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2 Aug 91

Dear Chuck :-

Thank you again
for your letters, I am sorry that
I can not be of any help with
names or places of the R.C.A.F
marine Section trained divers. but
that was a long time ago and I
have moved around a lot in
the last forty years.
But Chuck I have come across a
few old pictures that I had removed
from a album years ago
These undertaken one job we were
called out on one Sunday After-
noon for the air force.
a crashed P.B.V in North West River
in Labrador
The diving crew was made up
of Lieut A.H. Baker
a Chap named Bowden (HARRY)
and me Bert Drake

We reported to the RCAF base at
Dartmouth Eastern Passage,
and flown to North West River
no flight gear or boots, and that
Plane was Cold, the heating system
was not working properly.

We did not get any Cold weather
gear until we landed at the
R.C.A.F. Post we billeted in the
Wireless building, all that was here
was a Hudson Bay Trading Post
a Grenville Mission, a native
village and the R.C.A.F. Wireless
Station, and a Small Hospital.

Our diving gear was being
transported by the vessel known
as the O.K. Service II, one of two
O.K. Service boats that the RCAF
had at that time.

We were made to home for the time
being and went out to the crash
area the next day; The one Sergeant
on the Post was one busy person
anything that moved on the water
was his baby. The said Sergeant

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was in the area awaiting for the landing, there was quite a sea surging when she came down and somehow she flooded, the Sergeant whose first name was Art, rescued the crew, (they lost one officer) and managed to mark the spot where the plane went down, all he had in the crash boat was a cod fishing line, and one of his Crafts oars, when the air craft rested on the bottom you could not see the oar lodged spot because the cod line was away to short. When the O.K. Service arrived in Port, overdue on account of foul weather, foul language and a foul Island, well known to the Skipper; called St. Pierre or something like that, in any case we got our gear, two more naval personnel, and some tall stories about the deep sea "Blue", (very interesting)

now this day we are ready to go to work, the vessel O. K. Service is our work boat, we have a good idea where the Air Craft is thanks to Art the Sarg for the few bearings he took; and the Cod line and oar well under water and a oil slick down tide, first we grappled from the Crash boat not easy in a six to eight knot tide, anyway we located the Air Craft, dropped and buoyed a shot line, then moored the O. K. Service over the spot;

We had a float that the crew had made for us from oil drums and what not, when we dove we had it alongside to work from.

The first dive was the Chap called ^{Harvey} Bowden he was ex R. N. Navy. he found the oar and Cod hook. after a struggle he got clear and we brought him up, and

moved the Shot^V line further
down tide, what do you know?
I just remembered his name
we called him Harry, he came
to the depot ^{living} from the Armament
depot in Northampton
When I went down the Shot line
was caught nice and solid in
the Aileron and I landed dead centre
on the Bull's Eye, checked out the Cock
Pit, and blisters, and was asked
if I could fit the lifting bracket
I thought I could if they lowered
it far enough up tide, there was
a good one running but everything
went great, then they asked if
I could shackle on the line for tow-
ing the Air Craft into shallower
water, I called for lots of Slack line
and lowered the towing cable
down the vessel tied off the cable
slid down to the bottom, hooked
on, came up on the wing cut
the lashing and they hauled

up the towing cable^{VI} and buoyed
it, I did my Staps and that was
my day; the air Craft was being
down river or down tide. So when
they decided to tow the Craft into
Shallow water they had to tow
Down Stream to get it turned
Round, a tricky piece of work in
fast water and never flipped
the air Craft got up stream in the
bay about 175' cleaned out the
Stores and prepared the plane for
the beach.

Chuck if you get a chance to Photo
Copy the Snaps I have enclosed OK.
if you do with them as you see
fit but I would like the Museum
to get a Copy. Chuck I thank you
again for the letters and the
progress gained from so many
interested in the Marine Section of
the Air Force, I hope some can make
it to the reunion the second last
week-end of August
(over)

Chuck, I don't know how much
of this letter you are going to be
able to read, what with the
lead snapping off; heavy hand,
out of practice among other
things I think that's about all.
I wish you the best in all your endeavors
and the best of health and shall see
at the reunion

Best Regards,

Butt W.