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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 <sup>Harvey</sup> 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<sup>V</sup> line further  
down tide, what do you know?  
I just remembered his name  
we called him Harry, he came  
to the depot <sup>living</sup> 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<sup>VI</sup> 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.