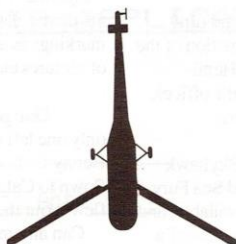


# SAM FOUNDATION NEWS



VOL. 1, NO. 2

FALL 1991

## WANTED!! RCNAS HISTORY MAKERS

Anyone who has had experience in and/or connected (e.g. civilians, seamen, etc.) with Canadian Naval Aviation technology is needed, and is sincerely invited, to join the SEAFIRE TO SEA KING project.

Send us your accounts of special methods or equipment, interesting happenings, funny or hair-raising experiences. In short, any story that should be told is welcome. It may be in the form of anecdotes, notes, records, diagrams, photographs, diaries, letters, old and obsolete publications, etc. These may be about personnel, equipment, ships, aircraft, stations, detachments, training units, etc.

Any service or civilian air- or ground technicians, engineers, tradesmen, operators, support personnel (supply, seamen, cooks, writers, etc.) and overhaul contractors may have a wealth of valuable experiences which should be documented and preserved. These very often are important guides for our successors long after we are gone.

Send your first-hand experiences, including dates, units, your rank & function at the time, preferably typed, with your full name, address and phone number, and any enquiries to:

Douglas W. Cooke,  
Manager Research & Liaison,  
2052 Knightsbridge Rd.,  
Ottawa, ON, K2A 0P9

PLEASE DO IT NOW!

Canso\*A\* 9745 of 117(BR) sqdn (above) at Shearwater, 1941, one of the first to wear the white camouflage designed by S/L N.E. "Molly" Small, who later, 31 July 1942, scored the first U-Boat kill for Eastern Air Command in 113(BR) Sqdn., off Cape Sable, N.S.

## MEMBERSHIP MATTERS NOW IS THE TIME TO RENEW!!

The membership fees of all whose mailing labels do not contain "L" or "92" on the top line, become due for renewal on 1 SEPTEMBER, 1991 for the 1992 Membership year. That date also marks the beginning of our 1992 Fiscal year.

PLEASE MAIL YOUR RENEWAL CHEQUE NOW!

Please consider adding something extra as another boost for the Building Fund. Between 25% and 30% of our members have done this to date, many of them repeatedly, and the effect is dramatic! As well, now is the time for all members to consider renewing in the "Sustaining", "Patron" or "Life" categories. Every extra dollar soon joins others in the Building Fund Investment, where each grows and grows, as time goes on, speeding the advent of the new building. Our success in persuading Governments and Industry to grant financial and other support will be very positively influenced in proportion to the enthusiasm shown by our members in this way. Incidentally, donations, by members, in excess of their membership fees amount to 20.6% of the total receipts of the Foundation to date! Such figures are convincing indeed! If you aren't among those going the extra mile, please give it some thought. It's TAX DEDUCTIBLE, you know.

## PROJECT PROGRESS

In SAMF NEWS #1, I mentioned that the CANEX building is being thought of as a temporary home for the Museum to get it off the base, to provide a better home for the Swordfish, and to provide much-needed display and work space for the Museum. Response by Air Command to SHEARWATER'S proposal that the building not be demolished has been positive, and a team has been set up to determine what work is required to make it suitable for the Museum's occupancy! Now if that isn't light down the tunnel, I don't know what is. I expect our Foundation will be asked to help out if it is GO for the project. So, once again, how about upping your ante this time around?

Doug Peacocke, A/Pres.

**TELL US ABOUT YOURSELF.**

Completion of all or any part of the following questionnaire is not at all mandatory. However, the information we seek in Part 1 below, is important to the Foundation and to the Museum, and it is earnestly solicited. Part 2, is also important because we need to record now the anecdotes which will disappear with us all. Please note your ranks, functions, dates, units, stations, ships, theatres, etc., and special or unusual duties. A portrait of yourself (taken during your service if applicable) would be greatly appreciated.

**PART 1**

Date: \_\_\_\_\_

Full Name (Please print, include Nickname, and underline usual first name):  
\_\_\_\_\_

Date of Birth: \_\_\_\_\_ Place: \_\_\_\_\_

Decorations, Campaign &amp; Service Medals:

Foreign Decorations:

Civil Decorations:

Professional Grades:

Service Career (incl. Allied &amp; Foreign):

Civil Career:

**PART 2**

(Articles of 150 - 200 words, as many as you like, with photos, diagrams, cartoons, etc. are ideal for the newsletter, but for museum records more words may be necessary. Please write as if for the museum, giving as detailed a story as you can. Add photos, diagrams, cartoons, etc. Be sure to give credit to (known) sources and authors quoted. We reserve the right to edit articles used in the Newsletter.)

(a) What was/were the most (interesting, funny, frightening, satisfying, weird, etc) events, projects, appointments, happenings, of your career? What happened?

(b) Write a short article on any topic you know well and which you think would be suitable for the SAM Foundation News.

### AUSTRALIAN NAVAL AVIATION MUSEUM GETS NEW BUILDING

Bob (Windy) Geale, ex RCNAS Observer, and now Curator of the Australian NAM, sent greetings and good wishes to us all in July and enclosed a copy of their NAM NEWS.

The museum was opened to the public in 1974, and fund raising efforts since '88 have raised over A\$2m. Construction of the 1st stage, a 5040 sq.m. "largest carport in the Southern Hemisphere," was started in October '90 and the 2nd phase, the offices, shops, restaurant, etc., was scheduled to begin in July '91.

Of interest are the names of the a/c mentioned. Skyhawk A4G, Tracker, Wessex, Gannet, Sea Venom, Firefly and Sea Fury. A UH1D Helicopter, Dragonfly and Vampire may be available, and there are hopes that A\$50,000 can be found to build a replica of a Sopwith Camel as flown from RAN cruisers.

Contact: LCdr. R.E. Geale MBE RAN (Rtd), Curator, Australian Naval Aviation Museum, PO Box A15, Nowra, NSW 2540, Australia

### CARRIER DECK FLAVOUR

Much of our mail contains gems like this one:  
"...I recall your days on Fireflies and then as a batsman for us on Furies. I got 101 Fury DLs during my tour with no prangs, but one of my closest was when you were waving and Maggie was waving her tail a bit. I was getting a roger up to the ramp, but as I got the cut, most of the deck appeared, instead of just the strip up the port side yellow line. I put controls in opposite corners and slid aboard. I parked and followed my port tire Anaconda track back to meet you, expecting a blast and FLAC on the note pad. You just smiled and said 'You were OK, but the ship slid to port just as I started to cut you, so I went ahead and thought: Too late for waveoff; there goes Foxy.'"

From: A.E. Fox to Doug Peacocke.

### THE CURATOR'S CORNER STUCK-UP OR WHAT?

Some time ago, the Museum was presented with a collection of all the material essential to creating a good navigation exhibit. It was a much appreciated donation, but it was marred by one factor. The donor had affixed address labels to each item, but he had chosen the "press-on" kind which defies removal without damage to the object. In time the adhesive, which never dries, penetrates almost any porous material, the label falls off, and the adhesive cannot be removed without damaging the artifact in the process.

You can see the problem! On the one hand we would like to pat the donor on the back for his thoughtfulness but, on the other hand, we'd direct it lower, and with greater vigour!

Please! Do not mar your splendid gifts with labels or markings of any kind. The museum staff will do that job in a permanent and professional manner.

Gordon McLauchlan, Curator

### CONTACT WHO HAS SEAFURY PARTS?

Don Crowe, a SAMF Life Member, writes: "...I recently purchased a Seafury and I need all the help I can get in tracking down parts and advice.... the plumbing for the wing fold as my aircraft is a "Baghdad" Fury never fitted with the mechanism although hinges, etc. are there... also an arrestor hook, just for show. I would like to make the markings as authentic as possible and could do with any help in terms of pictures etc..."

Don goes on to say: "I joined the Navy to fly Furys but there was only one left when I got there in January 1957. I remember watching Benny Oxholm test fly it one day and then shortly afterwards it was flown to Calgary to the Tech School, as you probably recall." (Who flew it out there? What's the story that goes with that? - Ed.)

Can anyone help Don? Please contact him directly at his address: 4187 - 104th St., Delta, BC, V4K 3N3.

By the way, Doug Peacocke recently returned from a trip which included a visit to the Calgary Seafury Don Crowe mentioned. Doug says he wanted to steal it.



Seafury NAVY 110 being crated in AMD Hangar, Shearwater, Nov. '64, for shipment to Ottawa National Aeronautical Collection. (Photo: P.J. Brunelle)

### THE EDITOR'S CORNER

First-hand accounts about many appealing personal happenings and interesting technical facts are usually lost in official histories. Fred Lynch, page 3, very nicely fills in some early gaps with his personal account of the formation of the RCN Air Section In 1945.

We need YOUR similar contribution. Just write as you would tell it to a chum over a glass of cheer. Photographs too, diagrams, cartoons, etc., with captions, are needed. Please state whether you wish to have these returned to you or not. If not, they will be offered to the SAM Curator for the Museum.

See Don Crowe's appeal for Seafury parts in our new column called "CONTACT". Do you want to contact an old shipmate? Need parts or information? Use CONTACT.

Doug Peacocke's "Project Progress" article on page 1 is worth a good deal of careful thought in a generous mood. We welcome all comments on its theme.

### SOME FOUNDERS OF THE RCNAS

(A Letter to the Editor)

Prompted by your invitation (In Vol.1, No.1 - Ed) I am making bold to send the following information which may be of interest.

On 1 July 1945 I was appointed to 825 Royal Canadian Naval Air Squadron stationed at RNAS RATTRAY in Scotland. We were given to understand that this was the first of four Canadian squadrons which were to be formed - two TBR and two fighter squadrons. They were to join HMCS WARRIOR after working up, and then take part in the Pacific campaign.

Initially we were equipped with Barracuda II aircraft fitted with ASH - the latest radar sets. After initial workup, we moved to RNAS FEARN in Rosshire at the end of August, where we practiced such terrifying tactics as squadron night bombing. In October we surrendered our Barracudas, and moved to RNAS BURSCOUGH in Lancashire, just across from Belfast where Warrior was fitting out, and were issued with Firefly FRI's. Towards the end of November we were gradually replaced with former RCAF aircrew, who had transferred to the RCN. Initially all aircrew were from RN and RNVR personnel, with one exception. All groundcrew were RCN personnel. I enclose a photo of my air and ground crews taken at RATTRAY in early August 1945.

I also enclose a list of the officers appointed to 825 on 1 July 1945. (Available on request - Ed) They are the founders of Canadian Naval Aviation as we knew it. I had the privilege to attend the 25th Anniversary celebrations of the formation of the first squadrons when it was held at SHEARWATER in 1970, and took part in the decommissioning of BONAVENTURE at that time, dressed as a Major in the Royal Canadian Army Chaplain Corps wearing naval pilot's wings, much to the bewilderment of one grizzled Deck Chief. I trust there will be a 50th Anniversary Celebration in four years time and that I will be able to attend.

(The Reverend) F.W.Lynch



One of the first RCN A/S crews. Back Row; S/Lt. J.D.F.Poland (O), S/Lt. F.W.Lynch (P), APO A.Temperton, TAG.  
Front Row; H.Harwood, W.Taylor, J.W.Scott, F.Bartrum.

### OFFICIAL NOTICE OF ANNUAL GENERAL MEETING!

The Annual General Meeting of Members of the Shearwater Aviation Museum Foundation will be held SATURDAY, SEPTEMBER 21, 1991, In the Chief and Warrant Officers' Mess, Sikorsky Room, Warrior Block, CFB SHEARWATER, at 0830 hrs. The date has been chosen because it is the first day of the Shearwater International Air Show, and the time, well before the Air display begins.

#### CALL FOR NOMINATIONS AND AGENDA.

Any MEMBER of the Shearwater Aviation Museum Foundation may nominate, any other MEMBER of the Foundation for election to the Board of Directors. (Ref. Art. V, Sects. 4 and 5 of the By-Laws.) All Officers and Directors are elected annually. Please mail nominations to: The Chairman of the Nominations Committee, at the Foundation's official address.

Items for the AGM Agenda, also may be submitted by MEMBERS, in advance, by mail to The Secretary at the same address. (Ref. Art IV, Sect 5a of the By-Laws.)

None of the above precludes nominations or submission of new business during the AGM.

A copy of the By-Laws of the Foundation, is enclosed in this issue (Vol.1, No.2) of the SAM FOUNDATION NEWS addressed to MEMBERS.

**GREETINGS  
AND BEST WISHES  
TO  
EAST CAMP VETERANS'  
50th ANNIVERSARY REUNION**

Yarmouth, Nova Scotia,  
5 to 9 September, 1991.

The Chairman, Directors and Members,  
Shearwater Aviation Museum Foundation

#### SAM FOUNDATION NEWS STAFF

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Assistant Editor: Peter Steffin  
Contributors: Anyone who can, should.  
Opinions expressed in this newsletter are those of the authors and not necessarily those of the editorial staff. We reserve the right to edit all contributions.  
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**"FROM SEAFIRE TO SEA KING"  
ENGINEERING AND MAINTENANCE  
OF A/C IN THE RCN**

At the peak of its development in the late '50s and '60s, Canada's naval air force was without equal in professionalism and efficiency in the NATO alliance. Equally vital, however, were the engineering and maintenance personnel who serviced and repaired the aircraft thereby ensuring the success of the aircrews. So that these "unsung heroes" - the air mechanics and technicians - shall not be forgotten in the history of our Navy and its Air Arm, a book "Dedicated to the men who kept them flying" is being researched and written to record for posterity their great service in equipping and keeping the naval aircraft up to the very highest standards of excellence. Supporting the distinctive and recognized achievements of the aircrews, whose very lives depended on the quality of the workmanship especially on the front line at sea, the air mechanics and technicians were indispensable. Theirs is a true and genuine Canadian success story of revolutionary advances and of excellence in aviation technology and weaponry that begs to be told.

The book is to be based on official documents, essential to a factual, authoritative presentation, and anecdotal material, first-hand accounts of experiences in the field by former servicemen and civilian employees. It will present an appreciation of an aspect of Canada's history which will contribute significantly to an awareness and pride of Canadians in their Navy and its remarkable past.

There is, however, an element of urgency, particularly as concerns gathering of the anecdotal material. Most of the survivors are in their mid- to late sixties, and their unique fund of knowledge and perspectives of a bygone era is gradually diminishing with them forever.

The editor is Leo Pettipas of Winnipeg. The support staff includes Doug Cooke, of Ottawa, manager of research and liaison, and Ottawa regional coordinator. Don Cumming is coordinator for the East Coast, and Bill Maxwell for the West Coast.

Good progress has already been made through the Canadian Naval Air Group (CNAG) and by the Chairman, Rolfe Monteith. Grants-in-aid are currently being sought by the editor, and the project has benefited immensely from the enthusiastic support of Ralph Fisher of West Vancouver.

Leo Pettipas



**SAM & SAMF - THE DIFFERENCE**

In the Spring 1991 issue of SAMF News, the Shearwater Aviation Museum Foundation was described, perhaps not clearly enough, as quite separate from the Shearwater Aviation Museum.

In the words of its Curator, "The Shearwater Aviation Museum is a wholly owned subsidiary of the Department of National Defence... Its budget, including salaries, originates with Federal tax dollars. As an agent of the Crown, it enjoys certain benefits and is subject to certain restrictions. One of the latter is that its staff is not permitted to solicit funds from the public."

The Shearwater Aviation Museum Foundation, on the other hand, was incorporated by private individuals and registered as a Society with the Nova Scotia Registrar of Joint Stock Companies. As well, the Foundation is registered as a "Charitable Organization (Public Foundation)" under the provisions of the Federal Income Tax Act. Its sole purpose is "to provide support, primarily financial, to the Shearwater Aviation Museum."

All donations, bequests, memorials, and other forms of fiscal support for the Foundation's activities should be made payable to the SAM Foundation. If made to the Museum, they must be sent to the museum for deposit to the DND account, and repaid later to the Foundation. We would like to avoid this extra handling.

**In Memory of  
DONALD MACGREGOR MACLEOD**

My great friend, Commander Donald MacGregor MacLeod died suddenly on 28 April, 1991. As Eric Kierstead remarked in his eulogy, he was a true and ardent Scotsman fondly referred to as "Pappy".

Pap joined the RCNVR in 1941 as an Ordinary Seaman and progressed through all ranks to Commander. During this time he held positions as Squadron C.O., Little "F", Commander (Air) and in Staff appointments. He graced the Fish Head world and became X.O. of a destroyer, retiring in 1970. He later was a consultant in industry for some years.

Pappy affected a rather gruff exterior, but beneath that veneer beat a heart of true gold. He was most concerned that those he led and served should be treated with justice and equity, and he frequently went out of his way to look up an old Chief or Leading Seaman who he counted as a friend. He was pleased that the Shearwater Aviation Museum was trying to perpetuate that comradeship and to foster a living memory of our past.

Pappy visited with us this past Winter and we simply yarned and reminisced, but his great warmth and understanding were evident in the manner in which he played with my grandchildren. It was touching to watch as he treated them as equals, eliciting their warmest reactions. Pappy demonstrated his dedication and love of his career as a pilot, his love and support for his children was constant, and his affection for his companion Lorraine, palpable and enduring. Rest easy, old friend, we will miss you.

Rod V. Bays.