

WARRIOR

Spring 2014



Shearwater Aviation Museum



HMCS BONAVENTURE

Photo by Don Neilly

A wise nation preserves its records, gathers up its muniments, decorates the tombs of its illustrious dead, repairs its great public structures, and fosters national pride and love of country by perpetual references to the sacrifices and glories of the past..

Joseph Howe , 31 August 1871

Submissions: Text submissions can be either paper, email or electronically produced - Word Perfect (preferred) or Word. ***We will format the text for you. No need to centre headings, indent paras etc.***

Graphics are best submitted electronically, they should be 300dpi and a .tif file. A jpg file at 300dpi is acceptable if no compression is used. We will attempt to use any pictures, whatever the format.

NOTE WELL: When sending mail of any kind, newsletter articles, letters, membership renewals, donations etc., please ensure the envelope is addressed correctly to:

Shearwater Aviation Museum Foundation or

SAM Foundation
PO Box 5000 Stn Main
Shearwater, NS B0J 3A0

Deadlines for receiving submissions are:

Spring	1 March
Summer	1 July
Winter	15 October

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WHY I VOLUNTEER AT THE SHEARWATER AVIATION MUSEUM *from Jim Elliott*

Shearwater is the second oldest base in the Canadian Forces, second only to Base Borden. With a history of having been a United States Naval Air Station, part of the Canadian Air Board and Canadian Air Force, Royal Canadian Air Force, Royal Canadian Navy, Canadian Armed Forces, and now again Royal Canadian Air Force, Shearwater deserves a permanent display and record of the many events that have transpired here. They should be preserved, displayed, and explained to not only military personnel, but also to the public at large. The Shearwater Aviation Museum (SAM) is the place where the public, as well as the military, can view parts of this long lived aviation history.

Volunteer guides at SAM have the opportunity to meet visitors from all walks of life, and they have come to the Museum to see something different. For military and ex-military aircrew and technicians, it is to see aircraft that they may, or may not, have flown and this provides time for visitors and guides to discuss and learn new things about their experiences. To others with no aviation experience, it is an exceptional chance to obtain an appreciation of general and military aviation. It also allows them to get up close and personal with aircraft.

There are two types of guiding in which one can be involved. The first is a regular half day (3.5 hrs) per week during the Museum's open season and is ideal for retired persons. The second is to provide guide service to groups who contact the Museum for visits in the off hours such as evenings and weekends which are ideal for people who have limited time available.

Nova Scotia's grade five and six students study basic theory of flight as part of their curriculum, and many schools request Museum time for a bit of theory and practical close up experience. The program is usually approximately 1.5 hrs long with the first thirty to forty-five minutes of theory presented in the Bonnie briefing room, followed by a tour of the Museum with emphasis on re-enforcing the material taught. The museum also provides outreach programs where the material is presented in the school.

So, why do I like to volunteer at the SAM? It is truly a pleasure to meet the many visitors to the Museum and to walk through the hangars answering questions, explaining what the artifacts are, and providing a general sense of what it was like to serve in the maritime air environment. It is particularly gratifying to see the lights come on when students who have had difficulty, begin to really grasp the theory of flight. I have met very nice people from Australia, Sweden, Holland, Belgium, France, Germany, the UK; and from the Americas, all provinces of Canada, many US states and Brazil. Where else could I do this within twelve kilometers of home? It truly is a win-win situation.

VOLUNTEER OPPORTUNITIES AT THE SHEARWATER AVIATION MUSEUM

ARCHIVES:

Identifying Photographs

Cataloging /scanning

CARPENTRY WORK:

Participate in creating display modules

Help maintain displays

COLLECTIONS (ARTIFACTS):

Cataloguing

Installing displays

Mannequin dressing

Mounting photos

EXHIBITS:

Research

Writing

Translation

FSNS:

A social experience dedicated to simulated flying with Microsoft Flight Sim FS 9 (2004) and FS 10

FUNDRAISING:

Assisting with fifty/fifty draws

Hobby Show

Dinner Auction

HOUSE KEEPING:

Keeping aircraft clean

Keeping brass shined

Keeping displays clean

PUBLIC RELATIONS:

Photography / Video of museum activities and events

Manning off site events

SOCIALIZING:

Interacting with people with lots of experience in most aspects of aviation

TOURS:

Greeters

Acting as tour guide

Hosting requested tours during and after normal hours

Presenting Theory of Flight sessions

Off site presentations

WORK ON OLDER AIRCRAFT:

Carry out maintenance as required



From the Curator's Desk:

by Christine Hines, Curator

When Kay first approached me with the idea of profiling the museum itself in the Spring edition of the Warrior, I couldn't have been more excited! The museum has changed dramatically over the last few years, and not all of our SAMF Foundation members have had a chance to see our development

first hand, so this issue will be a great opportunity to see what we've been up to. Additionally, while we've made progress in restoration activities, new exhibits, and interpretive aids, the toll on the rest of the museum has been a significant crowding problem. The crowding is so severe, we have had to consider a moratorium on collecting. I think it's important for you to see those areas of concern first hand, so you can put our comments regarding another expansion and development into perspective.

This issue will also feature articles by volunteers themselves: those on the front lines working with guest services, and the maintainers, many who work behind the scenes, on weekends, and evenings. We are fortunate to count civilians & veterans, cadets and CF members among our stalwart volunteers, working shoulder to shoulder to improve our exhibits and quality of exhibit aircraft and ground equipment. Many may be new faces to you; a positive sign that our volunteer ranks stay consistent despite the retirement of several volunteers a year, for various reasons. I would like to thank the long-serving volunteers who keep coming back season after season, for their belief in us, and what we do on a daily basis, and to the new volunteers who have recently joined us, for their interest in the museum. We wouldn't be half as strong without each and every one of you.

In closing, I would like to mention that our long-time archivist/librarian, Christine Dunphy, will be leaving her post at the museum at the end of March 2014. On behalf of everyone at the museum, I would like to sincerely thank Christine for her dedication to the museum, and on a job well done. Christine first came to the museum in the late 1990's, and has been with us through thick and thin. I know you join with me in wishing her success and happiness in her future endeavours.



John Knudsen, President SAMF

PRESIDENT'S REPORT

Every time I look in the hangars at SAM, it is painfully clear that a new hangar is required, both for display of aircraft and for refurbishing artifacts. The requirements have gone forward and we are now awaiting approval, and if and when funds are available. Once we have Ottawa's blessing and numbers, we can

start the "High Visibility Fundraising". Until then we will still fund raise; both for the building fund and to satisfy other needs brought forward by SAM. You can make donations to SAMF earmarked "BUILDING FUND" and it will be held in a special account to be used for the new hangar. If you can't spare a donation at this time, perhaps an entry for a donation in your will to ensure our history remains.

Planning for the first fund-raiser of the season, the Dinner / Auction, is already underway. The Dinner / Auction date is the 21 June 2014, the cost per ticket is \$60 and available now from the secretary. The member usually makes a point of bringing several friends both members and non-members (8) to the dinner, it helps a lot and makes for a good time.

The SAMF membership dues cover the period 1 Jan 2014 until 31 Dec 2014. The dues are to a large degree used to cover the cost of printing and distributing the newsletter (Warrior). While many members are paid up and some have even paid for future years, too many have not paid this year and are jeopardizing the Warrior. If you forgot to renew your membership, please do it now or do like I have to, write yourself a yellow sticky for action tomorrow.

By the time you read this, winter should be behind us and we can look forward to the summer we need and deserve.

FROM THE EDITOR

Hello everyone: Well here we are at the start of a new year. Where did the other one go so quickly.

We've had some good feature editions, but one thing we haven't featured, to date, is the Museum itself.

Many of you donate, time and again, and never get to see the Museum and what is maintained in there. We'll do our best to show where your donations go and some of the artifacts. There are more aircraft and other things that could be featured in the SAM - if room was available.

Let the Curator, Christine Hines, know if there is anything in particular you think should, perhaps, be included in the collection here. Call her at: Toll free 1-888-497-7779, locally at 720-1083 or email her at:

curator@shearwateraviationmuseum.ns.ca

A special thanks to Christine for her assistance in this venture.

Before we get underway, thank you all for being there when we needed you. I hope you have a wonderful year in 2014 and many more after this one. Drop in and see us when you can.

Now let's take a brief stroll throughout the Museum to see some of their offerings. Enjoy!

Kay Collacutt



The Atrium entrance to the Shearwater Aviation Museum.



BEARTRAP

Canada's Contribution to Naval Aviation

In the mid-1950's the helicopter operating from warships other than aircraft carriers had made its mark as a force multiplier among the world's navies. The challenge was how to land a large helicopter on a rolling, pitching flight deck of a destroyer-size ship. The problem was solved when the Royal Canadian Navy's (RCN) VX10 Experimental Squadron, based at Shearwater, in collaboration with Dartmouth's Fairey Aviation Ltd., developed the world's first Helicopter Hauldown and Rapid Securing Device (HHRSD). The Canadian pioneered HHRSD or "Beartrap" as it was colloquially known, was subsequently adopted by navies around the world, including those of the United States, Australia and Japan. The Beartrap is considered to be Canada's greatest contribution to the advancement of naval aviation.



Shearwater Aviation Museum Exhibit

The Helicopter Hauldown and Rapid Securing Device exhibit is one of the latest additions to the Shearwater Aviation Museum. The exhibit is a one-third scale representation of the hangar face and flight deck of the Halifax class frigate, *HMCS St John's*, with a Sea King helicopter hovering above the deck.



Ernie Cable, SAM Historian

The SAM Gift Shop is your one-stop shopping trip for Shearwater memorabilia. We feature something for everyone, from toys to Naval Air/RCN and RCAF memorabilia. This year we carried a popular line of Sea King 50th memorabilia, from wine glasses to license plates, artwork and of course a line of clothing to commemorate 50 years of dedicated service of the CH124 Sea King, to the RCN and the CF. If you're a modeller, we carry collectible mahogany models, and plastic kits for home assembly. We do a great business in providing badges and insignia for serving members: cap badges, belt buckles, qualification badges and mess kit accessories are routine stock items. If you're looking for something in particular, we can take special orders. Let us know your needs, we're here to help. Contact our shop manager Patti and her shop volunteers with your shopping list at :

902-720-1083 or toll free 1-888-497-7779 or by

email at: giftshop@shearwateraviationmuseum.ns.ca

A few of our Gift Shop Volunteers are:



Helga Trenholm



Margaret Ferguson



Carol Shadbolt

***SUPPORT YOUR
SHEARWATER AVIATION
MUSEUM
GIFT SHOP***



Barb Ryan

SAM Library and Archives

One of the best-kept secrets at the Shearwater Aviation Museum is of course our fabulous Library and Archives. Having had the benefit of a dedicated librarian/ archivist for many years, the library features a wealth of rare books, documents, photographic materials, and of course an interesting collection of film footage, in a variety of formats (much of it original, home-made footage shot by you, our donors!). This material is of great value to the museum staff, in terms of assisting us in presenting accurate exhibits and interpretational materials, such as our new interactive exhibits. Additionally, the Library has a circulating collection that can be borrowed for a three-week period, just like any other public library. Patrons of the library include students, authors conducting research, museum staff, and aviation history enthusiasts. The library and archives also features a computer workstation with internet access for use by patrons. The recent Sea King 50 celebrations yielded a gold mine of photographs, oral history interviews and related documentary material about the Sea King, and, as a result, we have improved our collection exponentially and become a "centre of excellence" in terms of documenting Maritime Helicopter history in Shearwater.

An organizational member of the Council of Nova Scotia Archives, which promotes excellence, professionalism and advocacy in the field of archives and those organizations in Nova Scotia entrusted with such collections, the SAM Library and Archives puts great emphasis on best practices and conforms to standardized organization and descriptions of archival materials. While we are currently experiencing budget cutbacks which will limit staff in the library and archives at SAM, the value of this collection to our museum, community and mandate is not in any way diminished. Every effort will be given to ensuring continuity of service in this large collection department.



Volunteer Leigha McNeil working in the library . A volunteer since 2014 , Leigha is just completing her Bachelor of Arts degree, majoring in Anthropology, at Saint Mary's University in Halifax. Leigha hopes to pursue a career in Library Sciences.



Long time archive volunteer, Rolly West, working with the photograph collection.



What to do on a snow day? Visit the SAM Flight Simulator.

Flight Simulation Nova Scotia (FSNS) by Jim Elliott

Flight Simulation (FS) is a multi-faceted hobby that encompasses a number of different, but inter-related aspects of flight. While it is not necessary to be an "expert" in any one field, it is advantageous to have an understanding of all facets of Flight Simulation. With this in mind, FSNS was formed several years ago by a few flight simmers eager to share information and to learn from each other.

The group meets in the Briefing Room at the Shearwater Aviation Museum every fourth Thursday (for example: 20 Feb., 20 Mar., 17 Apr., 15 May, and 12 Jun. 2014). Members arrive around 1900 hrs to 1930 hrs to set up their computers ready for a 1930 hr start. The agenda varies from meeting to meeting, but there is always some training and sharing of information, and usually a flight of some kind so that everyone can participate. It is a good time to solve one's FS problems and challenges: there is always someone with a query of some kind and everyone learns from it.

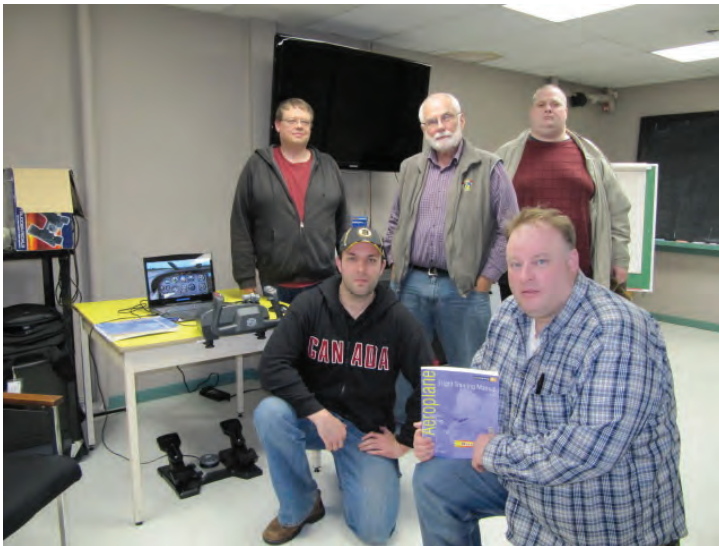
There is a wide variety of FS options available as some members enjoy flying old aircraft such as the DC3, while others fly the latest most modern Airbus and Boeing aircraft complete with flight management computers just like real world pilots. Similarly, some members enjoy Visual Flight Rules (VFR) flights and others prefer Instrument Flight Rules (IFR) flights.

Anyone who is interested in flight simulation is welcome to attend a meeting, or two or three, to see what it is all about. You don't need a computer to scope us out. If regular attendance is envisioned, a simple yes is all that is required because membership is free.

Still think the members are too far ahead of you? Skill levels are unlimited in FSNS. There are members who fly from aircraft carriers and/or fly formation, and some who leave ruts all around the runways in the "safest" airplane in the world. There is also an interest in flying war birds in combat situations.

If you have questions about FSNS, please contact the Shearwater Aviation Museum at 902-720-1083 or toll free 1-888-497-7779 and they will be glad to put you in touch with a member.

With many thanks to: Bob Bissell and the Durban Flight Simulation Group (DFSG), Durban, South Africa.



Flight Simulation Group following a recent meeting.

Back L-R Allan Gillis, Charlie O'Reilly, Michael Leaman

Front L-R Robbie Nauffts, Andrew Curran

Missing Matthew Webber and we can't forget our

photographer, Jim Elliott - also a member.

Time Capsule

As stated in the SAM Historian Ernie Cable's piece entitled "SHEARWATER THE BIRTHPLACE OF MARITIME AVIATION IN CANADA", the Shearwater air station at Dartmouth N.S is second only to Canadian Forces Base (CFB) Borden as the oldest military airfield in Canada and since its inception in 1918 has been home to Canada's naval or RCAF maritime air squadrons. Shearwater's varied and colourful history includes the births of Canada's naval and maritime patrol air forces and indeed reflects our nation's naval and maritime aviation heritage more so than any other base.

The Time Capsule exhibit intended to provide the overall outline to this history, and is considered a "permanent" exhibit of SAM, outlining the history of Shearwater from 1918 to the present day. Intended to be a snapshot of the chapters of Shearwater's operational history, Time Capsule is intended to have a massive overhaul in the next couple of years.

Currently, a plan is being developed as part of the Shearwater Aviation Museum long term interpretive plan to present a new, core exhibit as part of our celebratory events to commemorate the Centennial of Shearwater and the end of World War I Centennial observances. Among other plans, our intent is to have this new core exhibit installed and opened late in the summer of 2018. Exhibit designer Don Smith, of the Phoenix Consultancy, based in White's Point, Nova Scotia, has been selected to assist us with this important, major project.

Key pieces in this exhibit include a USN Lieutenant's tunic, similar to one worn by Richard E. Byrd, the airman tasked with opening United States Naval Air Station Halifax, a seaplane base at Baker's Point. Lieutenant Byrd established a detachment of six HS-2L flying boats and several kite balloons to conduct anti-submarine patrols off the approaches to Halifax harbour and a second detachment of six HS-2L's at North Sydney. A collage depicting Byrd and the historic "Y Hangar" hangs alongside of the USN tunic and a wooden section of spar from a Curtis HS2L flying boat. Understandably, little material evidence from this period exists. Our MK V diving suit also continues to raise eyebrows. Most visitors appreciate that the RCN's Fleet Diving Unit currently resides in Shearwater (in "Y Hangar" incidently), and so expect to see it here. However, upon realizing that the suit is in fact representative of the wartime RCAF unit 102 Marine Squadron, surprise usually follows that the RCAF indeed possessed wooden-hulled flying boats, sea-going vessels (crash boats, high-speed launches, "PT" boats) and divers, and operated out of RCAF Station Dartmouth. While planning the scope and individual components of this project is currently in progress, stay tuned for more updates on the development of components for this project.

The Shearwater Aviation Museum Goes Digital

by Christine Hines

In 2010, the Shearwater Aviation Museum was awarded grant funding to secure several interactive displays to better interpret our aircraft and use our collections better.

We decided to use a fully bilingual, digital interactive medium to achieve this goal. We realized that one of our target audiences, teenagers and young adults, ever increasingly capture information needs in a digital fashion. With these projects, we made a priority of using touch-screen technology that was heavy on visuals in order to help us change the type of interpretational techniques being used in the museum to appeal to a broader range of learners, and to use the archival collection better, in terms of photographs and research materials.

The first to be delivered was the interactive Swordfish display, the Sea King came next, just in time for Sea King 50. We are currently awaiting delivery of one for the Firefly and the Stranraer.

While not looking to exclude the other aircraft in the collection, we hope to provide equally innovative interpretation for them as well, yet somewhat different design style.

Of the technique, our exhibit designer Don Smith, of the Phoenix Consultancy, had this to say: "Digital technologies are becoming more relevant as technology evolves. With enhanced capabilities for presentation of theme-specific information that provides contextual awareness, museums are beginning to transform their offerings by creating opportunities for personal interaction between visitors and exhibits, especially with the use of touch-screen technology. Museums are, above all, places of exploration and discovery. Digital interpretation can play an important role in the presentation of themes and support for visitor experiences by providing more flexible information, and encouraging interaction between visitors and the digital storyline."



BOMB BAY DOORS

Brad Thomas is a volunteer who has taken on the job of building a set of bomb bay doors for the museum's TBM Avenger RCN 303. He is one of the weekend crew, usually working on Saturdays. Here's a picture of Brad with two of his daughters, Eden & Grace, who helped out with the Avenger paint job, as he mentions in the article. They are both LACs with 18 Dartmouth Lions RCACS. (Continue)



My kids are grown-up enough that I figured could afford to spend a little time at the SAM helping with the aircraft. The museum's engineer, John Webber, showed me some of the projects that needed doing and I quickly decided that building the bomb bay doors for the Avenger was the project for me.

I wanted the challenge of working on an airworthy aircraft and the Avenger is just that. I used to be a manager for a small company that made new wings for the old Beaver, so building new rather than repairing old was a good fit for my skill set. Most importantly the project didn't require a team, so I could work on it on for the few hours I had available on Saturdays after I dropped my daughters off at Hangar 4 to practice with the Air Cadet band.

The museum has a set of bomb bay doors on Avenger 85861 to use as a guide for building new ones. This aircraft was recovered from the bottom of Bedford Basin, so most of the parts have suffered some sort of damage but it is still an excellent resource. I spent the first few months of the project taking photos and understanding the door construction.

While surfing the internet I found a blog that detailed the restoration of another Avenger. I learned two important things from it. One was that it was possible to get a set of the blueprints for the Avenger and the other was that a company manufactures new doors.

It costs over \$25,000 to get a set of new doors made so it is not like I was going to buy a set, but the company does have a stock of the aluminum channels that are used to make the main structural beams in the doors. These channels are a special shape designed by Grumman so it was quite exciting to discover it is possible to build a set of doors that are true to the original design.

The blueprints are much cheaper than new doors. It only cost a couple of hundred dollars to obtain them from the Smithsonian. They want you to order the drawings by number so I had to deduce the likely drawing numbers from the parts numbers that are listed in the aircraft manuals.

My guesswork was accurate and the drawings that arrived were just what was needed. It was a thrill to roll-out the 15 foot long prints and see the images that were hand drawn by Grumman engineers over 70 years ago.

The great benefit in having the drawings is that I don't have to reverse engineer parts. Instead of trying measure the parts on our existing door, I can read the dimensions right off the drawings. I know the drawings will keep me from making a bunch of measuring mistakes. Even measuring something as simple as the thickness of the metal can be complicated by layers of old paint.

There is an inner and outer set of doors. They fold open like a phone booth door. My initial focus is on building the outer set because they are more straightforward. I started with the simple parts like flat gussets. These just required the use of the shear, drill and file.

The sheet metal skills I learned 15 years ago are coming back

to me but I noticed one thing that is not, my eyesight! Now that I am 50 years old my eyes make it more challenging to drill a straight row of holes.

Once the easy flat parts were done I had to figure out how to use the museums finger brake to bend the flanged parts. The finger brake has a sharp edge so before I bend a part I have to bend a nose bar that will convert that sharp edge to the radius of bend that I need. Set-up of the finger brake is a process of trial and error but with careful attention it will give me accurate parts.

I get a lot more done when I have my daughters Grace and Eden help me. They have learned how to shear flat parts and can drill the pilot holes for the rivets. They are even getting the hang of doing bends. In fact my daughter Grace and I each bent up a channel part. Hers turned out better so it will be the one used in the door.

It is wonderful to have my daughters join me in the project. Not only do I enjoy teaching them, but when they help I get to stay at the museum longer.

They have become part of the museum community and now bring their friends with them to polish up the aircraft for events. I am especially proud of their help masking the Avenger for its RCN paint job.

I have been working on the bomb bay project for over a year and the parts I have completed can fit into a shopping bag. It doesn't seem like that much for that time but there are fewer Saturdays than most people would like in a year. We won't say how many bags would be filled if scrapped parts were included.

I use the existing doors as a way to verify the parts I make. Like any production line, sometimes what the engineers designed was not exactly what got made, so I am finding a few inconsistencies. For example the curve of the ribs on Avenger 85861 is a slightly larger radius than that marked on drawings. The existing doors provide me with a trustworthy template I use to ensure that my channels will match the curve of my ribs.

There is also a curved stiffener in the middle of the front panel of the port outer door that does not appear on the drawings. This stiffener is on almost all the doors I have seen photos for, so it must have been some sort of engineering change that never made it onto the drawings. It is located where the crew would put their foot if they used the door as a step.

Most visitors wouldn't realize that the Avenger RCN 303 is missing its bomb bay doors because the weekday crew has done an excellent job covering the opening with sheets of aluminum. This sheeting keeps the old Avenger from looking like a starving Turkey.

It will be some time yet before we can replace those sheets with new bomb bay doors but I am looking forward to that day. Meanwhile I am thoroughly enjoying myself using the metal working skills that I don't get to exercise during my day job.

SAMF WALL OF HONOUR

As you can see, our Wall of Honour is filled in the Atrium. However, it continues on into the hangar. What a way to remember a little history of you, your family and friends.

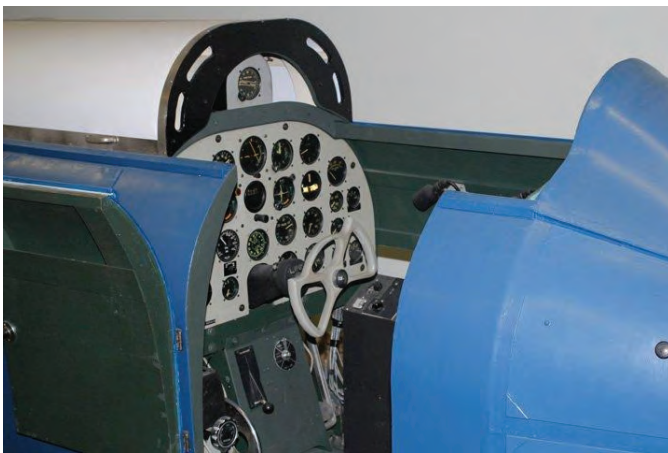
Colour of the tiles is Belmont Rose. A half tile is \$300, a full tile \$600 or the "Buddy" tile sold only as a full tile but is divided into 4 quarters, also \$600.

These tiles make for a great gift for any occasion. You don't have to pay for it all at once either. For instance, a half tile - \$100 day of purchase and \$100 per



month for the following two months. Full Tiles \$200 day of purchase - \$100 per month for the following four months. These tiles pay great homage to those that are still with us and those that have departed and you didn't have serve at Shearwater.

For further information, call our Secretary toll free 1-888-497-7779, locally 902-461-0062, mail us at SAM Foundation, PO Box 5000 Stn Main, Shearwater, NS B0J 3A0 or email us at samf@samfoundation.ca Thank you.



Link Trainer

Most aviation enthusiasts and certainly aircrew, will have heard of a Link Trainer, but if you haven't, Wikipedia says this: "The term Link Trainer, also known as the "Blue box" and "Pilot Trainer" [1] is commonly used to refer to a series of flight simulators produced between the early 1930s and early 1950s by the Link Aviation Devices, Inc, founded and headed by Ed Link, based on technology he pioneered in 1929 at his family's business in Binghamton, New York. These simulators became famous during World War II, when they were used as a key pilot training aid by almost every combatant nation."

In 2009, the Shearwater Aviation Museum received a donation of a 1948-era Link Trainer, donated by Mr. Michael Baron of Winnipeg, Manitoba. Assisted by Michael Shortridge and Claude Rivard, wonderful colleagues from the Naval Museum of Manitoba, the Link trainer was transported, free of charge, to Shearwater for the collection of the SAM. Since that time, volunteers Steve Cochrane and Ray Gregory, both with instrument/electrical backgrounds, proceeded on the restoration of this equipment with the goal of operation. We also have a WWII-era Link Trainer, that we received in 2004 courtesy of the Canadian War Museum prior to it's move to the new venue at LeBreton Flats in Ottawa, but it's condition is much poorer than this model, and without as much original equipment.

I am happy to report that great progress has been made. The Link Trainer is operational, but the full scope of control functions from the console unit is not yet complete. The interior has been cleaned and painted, as well as the exterior. When completed it will be a great addition to the collection of training aids in the collection, including our T-Bird cockpit procedures trainer, the training aircraft in the collection, as well as our beloved computer flight simulator, the SAM SIM. Christine has a vision of a section of the museum dedicated to all of these items, as well as a "classroom" arrangement intended for educational programs. The long term plan may help us to define this space, but without and expansion to ease our restoration shop requirements and crowding issues, this vision may not become a reality for some time to come.

BONAVENTURE DIORAMA

In 2003, the SAM was preparing for construction for the Atrium expansion; as a result, we had to dismantle the existing display on HMCS BONAVENTURE. The opportunity was just what was needed to work on a new exhibit, which is seen in the accompanying photo. In the summer of 2003, the museum unveiled the finished product in front of delegates assembled in Halifax to celebrate a reunion of HMCS BONAVENTURE crew members. Designed by Don Smith, exhibit designer extraordinaire, the project allowed then-staff member Robert LePine, to strut his stuff. A modeller of extraordinary talent, Robert repaired and enhanced the BONNIE model, which had been transferred from the Maritime Command Museum's collection many years before, along with the HMCS ASSINIBOINE model that is included in the diorama in the plane guard position. Robert also sculpted the waterline by hand using a product called "cellu-clay", and used his excellent painting skills to finish the job. The finished product was one of the better exhibits in the museum and is an excellent teaching device to describe the various technological improvements to the Majestic class of aircraft carriers and Canada's role in the Cold War.



ART GALLERY





McDonnell F2H3 Banshee, restored in 2000-2011, by personnel 12 Air Maintenance Squadron under the direction of then Commanding Officer LCol John Madower (now BGen), and unveiled during opening ceremonies of the new hangar at SAM in August 2001.



Sikorsky HO4S-3, restored by the New Brunswick Community College in Dieppe where various aviation trades courses restored No. 885 to working condition to gain practical learning experience. The totally refurbished helicopter was presented to the Shearwater Aviation Museum 26 August 1998.



CP121 Tracker acquired by SAM in the early 1990's, as a gift to SAM when 880 Squadron finished working in CFB Summerside. CP12157 was repainted by the squadron before being flown home to Shearwater, to commemorate 880 Squadron's RCN heritage.



Mr. D. Currie of Toronto donated North American Harvard 2777 to the Shearwater Aviation Museum, where it was restored by volunteers from the Atlantic Chapter of the Canadian Naval Air Group. Harvard 2777 was rescued from long term storage in a deteriorated condition and with parts from other Harvards was refurbished as a VC 924 naval air reserve squadron Harvard with "930 - NAVY" markings. After years as an outdoor exhibit, it was restored again in 1999 to its present condition.



The hanging models are a "flight" of radio-controlled aircraft models handcrafted by the late Ted Peters of the Annapolis Valley. They represent major aircraft of the Naval Air period and include the TBM Avenger, Hawker Sea Fury, Supermarine Seafire, and a Fairey Firefly Mk. IV.





Coffee and Donut time for some of our volunteers. L-R John Knudsen, Albert Hennen, Wayne White, Mick Stephenson and Bud Ayer. ...and oh, the stories they tell...



**Fairey Firefly FR MK I PP462
Cockpit Restoration Project**

Maintenance Volunteer Albert Hennen has been with us for just about a year now, and has made the Firefly his priority. He has taken it upon himself to refurbish the Pilot and Observers cockpits in Firefly PP462. For any of you former volunteers on the project, or anyone who may have worked with Fireflies in the past, Albert has a request of you: "When received, instruments in PP462 were tagged, documented and preserved for re-installation for when she goes on permanent display in the museum. In order to reconstruct the cockpits correctly, as they were in service, I am working from the tagged and removed instruments, other components as well as official manuals, and other available historical documents. What I am currently lacking is input from people with first hand service experience on the aircraft type, most especially while in RCN service.

If you have knowledge of personnel who worked on Fireflies, please make contact information available to either myself or Christine Hines."
albert.hennen@gmail.com
 or Christine at
curator@shearwateraviationmuseum.ns.ca,
 or by phone at the museum at 902-720-1083.



Paul Mitchelltree ("Tree") who is a relatively new volunteer, since 2013, who helped out on the Firefly, and is also helping out in the Machine Shop, in the restoration bay.



Volunteers hard at work:

*Ed Smith briefing a tour
on the Fairey Swordfish*



*Jim Elliott holds the
attention of his
appreciative audience,
the Environmental
Training Course - 2013*



Mick Stephenson



Paul Walter

MORE VOLUNTEERS HARD AT IT.



Miki Horodyski



Bud Ayer



Wayne White



Brian Innes



Steve Cochran



Eastern Air Command

by Ernie Cable

This Eastern Air Command exhibit is the Shearwater Aviation Museum's millennium project for which it received a Department of National Defence grant. The aim of the grant was to help preserve a segment of our nation's maritime aviation heritage, particularly those global events that influenced the development of RCAF Station Dartmouth (now Shearwater) and the role of Eastern Air Command (EAC) and its historic involvement in the "Battle of the Atlantic".

The map is a replica of the wall map used in EAC Headquarters at the corner of Barrington and South Streets in Halifax during the Battle of the Atlantic. The museum staff salvaged the original Mercator map before the EAC Headquarters building was razed in 1998. However, the costs to restore the original map proved to be prohibitive and the replica, painted by noted aviation artist Paul Tuttle, became a more affordable option. The scale of the replica is

almost identical to the original with the major differences being that space limitations caused three degrees of latitude (180 miles/300 km) to be omitted from the top and six degrees of longitude (275 miles/460 km) omitted from the right side.

The wooden banisters around the exhibit and the wooden ladder used by the staff to move the symbols on the map are the original furnishings removed from the briefing room where senior EAC officers directed the Battle of the Atlantic. The mannequins wearing Royal Canadian Air Force uniforms that were typical of the 1940's era represent members of the operations staff that assisted the senior officers.



Old Avenger TF-D, shortly after its restoration was completed in 2008. Restoration Team: Jim Adam, Bill Boutilier, Dick Nickerson, Grant Yake, Rob LePine.



CT133038 Lockheed "Silver Star" (T-bird) after its restoration was completed. The T-Bird was used by the RCN at Shearwater in the 1950's and 1960's for pilot proficiency training and towing targets.

FIREFLY



Avenger



The Shearwater Aviation Museum Gets a Lift (Literally)

After many years of not being able to help our mobility-challenged visitors access our mezzanine exhibits in the art gallery, the Shearwater Aviation Museum received a grant to allow an audio/visual presentation to be produced to make the exhibits useable to those who couldn't see them in person. This was helpful, but merely a stop-gap measure, and didn't really address the bigger issue of barrier-free access upstairs. Originally the Shearwater recreation centre, and later the CANEX, it was not built with barrier-free access as a priority.

Long-time SAM Foundation member Ted Kieser had noticed this deficiency, and for many years found it unsatisfactory. Not one to drop the matter, Ted and Marie brought the museum a solution: they donated funding to SAM Foundation to have a lift installed to allow visitors to view first-hand the wonderful collection of original artworks and the Victoria Cross exhibit. After several quotes were solicited, the Garaventa lift was purchased from a Dartmouth-based business, Home Safe Living, and installed in November 2010, shortly before Ted passed away. He was able to see for himself his legacy in action, as Marie took the first trip upstairs in the new lift. Thanks aren't enough to express our gratitude to Ted and Marie Kieser for their generosity.





Dartmouth-based artist Doug Scott working on a mural for the permanent exhibit known as the "Time Capsule", called "Our History, Our Pride", the piece is a tribute to the men & women of Shearwater since 1918.



We've Got Mail...

Reg Cochrane writes: In answer to your W4 about the TBM on page 37 of the summer issue of Warrior mag.. The picture was taken by US Navy at Jacksonville Florida January 1958. We flew there for 6 weeks drogue towing for the fleet.

Four weeks at Jacksonville and two weeks at Charleston S.C. The pilot is Lt.D. Chiddenton following to the tail is Bob Bogis In the door is Reg Cochrane (me) and lastly is Po. R.Suthers. Any more help ,I can be reached at 604-853-9800.

From **Doug Chiddenton**: Hi Kay, I found two errors in my article about TBM 53227 which I would like to correct. The first, through no fault of the editorial staff, is the promotion given to me in the byline. While much appreciated these many years after my retirement in 1988 as a Lieutenant Commander, I was then, and am still now, a retired Naval officer. The other error, which was of my making, was my naming Leading Seaman Cochrane "Paul" instead of the correct "Reg". Reg lives on the West Coast and was instrumental in bringing this error to my attention. My Log Book and my memory where missing first names and, using the CNAG spreadsheet, I had a fifty-fifty chance of getting the correct first name. I lost!

It is rewarding to know that there are still many reading the excellent journal "Warrior" who served with me during that period of exciting growth of Naval Aviation at Shearwater.

David MacLellan writes: Taken when I attended the Canadian Aviation Historical Society AGM in Ottawa at the Vintage Wings air show in September. A shot of a Fairey Firefly F.R. Mk. IV in RCN markings. Also a photo of a Canso in RCAF markings. Over to you and thanks for all of your efforts.



Dave Tate writes: Happy New Year and keep up the good work. Last edition of WARRIOR, excellent - still up to the high standard. Bravo Zulu.

Mary Fink writes: I will always cherish my memories of Shearwater and wish all you ard working people continued success.

From **Red Atkins**: Sorry I forgot to send my membership dues. Once you become an octogenarian, one has a tendency to wonder why you came into a certain room or, heaven forbid, not send money to my old home (Shearwater!!!)

My best to all and take care of yourselves. Fond Regards. 'Red'

From **Cal Smith**: It wouldn't be the real me if I wasn't late. Regards to all.

Jon Main writes: I look forward to another year of great WARRIOR editions. Keep up the good work. Yours Aye.

From **Mark Aruja**: By quirk of circumstance, I realized yesterday that it was the 30th anniversary of the Ho Ming rescue. Ron Caudle was the det chief on HMCS Iroquois and I was the det cdr at the time. Cpls Robin Taylor and Sylvain Ross who were the flight deck crew that night 30 years ago received the Medal of Bravery. I would like to drop Ron a line on this anniversary. If someone could provide his email to me I would be grateful. If privacy concerns do not allow that to happen, please forward this email to him and he can make contact as he wishes. With best regards, Mark Aruja

Ted Gibbon writes: On 7 Aug 1963 I was leading a VU-32 flight of 4 Trackers preparing to entertain the throngs attending the Dartmouth Natal Day parade. During the work up to the flypast Whitey Williamson and I engaged in a mid-air collision. Irish Robinson was #4 but I can't recall who was on the left wing. If anybody could help me fill in the blank I would be most grateful. I was flying with Ray Gamlin, the names of the rest of the participants would also be appreciated.
ted.gibbon@shaw.ca (thats ted dot gibbon)

From **Bob Spicer**: I have enjoyed the many salty dips and Frank Dowdall's episode with the Sea Fury and it's Koffman starter stirred a memory.

Our incident took place in Eglinton Ireland in 1947/48. We were 803 Squadron with the new Sea Furies. An electrician was in the Sea Fury cockpit (no name no pack drill) .Roy Dewell was facing the aircraft with each hand on a prop blade. I was under the aircraft doing a daily inspection.

Roy was soon to be married and I made some smart alec remark that caused him to leap at me. We were about ten feet apart and Roy had not reached me when the electrician fired the Koffman starter. The usual BANG and five blades a whirling. A very near miss.

Coincidentally Roy like Frank was of a dark complexion until that moment. That was over sixty years ago so not many will remember Roy. He came to us from the Air Force and I understand that he went back to the Air Force. Except for that minor defect he was one fine fellow. Cheers

Barry Keeler writes: Received my receipt and membership card in the mail today. Thank you. But why do we not send this info via email. We are wasting money. Am I missing something???
(Comments please, **Ed.**)

WANTED: Tools of the Trade

By John Webber, SAM Engineer

Calling all Maintainers! The SAM is interested in presenting tools alongside aircraft displays to further develop the storyline of aircraft maintenance at Shearwater and at sea. We are hoping to improve our collection of hand tools, including any specialty tools designed for specific purposes, such as a crow's foot wrench, intake pipe wrenches, cylinder hold-down wrenches, or any tools you may have had in your toolbox "back in the day". We have very few hand tools in the collection and require more to make a good exhibit. If you think you may have some of these items in your shed, please give us a call if you're interested in donating them to

our collection. You may be eligible for a charitable income tax receipt.

Contact me by phone at 902-720-2111, or via email: engineer@shearwateraviationmuseum.ns.ca to discuss.

Another note from **Ted Gibbon**: Attached is a picture of the legendary HJ (Dickie) Bird circa 1958. He was my first Squadron CO in 881 and the finest CO I ever served with. You might not have this in the archives. If you want the original I'll mail it to the museum.



881 aircraft featured a big "B" on the tail and our call sign was 'barehead'. Do you suppose Dickie might have had a hand in that? What a man, what a leader.
Cheers, Ted

H.J. (Dickie) Bird

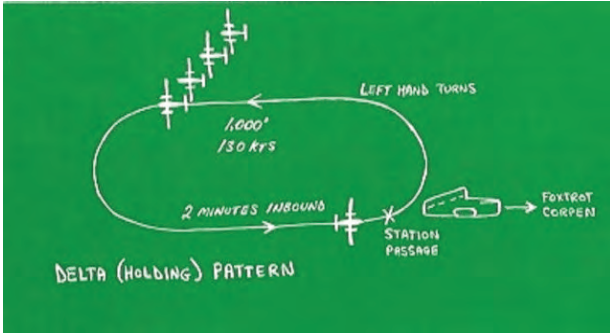
Doug Chiddenton running up the Avenger



Photo taken by Leading Seaman Paul Walter

(W.C. (Bill) Fraser writes: In the photo on page 19, the one in the back row, between Wayne Dannhauer and Jim Dunn, I think is Grant Smith.

Thanks for a great newsletter. W.C.(Bill) Fraser



IN THE DELTA

BENTON, David

BRUNER, Gwynn

BOON, Harold

DURNFORD, Jack Douglas

FANE, Peter

FOSTER, Priscilla

GREENWOOD, Harold 'Harry'

HALL, George David

HOUDE, Wayne

9 F == L = Vd

MacLEOD, John

McGOWAN, Stu

MURRAY, Elizabeth

PHILLIPS, Raymond

ROBSON, Robbie (Ron)

SALKUS, Thomas (Gus)

WAY, Gordon

WHITE, Dorothy

WITWICKI, Stanley

WRIGHT, Carl

Art and our Airplanes

By Christine Hines

Sometimes, sadly, museums cannot collect all of the significant artifacts we may wish to, because they are privately owned, or perhaps none are in existence anymore. The SAM is no different, in particular with regard to our aircraft collection. The number of aircraft that served in Shearwater since 1918 are numerous; early flying boats are a great example of items just not able to be found anymore. Instead, we often turn to models or art to fill in these gaps, to depict the aircraft and people at work with them, and put the aircraft into context of their roles and document the significant and daily operations that is not often seen by most of us.

The SAM has the luxury of space to not only create a permanent space dedicated to the exhibition of artworks, but to now be able to incorporate artwork amongst the exhibited aircraft on the floor. While not an artifact representing a certain period of Shearwater's history, our fine art collection provides the deeper story for those artifacts and aircraft relevant to our mandate. Often, the artwork also serves as a visual record or diary, the artistic impression of an artist's memories working in our naval air community, and a backdrop to the actual aircraft examples themselves.

The collection now numbers in the hundreds, and recently, we have increased the scope of the collection quite significantly as a result of large scale commemorations such as the RCN Centennial and the 50th Anniversary of the Sea King. During these events, several new artists have joined the ranks of Tony Law, Paul Tuttle, Jack Ford, Geoff Bennett and Don Connolly in our collection. Nova Scotian artists Len Boyd of Hubley and Peter Robichaud of Halifax, as well as several Canadian artists, many members of the Canadian Aviation Artists Association, have recently donated or sold their works to the SAM to augment our collections. These artists include Wesley Lowe, Layne Larsen, Linda Brubacher and Rob Arsenault, all assisting us in interpreting the Shearwater story.

**SUPPORT YOUR
SHEARWATER AVIATION
MUSEUM FOUNDATION**

VICTORIA CROSS MEMORIAL GALLERY



The Victoria Cross Memorial Gallery is dedicated not only to these two men who received the Victoria Cross while in service to their country, but also to the memory of those who served in all aspects of Canadian Military Maritime Aviation. The exhibit include portraits of Lt. Robert Hampton Gray, RCNVR (top) and F/L David Ernest Hornell, RCAF, (below) artwork depicting their act of heroism and any other pertinent displays that are contained within our collection.



Hawker Hurricane Replica Project

By Christine Hines and WO Dave Rowe

You may not be aware, but for several months, the Shearwater Aviation Museum has been working behind the scenes on a replica aircraft build project. Under the financial auspices of the Air Force Association #111 Micmac Wing and the generosity of one of their Wing members in particular, the museum has been able to proceed on the building of a replica Hurricane to help interpret the history of RCAF Station Dartmouth during the War Years. The SAM has few artifacts of that period, and only the Eastern Air Command exhibit to relate the 1939-1945 stories of our air station. As such, we have long wished to develop an exhibit around the Hurricane and related squadrons, and this partnership is allowing the project to unfold.



Under the experienced hand of WO Dave Rowe, an RCAF member currently working as an AESOP instructor at 406 (M) OTS, the build is progressing steadily in his home workshop in Dartmouth. An avid Radio Control aircraft builder and operator and deeply interested in RCAF aviation heritage, WO Rowe eagerly took on this project when approached and has made very impressive, steady progress, with the help and tolerance of his partner Leeann.

Did we mention it's intended to be a regulation sized aircraft? This full scale replica is intended to be painted to represent a Mk. XII Hurricane with No. 127 Squadron, a fighter unit based at RCAF Station Dartmouth from 1942-1943, later sent for overseas duty and renumbered No. 443 (Fighter) Squadron, from which our current 12 Wing Squadron 443 MH Squadron traces its lineage, now operating the CH124 Sea King out of Patricia Bay, British Columbia, working with the West Coast RCN fleet.

In order to make the project possible, a very scale kit, roughly 1/4 size, was ordered from the UK. This, along with some support from Hurricane Restorations, and a lot of research material, allowed the project to move forward. Every single part of the aircraft has to be taken from the kit's parts and plans, and then, by a process known as lofting, translated into full size parts. While extremely labour intensive, it's 10% of the cost of purchasing a fibreglass replica, not to mention having to ship it from the UK. To our knowledge, no non-commercial entity has built a full size replica of the Hurricane, and only a handful of similar projects have ever been attempted. Truly a challenging and unique historical aviation accomplishment.

For future updates and photographs on the progress of the Hurricane replica, please check out our Facebook page for the Shearwater Aviation Museum at: <https://www.facebook.com/shearwateraviationmuseum>

PLEASE NOTE - THE NEXT SAMF 50/50 DRAW WILL TAKE PLACE 18 Nov 2014

Tickets must reach our office NLT 12 Nov 2014
for them to be included in the draw.

Tickets are on sale throughout the year - call
anytime. Price of tickets: **Book of 6 for \$10**

HERE IS AN EASY WAY FOR YOU TO PLAY.

If you wish, just call or email us, give us your credit card number and the amount of tickets you want to put in the draw and we will complete the tickets for you. You may call us at:

toll free number 1-888-497-7779 or our **local**
number 902-461-0062 or

you may email us at samf@samfoundation.ca

The SAMF Secretary will be available at the above numbers etc and ready to help you. If she is out of the office or away from her desk, please leave your number and she will return your call as quickly as possible. This is a secure line.

Some of you will still have tickets on hand from previous draws. You may use them for this one as well. If you prefer to pay by cheque please do so at the following address. (Make cheque payable to SAMF) and mail to:

SAM Foundation
PO Box 5000 Stn Main
Shearwater, NS B0J 3A0

Congratulations to Mr. Wayne Halladay who won our last 50/50 draw.

Thank you for your interest and we look forward to hearing from you.





BATTLE OF THE ATLANTIC PLACE

An impressive and exciting project is being planned by the Canadian Naval Memorial Trust for the Halifax waterfront. **Battle of the Atlantic Place** will commemorate the extraordinary national achievement that assured Allied victory in the Battle of the Atlantic, a defining period Canada as a nation.

The Battle of the Atlantic encompassed the breadth of the ocean, from the Caribbean to the Arctic, off our own shores on the East Coast and in the Gulf of St Lawrence to within a few miles of Quebec City. Britain's survival and the ultimate Allied victory in Europe were almost entirely dependent on trans-Atlantic convoys carrying men, materials, equipment and food from North America, and Canada played a crucial role in organizing and defending these ships. By 1944, Canada was responsible for the safe escort of all North Atlantic trade convoys, providing significant naval and air forces in the struggle to counter the widespread and coordinated Axis submarine successes that were perilously close to severing the lifeline to Britain. The Northwest Atlantic was the only major theatre of operations in the Second World War to be commanded by a Canadian, where Canada asserted its status as a major Allied partner, and where the Royal Canadian Navy and Royal Canadian Air Force established their operational prowess.

Industry witnessed a remarkable expansion throughout the country. Ships and aircraft built by the men and women of Canada were critical to the reinforcement and resupply of Britain. On the East Coast, St Lawrence, Great Lakes and West Coast more than 1,200 naval and merchant ships of different classes were built in support of the RCN, merchant navies and the Royal Navy, along with thousands of small craft. By 1945 shipbuilding was Canada's second largest industry. Similarly, Canada's aircraft industry expanded exponentially employing 120,000 workers, 30,000 of whom were women, who manufactured 16,418 training, fighter, bomber and coastal patrol aircraft. As the demands increased, so did the Canadian electronics, optics and armaments industries that provided an increasing share of the new equipment and technologies needed to grow the economy and support the war effort.

Family life also changed dramatically as Canada's home front and work force adjusted to meet the rising challenge. Canadians volunteered for active service in the hundreds of thousands, the effect of which was particularly evident for the RCN, RCAF and Merchant Navy. In 1939 the RCN had only 13 ships, just 6 being destroyers, and 3,500 regular and reserve members; by 1945 this had become the third largest Allied navy consisting of almost 500 ships and 115,000 men and women. The RCAF experienced commensurate growth, operating from both Canada and Britain. In the Battle of the Atlantic, the RCAF's Eastern Air Command consisted of 13 coastal patrol squadrons based across the Atlantic Provinces, reaching a strength of 21,234 and flying over 180,000 hours on anti-submarine and convoy escort patrols. The RCAF also contributed seven coastal patrol squadrons to the Royal Air Force's Coastal Command in Britain, and hundreds more airmen augmented RAF Coastal Command squadrons. In addition to those who served in the British Merchant service, Canada's newly formed Merchant Navy numbered 178 ships with almost 15,000 seaman.

Atlantic shipping was the primary target of submarine attacks, and convoy protection was Canada's focus during the Battle of the Atlantic.

Battle of the Atlantic Place

Historically we haven't done a good job of educating ourselves on the value of what preceding generations have done that allows us to enjoy what we have today. The Trust's objective is to build a tangible expression of this national achievement, which will reinforce our national identity and inform future generations of the deeds that shape our national character.

To accomplish this, Stantec Architecture has conceived a stunning LEED 'gold performance rated' structure to be built on a 4.5 acre site on the Halifax waterfront, but not as a museum. BRC Imagination Arts, an international interpretive design firm, has created a rich storyboard designed to excite the imagination, and the visitor will be immersed using state-of-the-art interactive technologies and a multi-purpose theatre to allow the various themes to be experienced. The story unfolds with an overview of the years and conditions on both sides of the Atlantic leading up to the war. A comprehensive treatment of Canada's involvement in the Battle of the Atlantic will follow to explore how this national commitment impacted families, business, industry and commerce. Stories will be told from an individual and national point of view: what it was like to serve on or over the ocean, how families coped, what Canadians did in and out of uniform to support the war at sea, and how the country adjusted. Visitors will be able to experience operations through simulators, and to understand the concerns and decisions affecting the war effort, as well as the political, economic and operational choices available to Canada. The consequences of the Battle will be explored in terms of how Canada changed from the agrarian nation she had been to the very different industrialized nation that she became.

The major artifacts, **HMCS SACKVILLE** and an RCAF Canadian-built Canso Flying Boat, will represent all Canadian ships and aircraft, and will allow visitors to 'walk the decks' and be under the 'protective cover' of those who placed themselves in danger to escort the convoys. The adjacent Memorial Hall will honour the over 5,000 members of the RCN, RCAF and Merchant Navy who perished at sea with the loss of 24 Canadian naval ships, 72 merchant ships, and over 200 maritime aircraft; it will be a place of sober reflection of service and sacrifice.

Battle of the Atlantic Place will recognize and honour a generation that was supremely challenged, fought with great courage and advanced Canada onto the world stage. Financial support for this design stage has been provided by the Government of Canada, the Province of Nova Scotia, Halifax Regional Municipality, and corporate and private donors. The Trust welcomes the continuing support of the general public, governments at all levels, and the corporate sector in making **Battle of the Atlantic Place** a national legacy project in 2017, the 150th anniversary of Confederation.

For further information and to find out how you can help this national Project visit <http://battleoftheatlanticplace.ca>, or contact the Battle of the Atlantic Place Project Office at 902-492-1424 or office@battleoftheatlanticplace.ca.



BATTLE of the ATLANTIC PLACE

Battle of the Atlantic Place celebrates an extraordinary national achievement: How Canadians made possible the winning of the Battle of the Atlantic and World War II

The Battle of the Atlantic:

- ⚓ Longest and most decisive battle of the Second World War
- ⚓ Britain's and Europe's survival depended on raw materials, equipment and food from North America
- ⚓ With a population of barely 11 million, limited industry and minimal military forces Canadians quickly rose to the challenge

Canadians:

- ⚓ Mobilized across the country to support the war effort at sea
- ⚓ Volunteered for active service in the Royal Canadian Navy, Royal Canadian Air Force and Merchant Navy
- ⚓ Built more than 1,200 naval and merchant ships
- ⚓ Continuously escorted and defended the convoys against U-Boat and air attacks for 6 years

Canada:

- ⚓ Commanded the war effort in the Western Atlantic
- ⚓ Lost 24 naval and 72 merchant ships and over 5,000 sailors and airmen
- ⚓ Became an industrialized and entrepreneurial nation
- ⚓ Became a respected independent voice in the community of nations

Battle of the Atlantic Place:

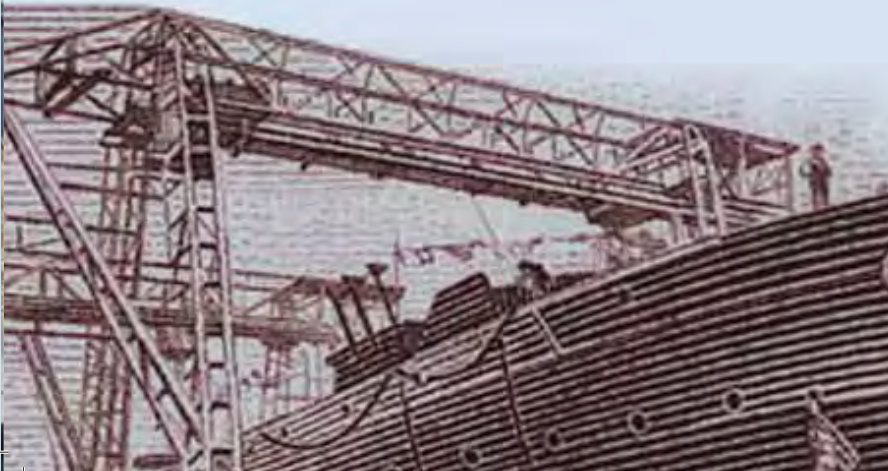
- ⚓ Defines Canada and Canadians
- ⚓ Recognizes and honours a generation that was supremely challenged, fought with great courage and advanced Canada onto the world stage
- ⚓ Houses our Canadian Naval Memorial, HMCS SACKVILLE
 - A symbol of the sacrifice of those who gave their lives and of the hundreds of thousands of those who served Canada at sea
 - The last of Canada's 123 corvettes that were the backbone of the wartime escort fleet

Financial support for the design concept stage of the Battle of Atlantic Project has been provided from the Government of Canada, Province of Nova Scotia, Halifax Regional Municipality, corporations and private individuals.

For further information about the **Battle of the Atlantic Place Project**, please contact our office:

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Shearwater Aviation Museum