifting them ashore by HUP. Prior to embarking the HUP, the beacons had to be taken ashore by Landing Craft Vehicle Personnel (LCVP) and assemble on shore, a difficult and time-consuming evolution. Plans were finalized for airlifting the seven tons of EPI equipment to Cape Fisher, on Southampton Island, if the LCPV's were unable to get into shore due to ice. To support this evolution, shipwrights constructed a davit (hoist), on the forward corner of the flight deck, to lift heavy gear from the quarterdeck for the planned airlift.

On 5 July, while HMCS LABRADOR was icebound in Foxe Basin, HUP 247, flown by LCdr Roger FINK and Lt John LAURIE carried out practice cargo hoists with three different types of nets carrying 500-pound drums of water. Wire rope nets were considered unsatisfactory so the Boatswain (Bos'n) was

instructed to make six more 8'x 8' rope nets. For safety during the hoisting operations, the two Bells were landed on an adjacent ice flow. The ship was still icebound on morning of 6 July. An ice recce was carried out and a lead was discovered about ten miles ahead, which allowed LABRADOR to get underway about noon en route Cape Fisher to erect the EPI station.

HMCS LABRADOR was again icebound on the morning of 7 July, 35 miles east of Cape Fisher. Capt. ROBERTSON was flown ashore for the preliminary selection of an EPI site. Midmorning an USN P2V NEPTUNE flew overhead and passed an ice recce report of Foxe Basin. Ship underway again about noon and all helicopters were used during the afternoon in transferring personnel ashore for the final selection of the EPI site. Operation "SHOTGUN", the airlift of EPI equipment, was scheduled to get underway first thing in the morning.

On 8 July flying commenced at 0830 with both Bell helicopters and the HUP used to move personnel and cargo. The first HUP sling load threatened to become unmanageable but was, in the end, successfully transported ashore. From then on everything went smoothly and by early evening the "Atwell Hut", most of the EPI station, a tide gauge and 15 personnel, including a National Film Board (NFB) crew, were airlifted ashore. The airlift could have been completed on the 8<sup>th</sup> but was delayed until the next day to allow the crew ashore to catch up on the erection of the EPI station.

The remainder of the EPI gear, fuel and food were flown to the site next morning and, late in the afternoon the erection crew and NFB personnel were flown back aboard. A total of 29,000 pounds of cargo and personnel were transported ashore in two days. HUP 247 worked very satisfactorily using the external sling; the heaviest load being 600 pounds. On July 10 the ship was en route Cape Queen, on Baffin Island, to establish another EPI site. LABRADOR carried out oceanographic stations during the transit.

Operation "SHOTGUN II" got underway July 12 using all helicopters. The complete "Atwell Hut" and part of the EPI gear was transported ashore by 1900 as well as sufficient personnel to start erection of the site. Flying commenced early on 13 July with the remainder of the EPI gear and part of the diesel oil supply flown ashore. Flying secured by mid afternoon. The airlift could have been completed but Capt. ROBERTSON delayed transfer to the following day when the remainder of diesel oil, spare EPI antenna and fresh provisions were flown ashore. The station was completed and functioning correctly, and all personnel back aboard by mid day, 14 July. Ship enroute Hall Beach (Site 30,) at the north end of Foxe Basin, 400 miles north of Coral Harbour.

HUP 247, piloted by LCdr Ted FALLEN was flown to Hall Beach, Site 30, on 21 July, to pick up and deliver mail. The mail was very welcome, as the ship had not received mail for three weeks. July 22, another red banner day in helicopter - icebreaker operations. The large "Day Mark" beacons were erected on the flight deck, picked up by HUP 247, flown by LCdr John LAURIE, and transported ashore where LCdr Roger FINK, guided the placing of the beacon in its exact location. These beacons weigh approximately 750 pounds and stand 15' with a triangular base 8'x 8'x 8'.

Next day a planned morning flight by HUP 247 to Scarpa Lake (Site 29), on Melville Peninsula, a distance of 60 miles, was cancelled due to adverse weather - low visibility, rain, snow and expected high winds. In the afternoon the HUP was used to bring Colonel CRENSHAW, USAF, OIC Military Air Lift, Eastern Section Dew Line, Mr. LOMAN, Senior Representative, Western Electric Company, Eastern Section Dew Line and Mr. MULLINS, District manager for Foundation Company of Montreal aboard LABRADOR for a conference with Capt. ROBINSON. The visitors were flown ashore to Hall Beach later in the day.



On 26 July, the HUP 247 was used to transport a Camp Supervisor from Hall Beach to Scarpa Lake where they picked up some welcome mail. Later they flew Surg Lt KIDD ashore to attend to a worker with suspected heart failure.

On 27 July, LCdr Ted FALLEN and Lt John LAURIE flew Surg Lt Derek KIDD, in 247, to the Inuit village of Igloodik in search of art treasures but found that male members of the community were hunters and had little time for works of art. Doctor KIDD held sick parade and found the inhabitants in reasonably good health. On the return flight, Father FORNIER, a Catholic Priest, was flown to Hall Beach. HUP 247 was used on 28 July to airlift a drum of aircraft engine oil to the Foundation Company at Hall Beach for onward delivery to Keith Bay (Site 27), to repair a grounded NORSEMAN.

During the ship's return to Coral Harbour a new system was instituted wherein the First Officer-of-the-Watch (OOW) and, when it was convenient, both OOW's, flew an ice recce just prior to taking over their watch to give them a feel for the ice conditions in the area. Cargo transfers, using 247, were made to the EPI stations on Wildbird Islands on 3 August and Cape Fisher on 6 August by LCdr Roger FINK and Lt John LAURIE. Ten barrels of fuel and about 1500 pounds of provisions were airlifted to Cape Fisher. On completion the HUP commenced its first shipborne minor inspection.

On 8 August, Bell HTL-4 200 flown by LCdr. Ted FALLEN with CPO Lew TURNER as crew and HTL-4 202 flown by Lt. John LAURIE with Surg. Lt. KIDD were deployed to Coral Harbour to search for an lost American soldier. Apparently the soldier, who had too much to drink, got lost when he went for a walk on the tundra. He was located, little worse for wear but very happy to have been found, at about ten in the evening.

The ship arrived in Coral Harbour mid afternoon 13 August to collect mail and embark passengers prior to a R/V with a USN convoy in Evans Strait, southeast of Coral Harbour between Southampton and Coats Islands. LABRADOR, accompanied by the USN Icebreaker USS EDISTO (AGB 2), commenced escorting the convoy through Foxe Basin en route Hall Beach. The convoy was formed in two columns, HMCS LABRADOR leading one column and the USS EDISTO the other, to allow for maneuvering room in the scattered ice. The Bell helicopters were used for ice recce, mail and personnel transfers between ships as they fought their way north through the pack ice. The 440 nautical mile (NM) voyage took seven days. During one 24-hour period the convoy only made good eight miles.

The minor inspection on HUP 247 was completed on 18 August when the helicopter was test flown and found to be serviceable. The convoy arrived at Hall Beach, 21 August, where the ship anchored for the first time since leaving Halifax. HUP 247 was flown ashore for mail. The remainder of the month was spent off-loading stores and building materials to construct the main radar station at Hall Beach. All helicopters were used to transfer personnel, equipment and mail to and from Hall Beach. The Bells experienced starting difficulties so were fitted with partial winter cowlings and a "Herman Nelson" heater was used prior to the first start each morning. On 31 August LCdr. Ted FALLEN flew three Senior United States Military Officers, Rear Admiral Redfield MASON, General VOORHEES and Capt. PRYCE from Hall Beach to the ship to meet with Captain ROBERTSON. The visitors were flown ashore on 1 September.

During the month of September HUP 247 was used extensively to transfer personnel, equipment and mail between LABRADOR and Hall Beach, Rowley Island (Site 31) and Longstaff Bluff (Site 33) on Baffin Island. On 1 September the HUP was flown to Rowley Island with a "Herman Nelson" heater to start HTL-4 200 which had been grounded by fog, on 28 August, and would not start. Excessive heat from the Herman Nelson caused a crack and some bubble distortion on BELL 200.

The HUP was used to good advantage on 5 September while working with a beach survey party erecting beacons on rugged terrain near Longstaff Bluff. HMCS LABRADOR departed Longstaff Bluff early on 6 September to R/V with USS RUSHMORE, Dock Landing Ship (LSD-14) and the MSTs cargo vessel Lt. GEORGE W.G. BOYCE(T-AK 251) to escort them to Longstaff Bluff. The HUP failed to start on 7 September possibly due to a sticking primer solenoid and was still unserviceable next day after installation of a new solenoid. A fault was discovered in the primer switch wiring. The problem was easily repaired. The HUP was used later in the day to erect "day mark beacons" on a high bluff.

On 13 September, LCdr. John LAURIE with crewman PO. YOUL flew HUP 247 to 5000 feet to photograph the Rowley Island Site. LABRADOR R/V'd with the Surveying Ship, USS PURSUIT (AGS 17), Attack Cargo Ship, USS THURBAN (AKA 19), MSTs Cargo Ship and Aircraft Ferry, Lieut. JAMES E. ROBINSON, (T-AKV 3) and the USS LINDENWALD LSD 6 to lead them through Frozen Strait to Repulse Bay. HUP 247 was used to transfer nautical charts to all ships in the convoy. On 22 September, John LAURIE this time with crewman AB SMITH, airlifted Inspector McNeil, RCMP, and two army patients requiring medical assistance, to Coral Harbour for air evacuation south.

LCdr Bill MAXWELL, the ships Air Engineer Officer, CPO Lew TURNER and LS Gerry BROOKER were sent to the USS PURSUIT, on 25 September, to work on an USAF Grumman SA-16 ALBATROSS, that had experienced propeller trouble. An LCVP towed the ALBATROSS to LABRADOR where it was secured astern. However, the seas were too rough to continue trouble shooting. Foul weather continued the next day cancelling beacon transfers by the HUP and trouble shooting on the ALBATROSS. Later in the day the ALBATROSS was towed to USS RUSHMORE, LSD 14, where it was hoisted aboard for transport back to the United States.

HMCS LABRADOR departed Frozen Strait, 28 September, en route Hall Beach. Weather in Foxe Basin deteriorated with winds to 60 knots (kts), causing the ship to roll heavily. The Flight Deck Crew was required to keep watch during the night to check on helicopter security. The ship arrived at the northern end of Foxe Basin on 1 October and anchored off Bray Island (Site 32,) to conduct further surveys of Rowley and Bray Islands and Longstaff Bluff. The helicopters proved of great value on the survey of Longstaff Bluff as the rough terrain would have made this survey formidable with any other means of transport.

On 5 October, LCdr. John LAURIE flying HUP 247 flew a total of 20 personnel on sight seeing flights to Longstaff Bluff. Personnel transfers were carried out with HUP 247 on the 3, 5 and 9 October to Bray Island and Longstaff Bluff by LCdr Ted FALLEN, LCdr Roger FINK and Lt Bill FRAYN. On 16 October LCdr. John LAURIE used HUP 247 to airlift two navigation beacons from LABRADOR to Rowley Island .

Capt. ROBERTSON was suddenly taken ill during the night of 27/28 October, suffering from a perforated ulcer. The decision was made to medevac the Captain; the ship then proceeded towards Coral Harbour at full speed. On 29 October, HUP 247 flown by LCdr. Ted FALLEN with Surg Lt. Derek KIDD, airlifted Capt ROBERTSON to Coral Harbour from where he was flown South by a RCAF Search and Rescue, DC 3 DAKOTA, to hospital in Montreal for emergency surgery. Commander (Cdr.) John M. (Mac) LEEMING, CD RCN assumed command of HMCS LABRADOR for the remainder of the deployment.

HMCS LABRADOR departed Hudson Bay on 1 November and commenced survey operations in Hudson Strait near Digges Island. The following morning it was planned to fly the Bells into the settlement of Ivugivik but high winds, rain and low ceilings curtailed Bell flying until 5 November. The ship entered Ivugivik Harbour where Surg Lt KIDD was taken ashore by LCVP to medically examine and treat some of the local inhabitants. On 5 November both Bells were flown to Cape Dorset with Surg. Lt. KIDD to examine and treat, as required, the Inuit Community. Bad weather continued until the survey and oceanographic commitment in Hudson Strait was completed. The ship re-entered Hudson Strait for a

medical emergency at Lake Harbour. The ship arrived 20 miles off Lake Harbour the morning of 9 November and Surg. Lt. KIDD was flown ashore by Bell to examine a RCMP Corporal. 247 was not flown until 15 November when LCdr. John LAURIE with crewman LS Gerry BROOKER and Surg. Lt. Derek KIDD airlifted PO ROBINSON to the USAF Base, HARMON FIELD, Stephenville, Newfoundland. PO ROBINSON was later flown to the Royal Canadian Naval Hospital (RCNH) in Halifax by RCAF CANSO.

On 16 November, LCdr Ted FALLEN flew two trips in 247 to Stephenville, one to pick up Rear Admiral (RAdm) R.E.S. BIDWELL, CBE, CD, RCN, Flag Officer Atlantic Coast (FOAC) who was paying an official visit to LABRADOR. HUP 247 and the two BELL HTL-4s were flown ashore to HMCS SHEARWATER on 21 November terminating an operation of five and three-quarter months to Foxe Basin in support of the building of the DEW Line.

#### Search and Rescue – SUMMERSIDE PEI

On 11 December, Lt R.T. (Bob) MURRAY, OIC of HU-21 Detachment 3, with crewman P.O. Joe CARVER flew HUP 247 to RCAF Stn SUMMERSIDE (Naval Air Facility (NAF) SUMMERSIDE), where the Support Air Group (SAG) was based. The detachment was sent to provide Search and Rescue (SAR) and utility duties for the aircraft and personnel deployed there.

During the next nine days, HUP 47 was used for local familiarization flights and dry hoisting exercises for aircrew of VS 880 Squadron. On 21 December HUP 247 was flown back to SHEARWATER for the Christmas Season.

#### **HUP 247 Operations - 1956**

##### Search and Rescue Duties – Summerside, PEI

On 2 January 1956, Lt. Bob MURRAY again flew 247 to SUMMERSIDE with crewmen P.O. Joe CARVER and AB SMITH for SAR duties. 247 was used to replace the Rotating Beacon atop the SUMMERSIDE Tower on 3 January. During the next week a severe ice storm struck Prince Edward Island knocking out all power and heat causing the base to be closed down and the majority of personnel sent on leave.

On 10, 11 and 12 January, Lt. Bob MURRAY with Lt. (O) Gerry MALONEY and AB SMITH as crew to carried out a survey of storm damage and checked homes north and south of the airfield. Also, on the 12th the rotating beacon was again removed from the tower for repair. On completion, HUP 247 was declared unserviceable when the dzus fasteners holding one side of the engine shroud disengaged allowing it to ride up on the tubular main rotor drive shaft wearing it through. Another few seconds of flight and the main rotor drive shaft would have parted causing the forward rotor blades to disengage and be out of phase with the aft blades allowing them to strike each other with catastrophic results. A new main rotor drive shaft was flown from SHEARWATER to SUMMERSIDE, installed and 247 was again serviceable on 16 January when local familiarization flights were given to a number of RCAF Air Crew.

The HUP was flown back to SHEARWATER on 20 January where it was used for pilot training and utility functions. On 20 February, 247 piloted by LCdr. Roger FINK airlifted a seaman from the frigate HMCS LAUZON (FFE 322) to RCN Hospital at HMCS STADACONA in Halifax. LCdr. John LAURIE flew HUP 247 to SUMMERSIDE on 5 March, for SAR and utility duties. When the Naval Air Facility at SUMMERSIDE closed in mid March, 247 was flown back to SHEARWATER/HU-21 where it remained for the rest of the year employed in pilot training and utility roles.

## **HUP 247 Operations - 1957**

### HMCS LABRADOR – Self Work Period - Jamaica

On 3 January, HU-21 Detachment Two/LABRADOR was formed at HMCS SHEARWATER. The Detachment consisted of Lt Bob MURRAY, OIC, P1AT4 Abbie BROWNELL, LSEM George KOCH, LSAT "Kipper" STEVENSON, LS RICE, AB ACKERMAN and HUP-3 247. The HUP was flown aboard on 4 January and, on 7 January, the ship sailed for Montego Bay, Jamaica, for a short self work period and to paint ship under more favourable weather conditions than those found in Halifax.

While transiting through the Bermuda area HMCS LABRADOR encountered a severe storm causing the ship to roll through 105 degrees. The detachment crew was employed around the clock ensuring that the helicopter tie-downs were secure and that HUP 247 was riding comfortably. A picture is attached on the following page.

The ship arrived in Montego Bay, Jamaica on 15 January. HUP 247 was then flown ashore to the Montego Bay Airport to establish radio communications between the ship and the airfield. Each morning HUP 247 was flown ashore to the Montego Bay Airport to keep it from being covered with a white mist being blown around from the paint rollers being used aboard ship. While in Montego Bay the Airport Manager requested that HUP 247 be made available to support their off-field SAR organization as they only had one small outboard motor boat in the lagoon alongside the main runway and nothing for use in the open ocean. This was accommodated as a good will gesture.



**HMCS LABRADOR in Rough Seas Off Bermuda**

On 23 January, HUP 247 airlifted Surgeon Lieutenant-Commander (Surg. LCdr.) Don McIVOR and a seaman suffering from an inflamed appendix to hospital in Montego Bay. The seaman was flown back aboard HMCS LABRADOR on 25 January for recovery and repatriation to Canada.

The return voyage to Halifax was uneventful except for a damaged rotor blade that had to be replaced. HUP 247 was flown ashore to HMCS SHEARWATER/HU-21 on 11 February.

#### HMCS LABRADOR – Gulf of St. Lawrence

The Detachment was again formed on 19 February with Lieutenant-Commander (LCdr) Hal Welsh as Officer In Charge (OIC). Three helicopters, HUP-247 and two Bell HTL' 4's were flown aboard to be used for survey operations in the Gulf of St. Lawrence and the St. Lawrence River. Three other pilots and nine maintenance personnel were included in the detachment. LCdr Bruce VIBERT and Lt Dave OLIPHANT, two of the pilots selected for the 1957 Arctic Summer Cruise, completed flight deck checkouts on the HUP and HTL-4 and carried out ice reconnaissance and personnel transfer exercises.

When near St. Paul Island, on 22 February, Lt John Angus "MacBagpipes" Mac NEIL, flying 247, transported AB WEEDS to the Sydney Airport, for compassionate leave. On 28 February, when in the St Lawrence River, Lt John MacNEIL with crewmen P1AT4 John HUGHES and LS "Kipper" Stevens made two personnel transfers to Ancienne Lorette, west of Quebec City, the site of No 8 Air Observer School (AOS) during WW II. All helicopters were flown ashore to HMCS SHEARWATER/HU-21 on 4 March.

#### HMCS LABRADOR – European Cruise

HU-21 Det 2/LABRADOR was reformed 1 March consisting of two pilots, Lt Bob MURRAY, OIC and Lt Larry ZBITNEW, five maintenance men, P1AT4 Abbie BROWNELL, P1AT4 John HUGHES, LSEA George KOCH, LSRA Ken CANN and ABAF Gord PATTERSON and two helicopters, HUP-3 247 and Bell HTL-4 200. The helicopters were flown aboard LABRADOR on 8 March and the ship sailed for a "show the flag/ship" cruise to England, Norway and Denmark.

On 19 March, 247 flown by Lt Bob Murray was used to transport Cdr. CA LAW, LABRADOR's Executive Officer, to Plymouth, to visit Canada's newest aircraft carrier HMCS BONAVENTURE, which was preparing for flying trials in the English Channel. LABRADOR arrived in Portsmouth, England on 18 March for a 12-day visit. Both helicopters were used to transfer personnel from LABRADOR to various Royal Naval (RN) Shore Establishments and RN Air Stations around Portsmouth.

On 29 March, 247 flown by Lt Bob MURRAY was scrambled to help in the search for the pilots of two Westland WYVERNs missing from RNAS THORNEY ISLAND. Thick fog prevented the HUP reaching the search area so the mission was aborted and the helicopter returned to the icebreaker. Wreckage of the WYVERNs, which had been involved in a mid-air collision, was located later in the day and the search was called off. At noon Capt. TC PULLEN, Commanding Officer (CO) of HMCS LABRADOR was flown to HMCS BONAVENTURE for lunch and a tour with her CO, Captain HVW GROSS.

The ship then sailed for Oslo, Norway and Copenhagen, Denmark on 30 March. While in Oslo, HUP 247 was the "star of the show" at a party given by the ship company, attended by children from a local orphanage. The children were dressed in flying helmets and "Mae West's" and given a turn sitting in the cockpit and handling the flying controls. A good time was had by all.

HUP 247, was used for a "birds eye" view of Oslo and Copenhagen by Captain Pullen and the Canadian Ambassador to Denmark on 11 and 12 April. On 13 April, Lt Larry ZBITNEW flew HUP 247 to the Royal Danish Air Base VASELOSE to view their helicopter training program. The ship then departed for Portsmouth, England and Halifax via the Kiel Canal on 14 April. During the morning of 18 April, Lt Bob Murray with crewman P1AT4 Brownell flew HUP 247 to HMS VERNON, in Portsmouth, to pick-up Dr C.W.H. SMITHINBANK for a return passage to Halifax. On 22/23 April, HUP 247 was at "standby alert" to transfer a sick seaman from the USCG Cutter MACKINA but due to wind and rough seas this was not accomplished. On return to Halifax Lt Bob MURRAY flew HUP-3 HUP 247 ashore to HMCS SHEARWATER/HU-21 where the helicopter remained until 21 June.

#### HMCS LABRADOR –1957 Arctic Summer Cruise

HU-21 Det 2 was formed on 20 June consisting of three pilots, LCdr Bruce Vibert, DSC, OIC, Lt Larry ZBITNEW and Lt Dave OLIPHANT. Also included were, seven Maintenance personnel; P1AT4 John HUGHES, P2EA George KOCH, P2RA Ken CANN, LSAR Gil TURGEON, LSAR Carl SNELGROVE, ABAF Gord PATTERSON, ABAF Laval GAGNON under the supervision of C2AT4 Joe MALONE and three helicopters, HUP-3 247 and Bells HTL-4 202 and HTL-6 205.

The three helicopters were flown aboard HMCS LABRADOR on 21 June and, the ship sailed for Arctic operations four days later on 25 June. This objectives associated with the 1957 summer Arctic operations would be to:

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- escort merchant ships supply the DEW Line sites;
- survey harbours and clear beach approaches;
- conduct oceanographic, hydrographic and other scientific research; and
- investigate the possibility of a "Northwest Passage" for large ships.

Early 27 June the ship arrived in St John's Newfoundland to pick-up a party of American Naval Personnel, which included Cdr. FOCHT USN and CPO MacDONALD USN, assigned to the ship for public relations duties. HMCS LABRADOR sailed from St. John's midday 27 June en route Hamilton Inlet for a rendezvous with the USN Icebreaker, USS EDISTO AG 89 to transfer a USN Public Information Team.

On 29 June, 247 flown by Lt. Larry ZBITNEW with the ship's meteorologist LCdr Bill MARKHAM carried out ice recce flights to locate a safe passage through the ice, into Hamilton Inlet, for the USNS tankers KANKAKEE and MEMPHIS. The HUP also made five flights to USS EDISTO to transfer personnel, equipment and to collect radio crystals so the ships could communicate with each other.

HMCS LABRADOR turned south to operate off La Soie and St. Anthony's, Newfoundland, where HUP 247 was used to transfer personnel ashore. On 4 July the ship departed St Anthony's en route Fox Harbour, Spotted Island and Cartwright, Labrador. HUP 247 and both Bell helicopters were employed transferring the Ship's Diving Team, Hydrographers and a Photographer into Cartwright.

On 12 July the ship arrived off Yellow Beach on Resolution Island to disembark two Bells, two pilots and four maintenance men to assist in hydrographic operations from the USAF radar station at Cape Warwick. Due to inclement weather the Bells were stowed temporarily at Yellow Beach until they could be flown up to the radar station. The six detachment personnel moved into quarters at the radar base where they settled into the station routine. In the mean time HMCS LABRADOR sailed for Greenland, in fog, with LCdr. Bruce Vibert and HUP 247 which was undergoing a routine maintenance inspection.

After two days of intensive flying from 0400 until 1930 hydrographic operations had been completed on the southern end of the island and the North Channel. Later in the evening the USAF authorities requested assistance to search for a missing Airman. Both Bells were employed on the search that continued on into the next day. Lt. Dave Oliphant sighted his body located about 200 feet from the bottom of a precipice over which he had fallen. An unsuccessful recovery attempt was made by boat but had to be assisted by Lt. Oliphant, in a Bell helicopter, using a hand line to move the body down the slope and through the water to the waiting boat.

The ship arrived in Narssasuaq, Greenland (see below) 15 July to embark Mr. and Mrs. FEAVER, the Canadian Ambassador to Denmark, Professor and Mrs. Niels BOHR, an Atomic Physicist and others for passage to Godthab. HUP 247, piloted by LCdr Bruce VIBERT flew 30 miles to Narssarsuaq (Bluey West 1) with the mail.

HMCS LABRADOR sailed for Resolution Island on 19 July and encountered very rough seas in Davis Strait that prevented flying for the next three days. On 22 July, HUP 247 was flown ashore by LCdr. VIBERT to the Resolution Island site where it became fogged in for several hours. The fog lifted sufficiently in the late afternoon to allow all



helicopters to be flown aboard. Personnel and equipment involved in hydrographic operations were returned by LCPV and the ship sailed for New Harbour on Baffin Island.

On 23 July, HUP 247 was used for an ice survey in the forenoon and, in the afternoon, three external sling loads of stores and equipment were transferred to Ney Harbour. On completion HUP 247 was declared unserviceable for a problem with the rigging.

On 26 July, Bell 202 and 205 were airborne at noon for hydrographic work in York Sound, Frobisher Bay. Both Bell helicopters crashed in severe turbulence atop Peter Point, a 2400 foot mountain adjacent to the 2710 foot Grinnell Glacier, stranding the two pilots, LCdr Bruce VIBERT (202) and Lt Larry ZBITNEW (205) and two civilian hydrographers, Sidney VAN DYCK and Stuart DUNBRACK. A photograph of one of the BELL helicopters is attached on the following page.

Maintenance work on HUP 247, the only available rescue helicopter in the area, was completed. Once HUP 247 was buttoned up, a test flight and a recce over the crash site by Lt Dave OLIPHANT was quickly arranged. Strong winds during the afternoon prevented further rescue attempts, but, by evening, the winds had subsided allowing Lt. OLIPHANT, with crewman LSRA Ken CANN, to make another flight over the area and drop food and water to the survivors.

Early next morning (0430) another food and water drop was made by Lt OLIPHANT. A call from the mountain at 0730 reported the winds and turbulence had decreased and that conditions were ideal for a rescue attempt. HUP 247, flown by Lt Dave OLIPHANT, completed a successful pick-up of the crews and had them safely back aboard by 0830. The two Bells and several pieces of equipment were left atop Peter Point when LABRADOR departed York Sound for Frobisher Bay (now Iqaluit).



**LCdr. Vibert and BELL 202 atop Peter Point, Baffin Island**

A first hand description of events by the survivors is attached as Appendix "A".

HUP 247, flown by Lt Dave OLIPHANT was used on 28 July to transport Commodore (Cmdre) HL Quinn, DSC CD RCN ashore to Frobisher Bay and pick-up mail. Also, Major (Maj) Van Dore, USAF, Commanding Officer of the Resolution Island Radar Site was flown aboard for passage to his home base.

On 30 July, LABRADOR arrived Brevoort Island to assist the icebreaker USS EDISTO, the MSTC cargo vessel USNS Lieut JAMES E. ROBINSON, T-AKV-3, two dock landing ships (LSD) the USS SAN MARCOS, LSD 25 and USS RUSHMORE LSD 14 in DEW Line re-supply operations.

The HUP started flying on arrival at Brevoort Island but soon returned onboard with a severe one-to-one vibration accompanied by a 15 lb. loss in aft transmission oil pressure. Investigation by the Detachment CPO found metal particles in the main transmission oil sump. The OIC ordered the transmission fluid drained and refilled with fresh oil. On completion the helicopter was test flown, including an auto rotation and, on landing, the fluid was again checked and found to contain larger metal particles than before. The helicopter was declared unserviceable (Aircraft On Ground) until a replacement transmission could be obtained. LCdr. Vibert took the jar, containing the metal particles, to the bridge to inform the Captain that



his last helicopter was unserviceable and would not fly until a replacement transmission could be obtained. The loss of all helicopters so early in the cruise could have disastrous repercussions on future operations further north i.e.; Bellot Strait.

The Captain went out to the bridge wing to assess the situation. HMCS LABRADOR proceeded to sea in company with USS RUSHMORE and the petrol carrier, USS NODAWAY. Once clear of the ice USS RUSHMORE transferred, by highline, 15 pair of climbing boots to be used in Operation "Hell's Bells", the attempt to salvage the two Bells atop Peter Point.

The ship arrived back in York Sound, 5 August, and landed a party of 18 men under the command of Cdr. CA LAW, to commence Operation "Hell's Bells". The ship then set sail to rendezvous with the US Coast Guard Icebreaker USS EASTWIND, WAGB 279, to transfer HUP-3 246 (51-16622), which EASTWIND had picked up in Halifax and HTL-5 129966 on loan from the USN for the summer operations and 1000 lbs of stores

On 9 August, HMCS LABRADOR returned to York Sound to embark all but three of the 'Hell's Bells' salvage party. The party managed to get to within a few hundred feet of the summit but were turned back by poor visibility. Commissioned Officer Art BREVIC, CPO MARTIN and LSAR Carl SNELGROVE remained ashore to attempt another climb.

HMCS LABRADOR returned to Frobisher Bay on 14 August to embark fresh vegetables, stores, mail, the new transmission for HUP 247 which arrived by air freight and the members of a Board of Inquiry convened to investigate the crash of the two HTL's. Lt. Bob MURRAY also arrived by air to replace LCdr. Bruce VIBERT who had been appointed to SHEARWATER /HU-21. In addition, 30 USAF personnel and their baggage were embarked for passage to Resolution Island.

Early on 15 August, the icebreaker departed Frobisher Bay enroute Resolution Island, via YORK SOUND, to pick-up the three remaining members of the "Hell's Bells" salvage party, their equipment and the helmets, sun glasses and shot guns they recovered from the crash site. Also, the Board of Inquiry into the loss of the two HTL's commenced their deliberations. LABRADOR continued on to Resolution Island where the 30 USAF personnel were taken ashore by LCVP. On completion the ship set sail for Resolute Bay, on Cornwallis Island, in Barrow Strait.

Two days later the ship crossed the Arctic Circle and paid homage to His Majesty King Neptune 1 (by the grace of mythology Lord of the Waters, Sovereign of all the oceans, Governor and Lord High Admiral of the Bath – to give his traditional titles). All “tadpoles” (uninitiated members of the crew) were summoned to appear before his court and were duly initiated into the “Mystic Rites of the freedom of the Seas, according to the Ancient Customs of King Neptune and his Watery Realm. The photograph



above depicts the relevant "events".



The Air Department, dressed in Arabian costume, carried the OIC, in a sedan chair, to Neptune's Court where the Royal Physicians and Barbers washed the dust of temperate climes from our heads and prepared the group prior to being presented to King Neptune for initiation.

On 22 August, Operation "BELLOT" commenced. Both HUP's were employed on hydrographic operations and transferring personnel ashore to open the uninhabited Hudson Bay Company (HBC) trading post, at Fort Ross. The fort was named after the explorer Sir John Ross, and was a HBC post until it was abandoned in 1948 in favour of Spence Bay, located about 150 NM to the south. The two wooden buildings, in remarkably good condition, were re-opened and occupied by a "tide watching party" in order to record the

rise and fall of the tide.

**Rear Row: Lt. Dave Oliphant; Lt. Larry Zbitnew.**

**Third Row: LSAR Carl Snelgrove; LSAR Gil Turgeon.**

**Second Row: ABAF Gord Patterson; Lt. Bob Murray; ABAF Laval Gagnon.**

**Front Row LSAR Ken Cann.**

A cook, P2CK Joe Edison, and three members of the air department constituted the "party". Because of the strong current and the real possibility that the ship could be pushed onto "Magpie Rock", at the eastern end of Bellot Strait, it was deemed prudent to establish a camp at Fort Ross with sufficient provisions and shelter to accommodate the ship's company.



POGO, the ships hydrographic tender, completed sounding lines of Bellot Strait and the hydrographers, using the HUPs, finished setting up the leading marks in preparation for our first transit through the Strait. When the ship got underway, one of the HUP aircraft was detailed to hover above "Magpie Rock", our greatest hazard at the eastern end, as a position marker. After

we cleared "Magpie" the HUPs were used for ice reconnaissance, photography and to check on the tide watching party that was camped, in tents, at the western end of the strait. Once we had completed the passage and while cruising down Franklin Strait, HUP 246 commenced a 50-hour maintenance inspection.

Fire destroyed the western tide "watching camp" on 26 August. HUP 247 was dispatched with tents and provisions to re-establish the camp. Late in the evening the ship sailed for Resolute Bay. The next day, 247 was used to fly Captain PULLEN on a survey of Fury Beach where some of the remains of HMS FURY, abandoned near this beach in July 1825, were found. When abandoned, much of its stores and three boats were cached on this beach. HMS FURY was one of the ships of Captain W.E. Parry's third "Voyage of Discovery". Scattered around the beach were tin cans, which probably had contained pemmican (dried meat), lengths of eight inch cable laid hawsers, nails, each stamped with the military broad arrow, anchors and cannon. The Captain noted what was there and planned to return and collect some of the artifacts for the Maritime Museum of the Atlantic, in Halifax. LABRADOR arrived in Resolute Bay on the evening of 28 August.

Early next morning the ship departed Resolute Bay and proceeded down Peel Sound battling heavy ice and arrived at the western end of Bellot Strait on 31 August. The weather in the area was foul, 300 feet overcast with rain. HUP 247 was employed checking on tide watching camps at both ends of the strait, hydrographic and beacon party support. Fog and zero visibility prevented the HUP returning to the ship so had to call on the ship/LCVP for help. The LCVP was sent ashore; the helicopter would hover over it and then it would make a radar-controlled approach to the stern of LABRADOR where the helicopter would land-on.

On 1 September the ship moved to the eastern end of Bellot Strait. The HUPs were used setting up leading marks for hydrography and transferring Padre George "Dinger" BELL to Fort Ross to conduct church services. Lt Larry ZBITNEW, flying HUP 247 on a photographic mission, found some strange rock piles near Bell Island. These were later investigated by Cdr C.A.LAW, and found to be Inuit cairns.

HMCS LABRADOR proceeded south in Franklin Strait on 3 September to R/V with the US Coast Guard Ice Patrol Tender STORIS WAG 38 and the Buoy Tenders SPAR W403 and BRAMBLE W392 and escort them through Bellot Strait. These Coast Guard Ships were enroute from California to Massachusetts and were, to be, the first US ships to transit the Northwest Passage.

Both HUPs were employed carrying out oceanography and hydrography tasks on 4 and 5 September. HUP 246 flown by Lt. Dave OLIPHANT failed to start after shut down at Fort Ross. Due of the nature of the defect, the starter drive shaft had sheared inside the engine casing; the engine had to be changed. The 1600-lb spare engine, which was carried as part of the aviation stores, was brought ashore by LCVP and manhandled up the beach to the helicopter. Shear legs, made from 4"X4" and 2"X12" shoring material, brought from the ship, were erected by Lt R.E.DORKIN, the Ship's Bo's'n, with the support of the Shipwright and a Boatswain's crew.

A maintenance crew consisting of P1AT4 John HUGHES, P2EA George KOCH, ABAF Gordon PATTERSON, ABAF Laval GAGNON under the supervision of LCdr. Les BROWN, HMCS LABRADOR's Air Engineer Officer, was brought ashore to change the engine. As there was no shelter from the freezing rain and wind on the beach, a tarpaulin was erected over the engine bay and a Herman Nelson heater was brought ashore to provide a measure of warmth for the crew working on the engine. Captain PULLEN was flown ashore on 6 September to place a message in a cairn erected to commemorate the engine change.

The engine change was completed in four days under very trying conditions. The HUP was then test flown by Lt. Bob MURRAY on 10 September. During the period of the engine change HMCS LABRADOR departed the area and sailed down the Gulf of Boothia to Thom Bay where Lt Larry ZBITNEW flew Captain PULLEN, in 247, into the settlement of Victoria Harbour for a visit. HMCS LABRADOR returned to Bellot Strait/Fort Ross on 10 September where Lt. Bob MURRAY flew the repaired 246 back onboard. The unserviceable engine, detachment personnel and equipment were returned by LCVP.

On 11 September, HUP 247 was airborne early in the morning to complete the hydrographic survey of Bellot Strait and have it tied into the Shoran Station. The ship proceeded through Bellot Strait enroute Resolute Bay via Peel Sound. On arrival in Resolute a HUP was flown ashore to pick-up the mail which had arrived there on 30 August. HMCS LABRADOR then commenced hydrographic operations between Griffith and Cornwallis Islands on 12 September. A HUP flew Padre BELL into Resolute to conduct church services for the community and, Lt. Larry ZBITNEW was flown ashore to catch air transportation to HMCS SHEARWATER. Later in the evening a HUP was used to pick-up 300 lbs. of very welcome mail.

From 13 to 16 September inclusive there was no flying due to poor weather. Ship proceeded up Wellington Channel, between Cornwallis and Devon Islands, carrying out hydrographic operations.

HMCS LABRADOR arrived off Beechey Island on 17 September. Both HUPs employed during the morning carrying out hydrography and transporting personnel ashore to inspect the wood cairn, which had been erected the previous year. HUP 247 was used to fly Captain PULLEN ashore to search for cairns and to record the size of the musk-ox herd on Devon Island. The herd that was spotted and photographed had four adults and five juveniles. The ship departed Beechey Island enroute Fury Beach to recover some of the artifacts from the sinking of HMS FURY. However, the weather was unsuitable at Fury Beach so the ship returned to Lancaster Sound for oceanography operations.

On 19 September, HMCS LABRADOR returned to Fury Beach to try and salvage some of the artifacts and small items that were strewn about the beach. Lt Dave OLIPHANT, flying HUP 247, using the external sling, air lifted two anchors to the flight deck of the ship but was unable to lift a carronade or a third large anchor. A steel wire rope, which was laid across a 1/2 mile of ice to the beach, was also unable to retrieve the carronade or the anchor. The two salvaged anchors and a length of cable laid hawser, suitably mounted, were presented to the Maritime Museum of the Atlantic, in Halifax, where they were put on display.

HMCS LABRADOR departed Prince Regent Inlet enroute Arctic Bay, in Admiralty Inlet on Baffin Island. On arrival, on 21 September, found that the new DOT operator of the Radio and Meteorological Station was unfamiliar with the electric generating equipment and was unable to run it. Engineering and electrical personnel were sent ashore to repair the generator and instruct the operator on how to keep it running. A HUP was used as a radio link between ship and shore while repairs were underway. On completion the ship sailed for Pond Inlet to check on that community. Strong winds curtailed flying operations so all activity was conducted by LCVP.

Strong winds and snow continued on 23 September. The ship conducted oceanography in the eastern approaches to Lancaster Sound while enroute Craig Harbour on Ellesmere Island. The settlement was missed on the first approach as it was hidden behind a huge iceberg and shrouded in fog. HMCS LABRADOR continued up Grise Fiord searching for the community. Not finding it the ship commenced a

return to Jones Sound when the settlement was sighted. After checking on the inhabitants and finding "all's well" the ship sailed for Thule, Greenland.

Both HUPs were flown into Thule from a position about 20 nautical miles west of Parry Point. Although flight plans were filed in accordance with published rules they failed to be communicated to Thule, at that time a Strategic Air Command (SAC) Base. On landing at Thule we were surrounded by Military Police, who were definitely not happy, and placed under close guard in the windowless operations center until the flight plan problem was sorted out. The HUPs were flown back to HMCS LABRADOR and no further flying was allowed while the ship was in port.

The ship departed Thule and proceeded south in Baffin Bay enroute Clyde Inlet. There were no flying operations between 26 and 28 September. A minor inspection commenced on HUP 246 on 27 September. HUP 247 flown by Lt. Dave OLIPHANT was used on 29 September for ship to shore transfers and to exchange RCMP personnel between Clyde Inlet and Cape Christian outposts.

On 30 September, HMCS LABRADOR R/V'd with USS EDISTO, at Cape Hooper, to return HTL-5 129966 which was borrowed from the USN when the two Bells were lost on Peter Point in July. Very little use was made of this helicopter as it suffered from continual engine problems during the time it was on loan.

HUP 247 made two flights, on 1 October, between the ship and the radar station at Cape Dyer to transfer personnel and collect mail. Marginal weather, low cloud and fog, forced the helicopter to fly up and down the main road to get to the site on top of the hill.

On 2 October, the ship arrived in Pangnirtung, a community at the head of Cumberland Sound on Baffin Island. The settlement was the site of a whaling station early in the twentieth century and supports an RCMP Post, Post Office, Church of England Mission and Hospital and a Justice of the Peace (JP) who was a WWII Inuit Veteran.

Lt Bob Murray recalls:

"On anchoring off the settlement a person was sighted on the shore waving his to attract attention. Suspecting a problem, HUP 247 flown by Lt Dave OLIPHANT was dispatched ashore to ascertain the nature of the problem. The person on the shore turned out to be the Chaplain of the mission who was brought aboard ship. His problem was that he wished to marry one of the nurses at the mission hospital. He had asked that a minister be sent from Frobisher Bay to perform the wedding, as he wanted a religious rather than a civil ceremony. However, a minister was not available for some time and he mistakenly thought that the Captain of a naval vessel could perform a marriage ceremony."

"When he found out that we had a Protestant Chaplain aboard he asked if he would marry them. Again he was out of luck as a minister cannot perform marriages outside the province he is licensed in and, in the case of Padre Bell it was Nova Scotia." "A conference was held in the Wardroom to solve the impasse. It was decided that since we had a RCMP Constable aboard he could be flown ashore to issue the marriage license as the local RCMP detachment was away on patrol. Chaplain Bell would perform the religious ceremony up until the words "with the powers invested in me etc" he would step aside and the local justice of the peace would step in with the pronouncement. Cdr. C. Anthony "Tony" LAW DSC was the best man and Captain T.C. PULLEN gave the bride away. A ships photographer was sent ashore to record the event."

"The Bride and Brides Maid dresses had been made, the wedding cake and food for a reception had been prepared and kept in the freezer. HMCS LABRADORs Wardroom supplied a quantity

of cans of shrimp, crab etc as additional "delectables" for the reception." "The church was full and the wedding ceremony was proceeding towards a conclusion when the two HUPs flown by Lt. Bob MURRAY and Lt. Dave OLIPHANT made a low pass over the chapel to salute the newly weds. The service came to an abrupt end when the guests streamed out of the chapel to see the fly past."

"The reception was well attended by ship's officers and the community. The two pilots were asked to remove their side arms before entering the hall as we were told it was not one of "those" types of wedding. The photographer was rushed back to the ship to develop his film and print copies for the wedding party. Addition copies were mailed to interested parties when we returned to Halifax."

The ship arrived back in York Sound during the evening of 3 October. A "PAN, PAN, PAN," urgency call, from a pair of USAF Piasecki H-21s, one of which was forced down on Yuka Flats with low oil pressure, was answered and acted upon. A detachment maintenance crew was sent ashore to assess and try to rectify the problem. The crew found that the engine oil was thick and dirty with the consistency of tar and appeared not to have been changed for a considerable time. The old oil was scooped out with a wooden stick, the oil system flushed with Varsol and replaced with fresh oil.

It was late in the evening when the oil change was completed and the H-21 was test run and declared serviceable so it was decided that the aircrew should be brought aboard HMCS LABRADOR for the evening and fly back to their base in the morning. One of the H-21s, Serial No. 34333, was flown aboard; the aircrew were fed and accommodated for the night. A request to the H-21s operating base to use the H-21s to lift the Bells off Peter Point was turned down although the H-21 pilots were willing to help. Next morning the H-21 was flown off at 0600 to join the second helicopter at Yuka Flats. They returned to their home base later in the morning.

The wind and visibility were ideal on 4 October for an attempt to recover the Bells on Peter Point. A salvage party was flown to the crash site by HUP with the stipulation that, if the winds in York Sound rose to 10-15 Kts, the salvage party would be removed from the mountain immediately.

In order to ensure that both HUPs would be immediately available one was flown ashore to Yuka Flats. The other remained on deck, aboard HMCS LABRADOR, both in constant radio contact. The winds, in fact, increased suddenly to 20-25 Kts on the deck. The HUPs were quickly launched and the salvage crew, the helicopter consoles, radios and electrical gear they had removed were airlifted off the mountain. Both pilots, Lt. Bob MURRAY and Lt. Dave OLIPHANT reported that the turbulence on top of the mountain was severe. Winds prevented flying for the remainder of the morning. HMCS LABRADOR departed York Sound enroute Ney Harbour to pick-up Dr. and Mrs. McLAREN who had spent the summer studying the Arctic cod. A HUP was sent to pick-up the McLarens who were camped at the end of a long narrow fiord and, again, the turbulence in and out was severe. On completion the ship continued on to Resolute Bay.

On 5 October, HMCS LABRADOR arrived back in York Sound for one final attempt at salvaging the Bells but strong winds and low ceilings prevented flying. No change in the weather was forecast for the immediate future so the ship set sail, enroute Halifax, late in the evening.

No flying from the 6 to 8 October inclusive as the ship prepared for Admiral's inspection. LABRADOR entered the Bay of Islands, Newfoundland, 9 October, to await the arrival of RAdm H.F. PULLEN, OBE, CD, RCN, FOAC, who came aboard by POGO early in the evening.

Both HUPs were flown to Corner Brook for supplies, especially fresh milk. Bob MURRAY recalls:

"It was Wednesday when we arrived and landed on a playing field, in the center of town. It wasn't long before the Chief of Police arrived to ask why we had landed there without permission. We told him we were from HMCS LABRADOR, just back from months in the Arctic and we had flown in to try and find some fresh milk, which we hadn't tasted in months. He informed us that it was Wednesday "Early Closing Day" but that he was friends with the owner of the local dairy and he would call him to see if he would open his establishment for us. The next thing we knew we were in the police car heading for the dairy. The owner was most gracious and gave us free run of the dairy, anything and all we wanted to drink - chocolate milk, skim milk, buttermilk and then gave us enough milk to take back with us so that all the crew could have a glass."

HMCS LABRADOR departed Bay of Islands, 10 October, en route Halifax. No flying as the Admiral was conducting his inspection. On 11 October, Admiral PULLEN carried out his inspection of the Air Department and, on completion, the HUPs were flown ashore to HMCS SHEARWATER/HU-21 after 109 days at sea having steamed 18,500 miles, thus ending the 1957 Arctic Summer Cruise.

HUP 247 required some maintenance, including corrosion control, from the large amount of salt spray that covers the helicopters when in rough weather. For the next six months 247 was used, primarily, for training and utility duties.

#### **HUP 247 Operations - 1958**

On 11 April, LCdr John LAURIE with passenger Lt. Les HULL flew HUP 247 on a search for a missing CS2F TRACKER's main cabin door that was last during an approach to HMCS SHEARWATER. The door was found and retrieved after a half-hour search.

Between 28 April and 1 May, Lt Bob Murray with co-pilot Lt (Army) Bob BARKLEY, RCASC, flew 247 to Boeing Canada Technology Ltd, Arnprior, Ontario for a major overhaul. On 28 April, the helicopter was flown to Saint John, New Brunswick, via RCAF Stn GREENWOOD. After a one-day layover in Saint John, due to weather, 247 was flown to RCAF Station ROCKCLIFFE via USAF Base BANGOR, Maine; Lac Megantic, Quebec and RCAF Stn. St. HUBERT. Next morning, May 1, 247 was flown to Arnprior and turned over to 1118 TSD (Technical Support Detachment) at Boeing Aircraft.

On 5 November, after a six month overhaul, 247 was transferred, via rail box car, from 1118 TSD, Arnprior, to the West Coast (Utility Squadron THIRTY-THREE (VU-33)) based at NAF PATRICIA BAY, BC where it arrived on 26 November. HUP 247 was the second of three HUP's sent to this Squadron. The first, HUP 245, arrived 10 July, 1958 and was assembled with the aid of a working party from VERTOL (Boeing), Arnprior. The third and last HUP, 246, arrived 21 March, 1960.

While on the Unit Establishment (UE) of VU-33 the HUPs were employed in;

- A. Exercises with ship's and shore establishments,
- B. Personnel transfers
- C. Proficiency flying,
- D. Support to the Reserve Officer Training Plan (ROTP),
- E. Army co-operation, and
- F. Search and Rescue.

The HUP helicopters were also assigned new squadron numbers;

16621/245 became 621  
16622/246 became 622  
16623/247 became 623

#### **HUP 247 Operations – Winding Down 1959 - 1964**

During 1959 the HUPs were primarily used for pilot conversions, personnel transfers, familiarization flights for senior ROTP Cadets and training exercises with the Navigation Direction Training Centre. The HUPs were also utilized by the Pacific Naval Laboratory photographing ship's trials ie, full speed and turning circles and, hoisting trials using a Neil Robertson stretcher. However, the stretcher trials proved to be impractical as it would not fit through the hoist hatch.

Due to the lack of parachute packing and maintenance personnel at NAF PATRICIA BAY all parachutes had to be flown to Vancouver for inspection repacking and repair. During the month of July, five parachute maintenance flights were carried out by HUP's including one on the 20<sup>th</sup> by HUP-3 623.

SAR Vancouver called upon VU-33 HUP's twice in August, first to rescue a mountain climber near Hope, BC. The helicopter was satisfactorily refueled at Hope, by gravity feed, from the main tanks of an Avenger AS-3. The second call was to confirm the identity of a crashed USN Lockheed P2V NEPTUNE near Campbell River, BC. Two HUP's were employed during June on an army co-operation exercise transporting 33 fully equipped soldiers a distance of seven miles.

For the first five months of 1960, HUP 623 continued to be used for pilot conversion/training, proficiency flying and personnel transfers. During the month of June, 186 first and second year ROTP Cadets were given familiarization flights in the HUP, each cadet was allowed 20 minutes at the controls. Also in June, HUP-3 623 was placed in Storage Reserve (SR) and remained unavailable until 15 December when it was test flown by LCdr Ted Francis.

In 1961, HUP 623 was available for flight operations during January and February and May through December. The majority of flights were utility in nature, ie photographic, radar and gun alignments, checking restricted sea areas for surface ship main armament firings. helicopter control and ASW exercises and participation in local air shows. On 24 May, Lt Dan Munro flying HUP-3 623 spent 5.5 flying hours in support of a Princess Patricia's Canadian Light Infantry (PPCLI) exercise at Nanoose on Vancouver Island.

From 15-18 December, SLt. Ian Powick, flying HUP 623 deployed to the northern end of Vancouver Island to search for a missing civilian aircraft. Low cloud was encountered when flying up the Strait of Georgia between Campbell River and his destination, Port Hardy. While checking fiords and inlets he had to ensure that the weather did not close his exits as there was absolutely no place to land. The missing aircraft was not found but he did see his first pod of killer whales.

Normal utility and pilot training operations continued throughout the year. HUP 623 was available January to May and during August and September.

On 19 & 21 May HUP 623 flown by Lt Dan Munro took part in Navy Day activities and a fly past during Victoria Day celebrations. SLt Ian Powick flying HUP 623 was used on 8 June to fly Capt (Army) Roberts on a photographic reconnaissance of the Duncan area, midway between Victoria and Nanaimo where smoke was detected.



HUP-3 623 was available for operations April through December. Utility flights again took up the majority of flying hours. On 29/30 November SLt Ian Powick with crewman PO Heggie flew two trips in HUP 623 to the site of the crash of VU-33/T-33 serno 21465. The crash occurred on 23 November during a routine jet penetration into Vancouver Airport. Both pilots of the T-33, Lt Norman Ogden and Lt Donald Clarke, were killed.

The year 1964 saw the demise of the HUP in the RCN. On 28 February, SLt Ian Powick with co-pilot Lt Albert "Al" Horner, flying HUP 623, took part in the final flypast of the HUP at NAF PATRICIA BAY. This ended the HUP-3's tenure in the RCN.

## Appendix A

### First-Hand Description of Accident Events at Peter Point.

The pilot of Bell 202, LCdr Bruce VIBERT, DSC, recalls:

"My aim was to come to a hover at about 15 feet, look for a safe spot to land then settle. My approach speed disguised the lack of sufficient power, at our weight and altitude, when approaching a hover. Also, this was attempted just below the lee of the mountain crest where one must also have been caught in severe downdrafts and turbulence. On applying the collective and attempting to flare there was no response and, no time to pick an uncluttered spot to aim for. The helicopter landed heavily and rolled onto the passenger's side. Perhaps forewarned, Larry ZBITNEW's approach was far more cautious and shows that this peak was unsafe to attempt landing a Bell with very high loads."

"With regards to Dave OLIPHANT's rescue, flying HUP 247. A wide bank of cloud was fast approaching the mountain peak when he lifted off Larry ZBITNEW and Stu DUNBRACK and returned them to the ship. It was almost upon us when he came for Sid VAN DYCK and myself. With most of the machine out over the long and sheer south-facing wall he positioned the helicopter's door at the very edge, hence it was very easy to climb aboard. It was a beautiful piece of flying. The cloud closed in around the peak as we pulled away, and remained there for several days."

His passenger, Sidney VAN DYCK, a Civilian Hydrographer attached to HMCS LABRADOR recalls.

"I was first introduced to the Bell helicopter in 1956 during Arctic survey operations aboard LABRADOR. These little yellow machines with the characteristic plastic bubble could carry two passengers and made possible much of the hydrographic survey work carried out in the Arctic by LABRADOR."

"Early Friday morning, it must have been 6.30 or 7.00 o'clock, while operating in Frobisher Bay, we were getting ready to take some hydrographic measurements which would involve my flying to the top of Peter Point, a 2400 foot mountain in York Sound. The weather at sea level was perfect, hardly a breath of air, which was the reason for the early start. I had never liked wearing a "crash helmet", which were available on the flight deck, and I had got away with it because I was a civilian on a naval vessel. This morning CPO Joseph (Joe) MALONE pressured me once again to wear a helmet and, just to be good to him, I put one on."

"The pilot for this flight was LCdr B.F. (Bruce) VIBERT, DSC, OIC of the Detachment. After take-off and once we had acquired sufficient altitude he headed direct for the mountain top and went straight in for a landing without the usual reconnaissance to find the best spot to land. We came in fast and made a very hard touch down on a bit of a slope. The helicopter, Bell HTL-4 202, rolled over onto the passenger side. Amongst a lot of noise of rotors shredding themselves against the rocks I was thrown forwards and hit the bubble in spite of the safety harness. Things happen rather quickly, as one must always expect the worst, which was, of course, the possibility that the helicopter might explode. The noise stopped as quickly as it had begun and I climbed out of the hole in the bubble that I had broken with my head, LCdr VIBERT climbed out of his side door which was facing skyward. We put some distance between our selves and the

helicopter and waited for what might happen. Nothing did so we returned to the helicopter to see what might be done next. The radio was still operational so LCdr. VIBERT made contact with the ship to report the crash. By now it became clear that our landing problems had been made much worse by the strong downdrafts at the site caused by the nearby Grinnel Glacier."

"A second helicopter, Bell HTL-6 205, flown by Lt L.T. (Larry) ZBITNEW, which was heading for another hydrographic site was diverted to see if he could be of any help. He arrived not long afterwards and made a safe landing beside the wrecked Bell. By now the gusting downdrafts had become worse so Lt ZBITNEW decided to leave his civilian passenger, Stu DUNBRACK, and all expendable gear and return to the ship. He almost made it. On lifting off he was caught in a gust and his tail rotor slammed into the ground leaving him stranded. Now there were four of us. We had some emergency rations and were not too concerned even though the only other helicopter aboard HMCS LABRADOR, Piasecki HUP 247, was undergoing main rotor blade rigging."

"Surely we could find a way to climb down the mountain. Three sides turned out to go 2400 feet straight down with the fourth side, after a close look, remaining a very dicey possibility. This close look included a brief attempt to get over a sliding rubble field. I meant to give it a try. With a quarter inch rope tied to my belt I ventured a few steps across this rubble to what appeared to be a more solid ledge. When I looked back, I saw the person holding the other end of the rope in his hands could not possibly hold me if I started slipping. I made it back to more stable ground and counted myself lucky. Time wore on and by mid-afternoon the gusting winds were getting worse. Work on HUP 247 was proceeding at a good pace and a test flight was scheduled for late afternoon. At the same time a mountain rescue team was organized aboard LABRADOR in case the HUP could not be made servicable. There was no chance in these increased wind conditions that the HUP pilot, Lt D.A. (Dave) OLIPHANT with crewman LS Charles CANN, could get close enough to effect a rescue so it was planned to drop some food and water to us in the early evening. The food was no problem, but the water was in jerry cans wrapped in mattresses that burst on impact. A second flight was made at 0430 Saturday morning and this time they dropped us a lot of ice cubes in a sack. Our water problems were solved."

" The decision was made to try and to pick us up at first light the next day. That was the time of least air movement from Grinnel Glacier and therefore, hopefully, the time of least gustiness on our perch. The time came to prepare for the night. We had four sleeping bags that were carried in the helicopters in case of such an emergency. We managed to build a shelter or small lean-to using the aluminum poles from the survey stations we carried and covered them with the cut up rubber floats from the helicopters. It was not a class accommodation but quite acceptable for a one night stand. We called the ship at 0730 to report the winds had decreased. HUP 247, flown by Lt. Dave OLIPHANT got airborne and flew to the mountaintop. He hovered a few feet above the ground and the first two of us, the last ones to arrive, clambered aboard and were returned to the LABRADOR. Within half an hour he was back. The winds were starting to gust again but Lt. OLIPHANT was determined to rescue us. I will never forget his calm resolve and astute maneuvering to once again get into a hovering position so we could climb aboard. He succeeded and safely returned us to the ship by 0830.

"Once aboard LABRADOR we were handed over to the ship's doctor, Surg LCdr D.A. (Don) MACIVER, who gave us a good debriefing and a medical check-up. He gave each of us a sleeping pill and told us to go to bed. I had never before taken a sleeping pill so had no idea how long it would take to knock me out. Being cautious, I got a class of water, put it on the sink

beside the bed, crawled under the blanket, took the pill with the water and quickly sat the glass back on the sink. I was tired and in about 15 minutes was sound asleep."

Lt Larry ZBITNEW, the Pilot of HTL-6 205 adds.

"On arrival at the crash site of Bell HTL-4 202, I circled a couple of times and then made an approach and overshoot to determine the wind and terrain conditions. It was very gusty but I thought it was necessary to check out the scene before landing. I did land on my next approach".

"LCdr Bruce VIBERT, the pilot of Bell HTL-4 202, and I discussed what should be done next. It was decided that I should strip my helicopter of all survival equipment and leave behind my passenger, Stu DUNBRACK, a Civilian Hydrographer, and return to the ship. I was to return with HUP-3 247 serno 51-16623 later when the winds subsided".

"On take-off I was hit by a vicious gust that forced bold collective action on my part. This, unfortunately, resulted in my tail rotor striking a rock. I just let the helicopter settle back onto the ground".

"Although we suspected that HUP-3 247 had some transmission problems, it was still flyable. Since my helicopter (205) had a good battery we radioed LABRADOR and gave a situation report (Sitrep). We asked for nylon rope and water to be dropped by Lt Dave OLIPHANT, flying HUP-3 247, while making a pass over our position. Peter Point was the only mountain in the vicinity that had no snow on it. The water drop didn't work (jerry cans wrapped in mattresses) but later on another flight a sack of ice cubes was dropped and this solved our problem".

"Sid VAN DYCK, the passenger in Bell HTL-4 202, and I attempted to climb or rather descend the 2400 foot mountain but after experiencing rock that crumbled underfoot we returned to the crash site with a good thirst. The ice cubes had not arrived as yet. All we had to drink was the survival rum I carried in lieu of water and the brandy that LCdr VIBERT carried in his survival kit. Our box lunches, which we always carried on flights, had orange juice so; we drank rum and orange juice. Things improved when the ice cubes arrived".

"LABRADOR maneuvered to an inlet, visible to us, just below Peter Point. At night they put on all the ships upper deck lighting and played music for us, supposedly to keep our



spirits up. We radioed the ship and requested that the music be turned off"

"Our shelter was constructed from the survey poles we carried and the rubber floats from HTL-4 202. Our sleeping bags were something we thought of earlier. In lieu of the padding in the helicopter seat cushions we had sleeping bags inserted for just an occasion.

"The rescue by LT Dave OLIPHANT, flying HUP-3 247, went off quite well. The wind was not as strong in the morning and we suggested to Dave that he make a reconnaissance flight first. On this flight he dropped a 15 pound fire extinguisher bottle which had been cleaned and filled with hot soup. You can imagine this missile dropping on a rocky mountain and bouncing on contact every which way. We took cover but once the bouncing ceased and we retrieved the container the soup was very much appreciated"

"LT OLIPHANT was advised not to attempt a landing but to hover about two feet above the ground. We were lifted off the mountain two at a time to keep weight to a minimum. Because of the gusty conditions the helicopter was moving about considerably. I recall grabbing onto the wheel by the cabin door and, at that moment, Dave took off. I don't know how I climbed in but one look down at 2400 feet of nothing I was spurred on. After a short flight we were back onboard LABRADOR by 0830".

## PIASECKI (VERTOL) HUP-3 HELICOPTERS IN THE ROYAL CANADIAN NAVY

Serno.(1)	TOS (2)	HU-21 (3)	VU-33 (4)	SOS (5)	Remarks
51-16621	11/05/54	945/245	405/921 /621	18/01/64	(6)
51-16622	11/05/54	946/246	406/922 /622	04/12/63	Museum (7)
51-16623	18/05/54	947/247	407/923 /623	18/01/64	Museum (8)

(1) Helicopter Serial Number.

(2) Taken on strength.

(3) Helicopter Utility Squadron TWENTY-ONE (HU-21) side numbers.

(4) Utility Squadron THIRTY-THREE (VU-33) side numbers.

(5) Struck-off strength.

(6) Sold, in November 2000, by the Canadian Museum of Flight and Transportation, Vancouver, BC, to a group near San Diego, California, USA.

(7) The International Helicopter Museum, Locking near Weston-super-Mare, England. This helicopter was sold in the USA where it was registered as N6699D. Subsequently it was used as an instructional airframe at a technical college, possibly in Cincinnati. It was then purchased by the Boeing Company in 1991 and restored to its RCN configuration and colours before being presented to the International Helicopter Museum.

(8) Canada Aviation Museum, Ottawa, Ontario. It was purchased from Crown Assets Corporation by the Canadian War Museum, 24 Feb 1965. Restored to RCN format by Boeing of Canada Ltd (Arnprior Division), Arnprior, Ontario between May 1981 – Nov 1982.

**Commanding Officers  
PIASECKI (VERTOL) HUP-3 Squadrons  
Royal Canadian Navy  
1954 – 1964**

**VH 21**

LCdr (P) (O) J.H. Beeman, CD, RCN                      Aug 1953 - Apr 1955

**HU 21**

LCdr (P) (O) J.H. Beeman, GM, CD RCN                      Apr 1955 - Jan 1956

LCdr (P) R.V. Bays, CD, RCN                                      Jan 1956 - Nov 1956

LCdr (P) H.R. Welsh, CD, RCN                                      Nov 1956 - Jun 1958

**VU 33**

LCdr (P) R.A. Shimmin, CD, RCN                                      Aug 1956 - Aug 1958

LCdr (P) A.J. Woods, CD, RCN                                      Aug 1958 - Jul 1961

LCdr (P) S.E. Soward, CD, RCN                                      Jul 1961 - Jul 1963

LCdr (P) A.A. Schellinck, CD, RCN                                      Jul 1963 - Aug 1965

## Appendix D

### Aircrew Who Have Flown HUP-3 947/247/923/623/407 As First Pilot

SLt.	Edward F. "Bud" ABBOTT, RCN
SLt.	Allen L. "Al" ALLTREE, RCN
Lt.	Robert "Bob" BARKLEY, RCASC
LCdr.	Rodney V. "Rod" BAYS, RCN
LCdr.	John H. "Jack" BEEMAN, GM, RCN
Lt .	Harry W. BEUTEL, RCN
Cdr.	Frederick W.H. "Freddie" BRADLEY, RCN
LCdr.	Robert C. "Bob" BROWN, RCN
Lt.	William "Bill" CHARLAND, RCASC
SLt.	John D. CLARKSON, RCN
LCdr.	Bryan D. "Dave" COBLEY, RCN
Lt.	Donald G. "Glenn" COOK, RCN
Lt .	Geoffrey H. "Jeff" CRAVEN, RCN
SLt .	Donald W. "Don" CROWE, RCN
LCdr.	Roy O. DeNEVERS, RCN
Lt .	Harry R. DUBINSKY, RCN
LCdr.	Edward A. "Ted" FALLEN, RCN
LCdr.	F. Roger FINK, GM, RCN
SLt .	Glyn C. FITZGERALD, RCN
LCdr.	Dennis L. FOLEY, LM (USA),RCN
Lt.	Robert "Bob" FORREST, RCN
Lt.	Edward D. "Ted" FRANCIS, RCN
LCdr .	William H. "Bill" "Goofer" FRAYN, RCN
LCdr.	Kenneth L. "Ken" GIBBS, RCN
Lt.	J. Bryan HAYTER, RCN
Lt.	John D. HEWER, RCN
Lt.	Albert R. "Al" HORNER, OMM, RCN
Cdr.	Robin L. "Robbie" HUGHES, RCN
Lt.	Wallace E. "Sandy" JAMES, MBE, RCN
LCdr.	John G. LAURIE, RCN
SLt .	Arnold E. "Arnie" LEWIS, RCN
Cdr.	John D. "Darky" LOWE, RCN
Lt.	John A. "MacBagpipes" MacNEIL, RCN
Lt.	Michael S. "Mike" McCALL, RCN
Lt.	Gerald J. "Gerry" McMILLEN, RCN
Lt.	Douglas A. "Duke" MUNCASTER, GM, RCN
Lt.	Daniel E. "Dan" MUNRO, RCN
Lt.	Robert T. "Bob" MURRAY, RCN
Lt.	Donald J. "Don" NEILLY, RCN
Lt.	George E. NICKSON, RCN
Lt.	Norman J. "Norm" OGDEN, RCN
Lt.	David A. "Dave" OLIPHANT, RCN



SLt. Ian A. POWICK, RCN

**Aircrew Who Have Flown  
HUP-3 947/247/923/623/407  
As First Pilot (Con't)**

Lt. George E. PUMPLE, RCN  
Lt John C."Jack" RUNCIMAN, RCN  
Lt. Allan T."Bud" SERVICE, RCN  
LCdr. Hyman A."Hy" SHENKER, RCN  
Cdr. Donald J."Don" SHEPPARD, DSC, RCN  
Lt . J. Grant SOUTAR, RCN  
LCdr. Stuart E."Stu" SOWARD, RCN  
LCdr. Bruce F. VIBERT, DSC, RCN  
Lt. Gerald E. "Jerry" WATSON, OMM, RCN  
Lt. Ian WEBSTER, RCN  
LCdr. Harold R."Hal" WELSH, RCN  
Lt. Larry T. ZBITNEW, RCN

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Canadian Military Aircraft 1920 - 1968 by John A. Griffin.

Most importantly from interviews, correspondence and the Flying Log Books of following friends and fellow aviators for which I am exceedingly grateful.

BGen.	Robin L."Robbie" HUGHES
Bgen.	Daniel E. MUNRO
Col.	Geoffrey H. "Geoff" CRAVEN
Cdr.	Robert C."Bob" BROWN
Cdr.	F. Roger "Rog" FINK GM
Cdr.	Edward A. "Ted" FALLEN
Cdr.	Hyman A. "Hy" SHENKER
LCol.	D. Glenn COOK
LCol.	Michael S. "Mike" MCCALL
LCdr.	Rodney V."Rod" BAYS
LCdr.	John H. "Jack" BEEMAN GM
LCdr.	Bryan David "Dave" COBLEY
LCdr.	William H. "Bill""Goofer"FRAYN
LCdr.	Dennis L. FOLEY LM (USA)
LCdr.	Edward D."Ted" FRANCIS
LCdr.	Kenneth L. "Ken" GIBBS
LCdr.	Wallace E. "Sandy" JAMES MBE
LCdr.	John G. LAURIE
LCdr.	Gerald J. "Gerry" McMILLEN
LCdr.	John C. RUNCIMAN
LCdr.	Stuart E. "Stu" SOWARD
LCdr.	Bruce F. VIBERT, DSC
LCdr.	Leonard T. "Larry" ZBITNEW
Lt .	J.Bryan "Crash" HAYTER
Lt .	Arnold E. "Arnie" LEWIS
Lt.	John A. "John" MacNEIL
Lt.	Judson E. "Jud" McSWEENEY
Lt.	Donald J. "Don" NEILLY
Lt.	Alexander W. "Alex" NICHOLS
Lt.	Ian POWICK