

## 405 Scores 1st Fincastle Win for Canada

Canada has won the Fincastle competition and earned the reputation of being home to the most efficient anti-submarine warfare (ASW) unit in the Commonwealth.

In their new CP-140 Aurora long range patrol aircraft, a 405 Sqn crew from CFB Greenwood, N.S., competed against the best of ASW crews and aircraft from Australia, New Zealand and Britain and won the October contest near Adelaide, Australia.

Ironically, commander of the Canadian crew was Flight-Lieutenant "Baz" Collins, an air force officer on exchange duties in Canada — from Australia.

### Crew

Aircrew members were: Capt "Deke" Chapin, tactical navigator; Capt Bob Mosher, first officer; WO Leo Whynott, flight engineer; Maj Ted Garrett, lead navigator; Capt Pete Seldon, lead acoustic sensor operator (ASO); Lt Steve Paling, ASO2; WO Mike Joyal, lead non-acoustic sensor operator (NASO); and Sgts Gerry Dean and Al Pelletier, both NASO's. Ground crew chief was Sgt Yvon Boudreau.

The annual ASW capability test provided Canada with its first opportunity to show off its new Aurora Maritime Patrol aircraft, successor to the retired Argus, to fellow Commonwealth countries.

The 405 Squadron was the first CF Operational squadron to convert to the Aurora, officially accepted in Greenwood in May of 1980, and as such, was the squadron considered best prepared to represent Canada in this year's contest.

Ordinarily, crews participating in Fincastle are determined through national elimination trials. Next year Canada will return to the intersquadron competition system.



**Crew of 405 Sqn, which won the Fincastle Trophy in Australia. Left to right CWO Gord Skanes, Maj Ted Garrett, LCol E.S.C. Cable, CO, Capt Peter Seldon, F/Lt Bazz Collins, crew captain, Capt Bob Mosher, WO Mike Joyal, Lt Steve Paling, Capt Deke Chapin, Sgt Gerry Dean, WO Leo Whynott, Maj Bob Stone and Sgt Pelletier. (Canadian Forces Photo)**

### Nimrod, P3 Orion

Other aircraft in the 1981 Fincastle competition were the Nimrod, flown by the Royal Air Force crew; and P3 Orion, which is the aircraft on which the Aurora is modelled, flown by both the Royal Australian and Royal New Zealand Air Force teams.

### Night Exercise

The object of the two-hour night exercise is to detect a continuously snorkelling submarine and complete a successful homing to the target with the aircraft in proper

configuration for an attack and photograph verification.

Points were awarded by the observer teams primarily on the basis of attack accuracy as well as overall efficiency and speed of localization.

The CF Aurora Squadrons look forward to their national competition for the honour of participating in the multi-national Fincastle each year, as it sharpens their skills for their primary NATO role of anti-submarine warfare. Because the competition is so fierce at Fincastle, a win can be a source of enormous pride.

## Only Helicopters Really Fly

by Capt. Sam Newman

*Excerpted from the London Link, published by 427 Wing:*

I would like to repeat an editorial from a 1910 paper found under some linoleum recently when it was raised from its floor in a home in Yarmouth, NS. It read as follows:

### FLYING MACHINES DO NOT FLY

Nothing in the recent history of aviation, both in this country and abroad is so disappointing, notes Paris Cosmos as the failure of the flying machine to fly.

"If a flying machine could fly," to quote our contemporary "there would be some basis for the great expectation of the laymen on the subject of aviation. Of course, no flying machine really flies at all, notwithstanding the confirmed popular impression that the Paulhans, the Wrights and the Bleriot actually fly through the air in their flying machines.

"The explanation of the paradox," adds

that expert on aviation, H. Massac Buist, "is to be found in the point that 'the fixed planes must give way to the flapping wings before the true flying machine arrives.' That is, there is in existence to-day no such thing as a flying machine, although it seems quite impossible to make the man in the street realize the fact.

"The brothers Wright, Lilienthal and others have proved that under certain very favorable conditions soaring feats are possible; but "when it is proposed to employ native power for imparting motion to the wings we come up against, a proposition which Nature tells us shall never be solved by man."

As I see it, at the time this article was written man had already left his cradle and was beginning to reach for the stars...

Well, think about it! Meanwhile, keep 'er flying boys!

*From the The Londin Link published by 427 Wing, edited by Dick St. Lawrence*

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