



# Class of 65 Newsletter

## Edition 46-February 2012



*Disclaimer: This Newsletter is produced for members of the RMC Class of 1965 and is based solely on inputs from members of the Class of 65. It is not an official publication of the Royal Military College nor does it purport to represent the views or opinions of all members of the Class of 65. Articles will be entered in the official language in which they are received. Regrettably the Editorial staff still lacks the linguistic skills to produce a bilingual version.*

### Editor's Corner

Unfortunately, I have to start this edition off on a sad note by reporting the passing of one of our classmates, **6465 Jean-Pierre Beaulne**. Tony Halliday, who served with Jean-Pierre has provided some reminiscences.

It seems **John Adams** can't settle down quietly and retire like most of us. This edition contains some information on Punch's continued quest for excellence.

In the event it did not get out to everyone, I have reprinted a message from **Charlie Emond** on the upcoming activities in 2012 at CMR.

Finally, **L.T. Taylor** has provided some interesting recollections on his service in Canada's last aircraft carrier.

### **6465 Jean-Pierre Beaulne**

**By 6181 Tony Halliday**

On 3 February 2012, Mrs Gabrielle Beaulne lost her fourth son, Jean-Pierre (John) Beaulne and the Class of 65 lost another member. Not many of you will recall John because he attended CMR for only one year - 1960. During that year his father died after a long illness, and John needed an income to help support his four brothers and three sisters. The career John chose was Air Navigator in the RCAF. Some of you may have met him in a variety of locations and positions during his 35 year career.

Here is a brief sketch of that career. From 1961 to 1963, John completed

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Officer Training in Centralia; Navigator Training in Winnipeg; and, training on the Boxcar aircraft in Trenton. He was first posted to 436 Squadron in Toronto and then moved with the Sqn. to Ottawa in 1964.

In 1967 John was promoted to Captain and posted to the Navigator School (CFANS) in Winnipeg until 1971 when he went on Exchange with the USAF Navigation School at Mathers AFB in Sacramento, CA. In 1973 he returned to CFANS as Flight Commander and was promoted to Major. In 1975 John attended Staff College and on completion joined the Directing Staff at Staff School in Toronto. In 1978 John was posted back to 436 Sqn., this time in Trenton and stayed until 1982.

In 1982/83 John completed his BA Degree at Queen's University and then returned to Ottawa to the Directorate of Military Manpower Distribution (DMMD). He remained at NDHQ until 1986 when he was promoted LCol and posted to the CF Management Development School at CFB Saint-Jean as Commanding Officer. In 1989 John went back to NDHQ and the Directorate of Recruiting and Selection (DRS-2) responsible for recruiting operations. In 1993 this position devolved to CF Training Systems HQ in Trenton and John became the Senior Staff Officer Production responsible primarily for recruiting matters.

John retired in 1995 and in 1996 moved to Stittsville, ON. He easily settled into his retirement years working tirelessly for his family (a loving wife, Mary Ann, 4 children and 10 grand-children); the parish (scheduling counters, landscaping the new church, cutting grass and pulling weeds); and, community (Resource Center, Granite Ridge volunteer).

Although he was well known in these areas, he was not well known by his RMC Class. It is hoped that this brief biography will enlighten the rest of the Class.

John was diagnosed with cancer during the summer last year and died peacefully at home last Friday; he will be missed.

*Editors Note: I am sure the entire Class joins in sending its condolences to*

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*Mary Ann Beaulne and the entire Beaulne family.*

## **6508 John Adams - Onward and Upward**

The following recently appeared on the Queen's University web site.



John Adams, a leading authority on security issues, has been named the newest Skelton-Clark Fellow in the School of Policy Studies.

The current Associate Deputy Minister of National Defence and Chief of the Communications Security Establishment Canada (CSEC) says it was time for a change after five decades of public service.

"This opportunity gives me a chance to contribute and share the knowledge I have picked up after 50 years in the security and intelligence community," says Mr. Adams. "I hope I inspire students to consider a career in public service."

Mr. Adams' distinguished military career began in 1967. He retired from the Canadian Forces in 1993 with the rank of Major-General and was soon appointed Assistant Deputy Minister, Infrastructure and Environment, for the Department of National Defence. Mr. Adams graduated from the Royal Military College in 1965 with a degree in chemical engineering and he was also a Rhodes Scholar.

Peter Harrison, the head of the School of Policy Studies, feels fortunate Mr. Adams chose to come to Kingston.

"John Adams' extensive experience and background will be of enormous value to Queen's. Mr. Adams is a world authority on security issues, particularly cyber security. At the CSEC, he has contributed directly to the development of new and complex ways of acquiring and analyzing intelligence. His knowledge will be of direct interest to both our faculty and our students," says Dr. Harrison.

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The Skelton-Clark Fellowship was created in 1954 in recognition of two Queen's Faculty members to the policy issues of their time and to the creation of the modern Public Service of Canada. O.D. Skelton created what is now the Department of Foreign Affairs and International Trade, and W. Clifford Clark created what is now the Department of Finance.

(source: <http://www.queensu.ca/news/articles/profiles/john-adams-school-policy-studies>)

Congratulations John.

The following is a brief bio-sketch of John's distinguished career since graduation.

## JOHN L. ADAMS

### EDUCATION

Bachelor of Chemical Engineering, Royal Military College of Canada  
Bachelor of Philosophy, Politics and Economics, University of Oxford

### PROFESSIONAL EXPERIENCE

#### Since July 2005

Associate Deputy Minister, Dept. of National Defence and Chief of the Communications Security Establishment, Ottawa

#### 2003 - 2005

Associate Deputy Minister, Fisheries and Oceans and Commissioner of the Canadian Coast Guard, Ottawa

#### 1998 - 2003

Assistant Deputy Minister, Marine Services, Fisheries and Oceans and Commissioner of the Canadian Coast Guard, Ottawa

#### 1993 - 1998

Assistant Deputy Minister, Infrastructure and Environment, National Defence Headquarters, Ottawa

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## 1992 - 1993

Associate Assistant Deputy Minister, Materiel, National Defence Headquarters, Canadian Forces, Ottawa

## 1990 - 1992

Chief, Construction Properties, Infrastructure and Environment, National Defence Headquarters, Canadian Forces, Ottawa

## 1989 - 1990

Commander, Special Service Force and the Canadian Forces Base, Petawawa, Canadian Forces

## 1987 - 1989

Chief of Staff/Operations Officer, Foreign and Defence Policy Secretariat, Privy Council Office, Ottawa

## 1985 - 1987

Deputy Commander, Special Service Force and the Canadian Forces Base, Petawawa, Canadian Forces

## 1981 - 1985

Director, Construction Engineering Requirements, National Defence Headquarters, Canadian Forces, Ottawa

## 1978 - 1981

Senior Staff Officer, Construction Engineering Requirements, Canadian Forces Training Systems, CFB Trenton

## 1976 - 1978

Senior Staff Officer, Administration and Logistics, ICBG, CFB Calgary, Canadian Forces

## 1974 - 1976

Commanding Officer, Combat Engineer Regiment, 1CBG, CFB Chilliwack, Canadian Forces

## 1967 - 1974

Various appointments from Lieutenant to Major, Canadian Forces

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## What's Happening at CMR in 2012

The following is a reprint of an e-mail sent out by **Charlie Emond**.

Bonjour à tous.

Il s'est écoulé un certain temps depuis mon dernier courriel au nom du comité CMR60+50; j'ai donc pensé vous informer d'activités importantes prévues au CMR-RMC St-Jean en 2012.

La grande nouvelle : le Collège célèbre son 60<sup>ième</sup> anniversaire en 2012. Depuis sa réouverture en 2007, le CMR-RMC Saint-Jean offre un programme de deux ans à une classe préparatoire d'environ 130 élèves-officiers et une première année universitaire à environ 70 élèves-officiers. Pour plus d'information, voir le lien au site du CMR-RMC Saint-Jean : [www.cmrsj-rmcsj.forces.gc.ca](http://www.cmrsj-rmcsj.forces.gc.ca).

Dans le cadre des célébrations de cet anniversaire, le Collège va lancer deux nouveaux diners-activités auxquels il espère vous attirer ainsi que vos confrères, et en particulier, de toute évidence, les membres de la première promotion, de 1952.

Le premier événement sera une occasion qui vous permettra de revivre vos premières années au CMR et d'agir comme mentors pour la génération actuelle d'élèves-officiers en assistant à un Dîner régimentaire et, on l'espère, en y commanditant un élève-officier. Votre présence et votre contribution feront du Dîner régimentaire un événement encore plus mémorable. Ce dîner se tiendra jeudi le 8 mars 2012. Je vous communiquerai sous peu à ce sujet, lorsque je connaîtrai les détails des réservations pour ce dîner.

Le deuxième rassemblement de célébration sera un Dîner Gala qui doit avoir lieu le mardi 13 novembre 2012; plus d'information à suivre en temps voulu.

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On espère certainement que ceux qui demeurent assez près pour en faire une excursion d'une journée vont considérer sérieusement assister à un ou deux de ces dîners. Évidemment, on voulait que tous les membres de la classe soient au courant de ces événements, au cas où vous planifieriez un voyage dans cette région.

En plus de ces nouveaux événements, puis-je vous rappeler que la graduation de 2012 est prévue pour le 19 mai; la classe de 2012 fera la course à obstacles le 31 août; et la fin de semaine des anciens du CMR St-Jean aura lieu les 7 et 8 septembre.

Sur un horizon plus lointain, veuillez inscrire dans votre agenda 2013 le 50<sup>ième</sup> anniversaire de la graduation du CMR St-Jean. Afin d'éviter le conflit perpétuel entre deux réunions centrées sur des campus différents, l'anniversaire quinquennal de notre entrée au CMR en 1960 et celui de la graduation de RMC en 1965, à quelques semaines l'un de l'autre, le comité organisateur de la classe d'entrée de 1960 propose de déplacer la date des réunions quinquennales du CMR de façon à coïncider avec l'anniversaire de la **graduation** de CMR (que vous ayez gradué ou non), c'est-à-dire 1963 + 50 ans = 2013, 2018, etc. en espérant qu'un intervalle de 2 ou 3 ans entre ces réunions encouragera un plus grand nombre de nos confrères à assister à la réunion du CMR St-Jean.

Vérité Devoir Vaillance

Charlie Emond

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*Hi everyone,*

*It's been a while since my last "CMR60+50" committee email, so I thought that I would let you know about some important upcoming events at CMR-RMC St-Jean.*



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*The big news is that the College will be celebrating its 60th anniversary in 2012. Since the reopening in 2007, CMR-RMC Saint-Jean has been offering a two-year program to a Preparatory class of some 130 and a First year class of around 70 officer-cadets. For your convenience, I have attached a link to their web site: [www.cmrsj-rmcsj.forces.gc.ca](http://www.cmrsj-rmcsj.forces.gc.ca).*

*As part of the celebrations of this milestone, the College will be introducing two dinner activities to which it hopes to attract you and fellow ex-cadets, in particular, quite obviously, the first entry class of 1952.*

*The first event is an opportunity for ex-cadets to re-live their first years at CMR and help mentor the current generation of officer-cadets by attending and hopefully sponsoring an officer-cadet to a Mess Dinner. Your presence and your contribution will ensure that the Mess Dinner will be a much more memorable experience. This dinner is scheduled for Thursday, 8 March 2012. I will be communicating with you again shortly, once I get the details for signing up for this dinner.*

*The second celebratory get-together will be a Gala Dinner to be held on Tuesday, 13 November 2012; I will provide more about this dinner in due course.*

*It is certainly hoped that classmates living within a day trip from the College will seriously consider attending one or both of these dinners. Obviously, we wanted every classmate, regardless of where you live, to know about these events, in case your travel plans find you coming this way.*

*In addition to these new initiatives, allow me to remind you that the 2012 Graduation is scheduled for 19 May; the Class of 2012 will run its Obstacle course on 31 August; and the Ex-cadet weekend activities will take place on 7-8 September.*

*Looking further ahead, please mark your 2013 calendar for the 50th anniversary of graduation from CMR St-Jean. To avoid the perennial conflict of scheduling two campus-centric reunions, the five-year anniversaries of our entry to CMR in 1960 and that of our graduation from RMC in 1965, within weeks of each other, the 1960 Entry class Organizing Committee*



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*proposes to shift the timing of the CMR 5-year reunion to coincide with the CMR year of **graduation** (whether or not you graduated), that is 1963 + 50 years = 2013, 2018, etc in the hope that a 2-3 year interval between these reunions will encourage more class members to attend the CMR St-Jean reunion.*

*Vérité Devoir Vaillance*

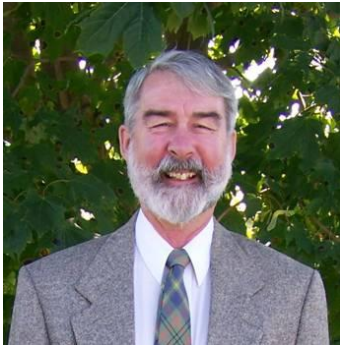
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## **RECOLLECTIONS OF SERVING IN HMCS BONAVENTURE**

**By 6575 Larry (LT) Taylor**



I joined 'Bonnie' from the Royal Naval Engineering College Manadon, Plymouth, England as a navy Lieutenant in August 1968 having just completed the Marine Engineering Application Course (1 year) with 9 other Canadians, 5 class of '64 grads (Jim Bradbury, Ron May, Dave Riis and Mike Saker from RMC plus 1 civvy U) and 5 class of '65 grads (**Roger Chiasson, Al Kennedy, Roger Wright** and myself from RMC and 1 civvy U). During the course, the instructor in auxiliary machinery prefaced one lecture about steam powered vacuum air conditioning machinery with the comment that we would be unlikely to ever see this type of machinery, but it was an interesting concept. 'Bonnie' had two of these plants fitted.

My first job in 'Bonnie' was as the forward machinery space officer (Fwd Mach Sp O). I was still working to get my Certificate of Competency part II, the qualification required to become the Engineering Officer of a ship. I stood Engineering Officer of the Watch (EOOW) at sea in a 1 in 6 rotation if the ship was carrying out flying operations or 1 in 9 when just transiting. The EOOW was required to be in the controlling engineering room (forward,

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starboard shaft machinery) when the ship was at flying stations. The main boilers (2 in each machinery space) provided steam for the steam catapult to launch aircraft as well as to the propulsion and auxiliary machinery.

I was on watch when **Jack Flannigan** was in the Tracker when the catapult bridle (the wire strop which connected the tracker to the catapult) broke during the launch and his aircraft went into the water in front of the ship. It was the first time I had ever been in a machinery space on any ship when an emergency order was given. Full Speed Ahead or Full Speed Astern are emergency orders requiring engineering to provide as much power as you can as fast as you can. 'Bonnie' would typically be steaming at about 20 knots into the wind during flying stations. The telegraphs were rung from half Ahead to Full Speed Astern for both shaft lines then immediately back to Stop. This sequence of orders was direction to bring the shafts to a complete stop as quickly as possible. To carry out this emergency order, rather than sequentially closing the ahead throttle valve and then opening the astern valve, we closed the valves to the ahead steam turbine in each machinery space while opening the astern steam turbine valve (a two man operation in 'Bonnie') to bring the shaft to a stop and hold it stopped against the water flow through the propeller as the ship's momentum carried it forward. Jack did lose his leg to a propeller but the shaft speeds had been slowed.



HMCS Bonaventure

The engineering department of 'Bonnie' had about as many officers as a small ship. As Engineering Officer of the Day, which I stood, the rotation was better than the OOD rotation on a steamer. The dept was headed by a Cdr E, with a Senior E, the Flight Deck Engineer, the Electrical Officer, the Hull Officer and the Electronics Engineer (CSE predecessor) reporting to him. As Fwd Mach Sp O, I reported to the Main Propulsion Officer who, along with the Engineering Services Officer and the Auxiliaries Officer, reported to Sr E. Only Cdr E, Sr E, the Electronics Engineer and myself were engineering grads, the remainder of the officers being Commissioned from

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the Ranks.

As the summer posting season approached in '69, 'Bonnie's' future was in doubt. The Career Managers were having some problems filling all the billets as the DDH 280 programme was buying up more and more people and others saw the writing on the wall and balked at a posting to 'Bonnie'. The result for me was that I was given an internal move to the Flight Deck Engineer position (FDEO). I had still not gotten my C of C pt II but essentially was in my first charge job. At that time the Navy had its own Air Engineering Officers and the FDEO position was annotated for an Air Engineer who had cross training in Marine Engineering. As the FDEO, I had the largest department I was ever to have in the Navy - 3 Commissioned Officers (one an Air Engineer), 2 CPO1s and about 125 personnel which covered the catapult, arrester gear, aviation fuels and all the aviation shops on board.

The Squadrons came aboard with their first line maintenance personnel but the second line maintenance personnel were ship's company and part of my department. One of those shops was the T58 gas turbine shop which carried out minor overhauls of the Sea King engines and then tested them using a mobile test stand/dynamotor.

I received some coursing during the summer and the ship had a fairly big maintenance period with work on the catapult requiring its testing and calibration at the end. To test it, there was a 4 wheeled vehicle which could have its weight altered with water added to internal tanks. This was brought to a given weight and the steam pressure for the catapult set to a value expected to achieve a desired end speed for launch. By going through the range of weights appropriate for trackers and the end speeds required for operational scenarios, the launch chart was prepared.

That fall, the fleet sailed to the eastern Atlantic for a NATO exercise. On leaving Portsmouth, *HMCS Kootenay* carried out a Full Power Trial during which the gearbox explosion occurred. 'Bonnie' flew Air Bos'ns (Fire Fighters) and chemox breathing apparatus to assist. Casualties were also evacuated to 'Bonnie', which had a Flight Surgeon and medical staff, where they got primary care and some were then flown ashore to Royal Naval

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Hospital facilities. During this activity, I was on the flight deck when **Al Kennedy** was brought aboard and then flown ashore with significant burns from the explosion/fire although I was unaware of that at the time.

'Bonnie' carried AVGas and JP5 fuels for aircraft. Sea Kings used the JP5 and trackers and Pedro used AVGas. JP5 is a high flash point fuel (60 deg C - safer than home heating oil). Sea Kings have fuel systems with a pressure nozzle connection and can be hot refuelled (fuelled with the engines running). Pedro, the utility helo, had a filling cap, took a nozzle not unlike one you use to fuel your car and used AVGas, a very low flash point fuel (-45 deg F). Regulations required when fuelling with AVGas the aircraft be shut down and unmanned. On that day, due to the demand for Pedro's services, I risked hot refuelling her to reduce her on deck time. This was a one-off instance with some added precautions that proved successful.

On return from that NATO exercise, 'Bonnie' got the word that she would be decommissioning early in 1970 and that the exercise was the last operational flying she would do. In preparation for decommissioning, we had to defuel AVGas and clean the AVGas tanks. We sailed in early December to carry out the tank cleaning at sea and for a port visit to Boston (Christmas shopping). The three man team cleaning one set of tanks was overcome by fumes and died of tetra ethyl lead poisoning within the tanks. A fourth man who was part of the rescue party also succumbed when sent back after it became evident that he was becoming affected.

We were meant to land and launch aircraft in Halifax harbour on our return from Boston. In preparing the catapult for this, a fault occurred which prevent the shuttle from being moved up and back along the catapult track. Some Trackers landed on as we entered harbour as the arrester gear was still operational. The aircraft were light and there was a good wind blowing so 'Bonnie' went into Bedford Basin and the Trackers free-decked off. They used the full length of the flight deck and their own power with the ship steaming into the wind to get airborne.

'Bonnie' did sail south in January '71 but as a tanker to support the fleet, not as an aircraft carrier. We did determine and correct the fault with the

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catapult but were never did use it again. My C of C pt II board was the last convened by a Cdr at sea and was held on board in Jan 71 with Cdr E chairing it and Ron May (EO of *HMCS Margaree*, I believe) as the outsider and honest broker. I left 'Bonnie' in the Caribbean to return home and meet my second child as he and Bev were coming home from hospital. I was posted while on that leave to relieve Mike Saker as EO of *HMCS Bras D'Or*. When posted to the 'Bonnie' I said "Why me?" We were a small ship Navy and I felt hard done by as the only one of the 10 being sent to Canada's only big ship. I learned a great deal, operated some interesting machinery and developed some life skills. I have never regretted my time in 'Bonnie' with the exception of the loss of 4 men from my department.

## Closing Notes

It's always nice to hear that people enjoy reading the Newsletter - well almost always!

**Terry Pyne** felt compelled to send the following in the wake of Edition 45 -

"I enjoyed this issue (#45). In particular I was moved by the article about the John Bart Leadership award winners pooling their prize money to help someone in need - that is leadership in the true sense of the word. I was also struck by the picture of the young men who did this - so young and fit looking. That picture followed immediately after the picture of our classmates at Teaching Excellence lecture - so incredibly old and decrepit looking. Wow, what a contrast."

You are off the mailing list Terry. To all the rest of you, adieu until next month.