



SHEARWATER AVIATION MUSEUM

Foundation Newsletter

Fall 2000



EXTRA!
The Central Fund Loan
of \$200000.00
has been approved!
Plans for the construction of the
new building are under way.



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PRESIDENT'S MESSAGE

Ted Kieser

Firstly, on behalf of all of us in the Foundation, let us give a great big vote of thanks to **Bill Gillespie** for the fine job he has done as your president last year. During his tenure, Bill guided the foundation team to an increase in income after expenses by almost \$26,000 over the previous year. Add to that, grants for the Eastern Command display, the Firefly Millennium Grant, and, very soon, a large loan from the Feds to allow SAM to begin construction of the new extension to the museum. Bill can look back with pride on his accomplishments. I hope I can walk in his shoes.

Under the able direction of **Jack Shapka**, the Membership committee is slogging through our address lists, encouraging people to join or renew their memberships. Those that do not will no longer get our Newsletter.

With the start of construction of our big 15,000 sq ft museum extension just around the corner, **Jav Stevenson** and his merry men on the Fundraising committee are girding their loins, shining their shoes and preparing to meet with industry to attain major donations to allow SAM to house the 'Gate Guardians' and to develop the museum as a proud representation of Canadian Maritime Aviation and all of the people that built the tradition of of this great base.

Now is the time for your help!

Any money we get from the Feds will only allow us to put up a shell. We still must provide the funds to finish the job. We need your donations, and membership renewals, if you have not yet done so.

Here is a great idea for Christmas! Tell the kids/grandkids about the WALL OF HONOUR. They can buy a Tile for you! And you can solve your Xmas shopping problems by buying them a BONNIE BOOK. Just one toll free call to Kay will do it all!

What a great way to help the museum. And you get a tax deduction to boot!

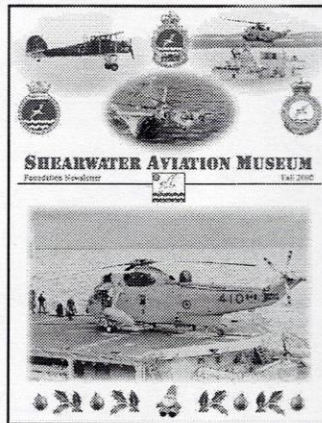
Finally, on behalf of the Board of Directors and myself, we wish each of you and your family a very Merry Christmas and a happy and prosperous 2001 (the REAL millennium!).

Cover

Who says we don't have an Aircraft Carrier any more? Sea/Air Cooperation is still the best anti-submarine weapon.

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Fall 2000

FROM THE EDITOR

Regretfully, our eloquent editor **Bill Farrell** has had to step down for health reasons. His perspicacious linguistic ability will be sorely missed. We all wish him a speedy recovery and early return to this job.

Because of our tight financial position with the advent of our new building and the completion of the Firefly project, we have had to trim expenses - and this means reducing the cost of this Newsletter. It will continue to be without colour and with a lower grade of paper. We are investigating the inclusion of advertisements to further meet our costs. (Ugh!)

If only we could convince those of you who made this aviation game your career to join SAMF, our mission would be successful and we could use the space to help preserve this aviation heritage.

Return your renewal in the enclosed envelope. We even pay for the stamp. You can clear your conscience with as little as 30 bucks!

Don't forget. We need your input. Keep those letters and pictures coming. We love them!



Ted Kieser

FROM THE CURATOR:

Inoted in the last newsletter that up-to-that point, this had been a very eventful and successful year. Well that story of success continues.

The funding package required to erect our new building is coming together. We should have a pretty clear picture of the way ahead by printing time for his newsletter. My best estimate is that the building will be erected by next summer.

The paperwork to free up the \$38,000 grant for the Firefly Project from the Millennium Board of Canada is now complete and we are in a position to ramp up to top speed. The propeller assembly restoration will eat up most of the grant, but, given a few good breaks with engine condition, we can still make this venerable

old girl fly. Orenda Recip Mc has offered to help us with the engine rebuild; they may even be able to undertake that part of the restoration completely. We hope to roll out the Firefly by next April.

In the meantime, the Banshee is being painted and will be installed in the Museum this winter. That will max out the space available in our present quarters, Building 13. Couple this with an almost certain acquisition of a Tutor aircraft in Snowbird colours this year, the need for a new building asap becomes very evident. Not to mention the Avenger, T33 and CS2F-1 Tracker which also await exhibit space. By the way, we plan to display the Tutor in an exhibit recognizing the 15 year history of the Shearwater International Air Show. In conclusion, this has been a very, very busy year and next year looks even busier. All of this is the direct result of the enormous effort put forth by the SAM Foundation. The fruits of our labour are about to come to harvest.

What can I say except "Bravo Zulu" to all members of the Foundation and a wish for a very Merry Christmas and a Happy and Prosperous New year.
Chuck Coffen



WING COMMANDER'S CHRISTMAS MESSAGE

As we prepare to commence the first true year of the new millennium many things come to mind. Of course we are thinking of the impending holiday season and the festivities that are about to commence and about the times we have and are yet to share with family and friends this holiday season. However, to fully appreciate, we must also look back at this year in Shearwater, the Museum and the work of the Foundation with a great deal of pride and satisfaction.

From a Wing and Museum perspective, the accomplishments have been significant. These have included: a very successful year for the Gift Shop, the

finalization of the Business Plan, a millennium grant of \$15,000 for the Eastern Air Command Exhibit, a \$38,000 Canadian Heritage Grant for the Firefly (thanks to Bud Ayer and crew for the progress on the Firefly recovery), continued work on the Banshee by 12 AMS, the refurbished T33 cockpit from 434 Sqn is in place and a very successful summer Outreach Program. There are literally hundreds of projects going on in the Museum. There are 62 Canadian military museums and we are generally recognized as the most successful of all. This is due to the diligent work of both the staff and the volunteers.

Of special significance to the Wing has been the work of the Foundation and your members who have made two very significant contributions. The first is a project initiated by Al Moore and Jav Stevenson approximately two years ago. You may recall that it was not that long ago that the Wall of Honour was a six-foot wide temporary wall placed beside the Gift Shop, and it held less than 20 tiles. Since then Chuck Coffen has had to relocate the Wall twice, because it outgrew the space allotted. When Al Moore finishes with his current purchases the Wall will be adorned with over 100 tiles. That's a 500% increase in just one year and some \$50K to the SAMF Fund-raising. Bravo Zulu, Al. This Wall of Honour is truly a magnificent exhibit that enhances the Museum and adds a personal touch to the way it interprets the story of Shearwater and maritime military aviation.

Finally, we are on the verge of breaking ground for our new addition. We have put the finishing touches on an application for a Non-Public Fund low interest loan that, coupled with SAMF's building fund will permit us to proceed with construction. Formation Halifax CE is cooperating and have committed to providing a site plan and site approval. The future is bright when I consider how far we have come since we vacated Warrior Block.

It is truly this spirit that the Museum and Foundation embodies that makes Shearwater and all the personnel here amongst the very best with which to work. So as we finish off 2000 and eagerly await what 2001 will bring I wish to extend from all of us to yours the "Best of the Season" and "Many Happy New Year's" to come.

NEW EXHIBIT EASTERN AIR COMMAND

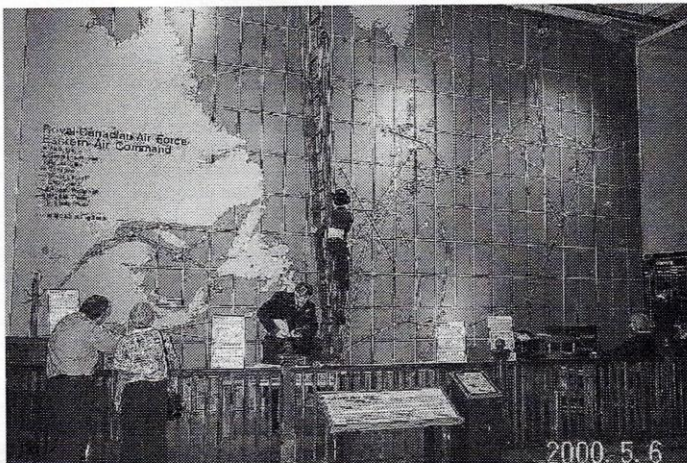


On 7 April 2000, the Lt. Governor Nova Scotia officially unveiled the "Eastern Air Command" (EAC) exhibit, the museum's latest display depicting the RCAF's defence of Canada's east coast during the Second World War. The Eastern Air Command exhibit is the Shearwater Aviation Museum's millennium project for which it received a Department of National Defence grant of \$15,300. 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 growth of RCAF Station Dartmouth (now Shearwater) from a small seaplane base to our nation's largest and most important airfield in Atlantic Canada during WW II. The exhibit focuses on the role EAC played in the historic "Battle of the Atlantic".

The exhibit centers on a 20 x 30 foot 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 became a more affordable option. The scale of the replica is almost identical to the original with the major differences being that space constraints limit the eastern and northern extent of the replica.

The wooden banisters around the exhibit and the wooden ladder used by the operations 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 1940's era uniforms, represent members of the operations staff that assisted the senior officers.

The map displays the vast geographic area for which Eastern Air Command Headquarters was responsible, encompassing Quebec, the Maritime Provinces, Newfoundland and Labrador. A total of eight EAC fighter squadrons provided air defence for the sea approaches and other vital points including Halifax's strategic harbour. As part of its air defence structure EAC constructed a chain of radar sites along the coasts of Labrador, Newfoundland, Nova Scotia and into New Brunswick and eastern Quebec. However, since air attacks against North America never materialized EAC's greatest efforts were directed toward providing convoy escort and anti-submarine patrols in the ocean



areas off Nova Scotia and Newfoundland as well as in the Bay of Fundy and the entire Gulf of St. Lawrence. These patrols were coordinated with Canadian, British and American naval forces.

To carry out its mandate, EAC's Order of Battle consisted of 30 radar sites and 22 air stations which provided bases for 13 Bomber Reconnaissance (Maritime Patrol) squadrons and the eight Fighter squadrons. RCAF Station Dartmouth (now Shearwater) was the largest EAC station and was at one time or another throughout WW II home to nine of the 13 Bomber Reconnaissance squadrons and five of the eight Fighter squadrons. EAC also operated a Marine squadron from RCAF Station Dartmouth consisting of

over 80 vessels to service flying boat anchorages, provide search and rescue for downed airmen at sea and to transport construction materials to the remote coastal radar sites and to re-supply them.

From 1941 control of all air assets in the western Atlantic was shared among EAC, the United States Army Air Force in Stephenville Nfld. and the U.S. Navy in Argentia Nfld. However, in 1943 the allies agreed that a single control authority was needed to defeat the U-boats and EAC assumed full responsibility for directing all airborne convoy escort and anti-submarine patrols on the western side of the "Battle of the Atlantic".

Eastern Air Command's Bomber Reconnaissance squadrons conducted approximately 90 attacks on German U-boats, sinking six and damaging three others. EAC's No. 162 Squadron was detached from RCAF Station Dartmouth to Iceland and Scotland where it sank a further six U-boats to become the RCAF's most successful anti-submarine squadron in

WW II. Although the number of U-boats attacked is very significant, EAC's successes are perhaps more meaningfully measured by the number of ships escorted and **not** attacked because many U-boats were deterred by the presence of aircraft before they could launch their attacks.

The wall map displays the situation in the Western Atlantic as of 1 Oct 1943 and indicates the routes for five of the hundreds of convoys where Eastern Air Command (EAC) aircraft played a significant role. The exhibit explains that when land-based aircraft were not available to reinforce the naval escorts because of weather or other causes the U-boats enjoyed their greatest successes

against the convoys. However, when aircraft were present the U-boat attacks were greatly reduced and eventually almost eliminated.

The exhibit illustrates that insufficient range was the main limitation of EAC's aircraft. The 600-mile (1000-km) radius circles on the wall map centered on Gander Nfld. and Reykjavik Iceland indicate the maximum range that aircraft could patrol into the mid-Atlantic. Until mid 1943 convoy routing was planned to remain within the 600-mile circles to maximize the protection afforded by land based aircraft. However, in the "Mid-Atlantic Gap" between the two circles the U-boats enjoyed their greatest success since convoys were beyond the range of land based aircraft. Fortunately, in June 1943 EAC acquired Very Long Range B-24 Liberator aircraft which had sufficient range to close the "Mid-Atlantic Gap" and convoys could be escorted from Gander and Iceland for their entire voyage across the Atlantic.

The exhibit also displays EAC's efforts in

the "Battle of the Gulf of St. Lawrence". Between May and December 1942 two waves of U-boats penetrated the Gulf of St. Lawrence, placing additional pressure on EAC's meager resources. This also marked the first time enemy warships had entered Canadian inland waters since Canada had become a nation 75 years before. Without a single loss the U-boats sank 21 ships in the Gulf of St. Lawrence.

In May 1942 shipping sunk in the Gulf by U-boats diverted a significant number of EAC's aircraft from escorting Atlantic convoys to the St. Lawrence. Aircraft from squadrons in Dartmouth, North Sydney and Yarmouth were detached to Mont Joli, Seven Islands and Chatham. The planned construction for the new seaplane base at Gaspé was expedited. Training aircraft from the operational training units at Debert, Charlottetown, Summerside and Greenwood had their training flights diverted over water where they could help search for the elusive U-boats. Between May and October 1942, 31 percent of EAC's patrols were dedicated to the defence of the Gulf St. Lawrence.

Having sunk 19 merchant ships and two naval escorts with no U-boat losses, Admiral Donitz had scored a clear victory in the Gulf. However, the German U-boat "Korvettenkaptans" acknowledged that air patrols more than any other factor had kept the U-boats at bay during the latter part of 1942. In fact, the U-boats did not return to the Gulf of St. Lawrence for the 1943 shipping season.

In January 1944, EAC reached a peak enrollment of 21,234 officers, men and women, 436 of whom were killed on operations. On 1 March 1947 EAC was disbanded. The joint operational concepts practiced by Canada's naval and maritime air forces today evolved from those pioneered by EAC.

Colonel ESC Cable OMM, CD (Ret'd)
Shearwater Aviation Museum Historian

FIREFLY GETS CLOSER TO FLIGHT

A heritage grant has set us a target date for completion of the Firefly restoration. That date is 31 March 2001.

The nay-sayers say "a dream, an impossible target". We say, "If you don't have a dream, how you gonna make that dream come true."

So the work goes on apace, it looks like an aero-space engine company is about to come onboard to expedite the work on the Griffin and we are negotiating with a German firm the reconstruction of the propellor. The latter will be expensive!

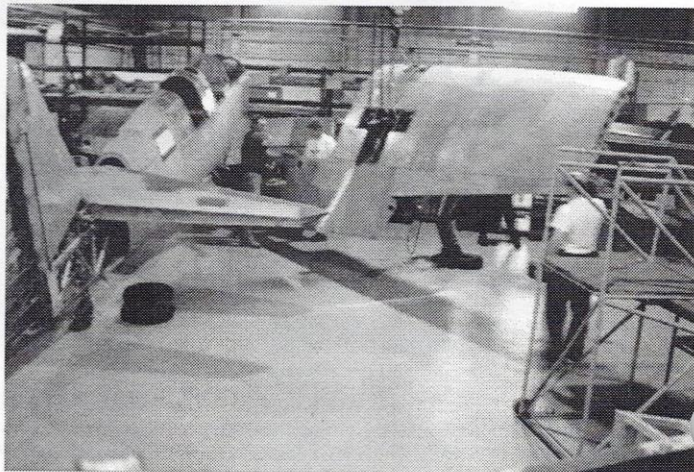
More hands-on volunteers have joined, volunteers with expertise in aircraft electrics, aircraft fuel systems and in other fields.

The mainplanes and vertical and horizontal stabilizer are in place, the rudder is read to receive its fabric. We are daily knocking the "im" off "impossible".

Denis Aucoin has joined the team with a tankful of energy. Welcome aboard Denis.

Bill Farrell - Project Co-ordinator

Fall 2000



THE SHEARWATER FLYING CLUB

Al Whalley

Is the Shearwater Flying Club that operates from the Base today, with 14 aircraft and over 150 members, part of Navalair history? It sure is! However, the only reference to this very important but little known fact, as written on the history of the Club, described on the internet web page today is... quote: "The Shearwater Flying Club was originally founded in 1967 (as a military club) in order to give ground personnel a chance to experience the joy of flying" unquote!

To be a little more specific though, it was founded by a small group of Naval airmen who had vision and saw an opportunity to share the "wonderful world of flight" with all ranks and trades based at Shearwater at the time, who wished, or had a desire to enter that world!

The "spark" that lit the flame of flight at Shearwater in those days, was a little two seater aircraft CF-GJO! A 1948 Ercoupe, 1400 lb gross weight, that was seen operating to and from Shearwater for a couple of years, prior to the formation of the Club. Parked in various hangars... mixing with the Trackers, T-Birds and choppers, and at one time, even passed under the wing of the mighty Vulcan that was parked for a couple of days after landing at Shearwater to deliver the film of the funeral service of the passing of Sir Winston Churchill, To Canada. GJO was christened "Friendship Seven II" in 1962, while based with VU33 Squadron at Pat Bay, Victoria, BC, where she "officially" joined the Naval Air Arm. She was named after John Glenn's historic Space Capsule and bore it's name in bright red colours on both sides of the fuselage. The intense interest she triggered while at Shearwater and during a two year period at VU33, was all it took. The rest, as they say, is history! The "First" and only, Navy Flying club was born!



The honour and privilege of going to Toronto to purchase our first aircraft for the Club was given to me. We bought two brand new Cessna 150 trainers, CF-VYX and CF-WHV. Photo enclosure shows President Kaden and Directors Vi Whalley and Don Ruttan accepting the keys on arrival at Shearwater of our first aircraft

CFVYX from Cessna representative, Sep 12, 1967. A couple of months later, WHV was left at Fredericton New Brunswick during it's ferry flight to Shearwater, due to inclement weather. Our CFI Rex Fulcher, who was the boss man for the DC3 Shearwater-Summerside "milk run" as it was affectionately known, came to the rescue and my son Rick who had just recently earned his Private Pilot licence through the Air Cadet Scholarship Programme at RCAF Greenwood, NS accompanied me on a "sched flight" to pick up our 150 and bring it home. We touched down at Shearwater Nov 11, 1967. During the flight to Fredericton, Rick and I, thanks to Rex, experienced another "magic few" to fly the beloved DC3, albeit...just for a few moments! Thanks Rex...wherever you may be?

In 1968, less than a year after the formation of the Club, we had our "first" Air Cadet arrival for training under the RCFCAS Scholarship Air Training Programme, that still continues to this day. Flying Schools across Canada are allocated a certain number of selected Air Cadets who have earned a Flying Scholarship and train for a six week period to earn their Private Pilots Wings!

Another "first" for the Shearwater Flying Club occurred, at that time, due to the efforts of our Manager (Harry Hollywood), the support of the Board of Directors and our Honourary President Rear Admiral O'Brien. Since our Club was Navy, it was only appropriate, that we have a naval representative somehow, some way, in the Air Cadet Programme that was forthcoming. So the wheels turned...and turned! Rules and regulations were bent and probably even "twisted" a little by Admiral O'Brien, I wouldn't be surprised and as a result of those efforts, a Naval Cadet arrived at Shearwater along with eleven Air Cadets for training. Never before and never since, to the best of my knowledge has that ever happened. All of our twelve Cadets passed and earned their Private Pilots Wings that memorable day, in Aug 1968. I show approximately fifty students in my log book, during my short tenure at the Club. All of them, except the Cadets were Shearwater personnel, which included an Army Medical Officer, a Naval Medical Officer and a check out flight for Father McGillivray. Each and every one of them "slipped the surly bonds of earth and danced the skies, on laughter-silvered wings" I like to feel that in some small way, that I and the "Founding Members of the Shearwater Flying Club" helped them all

along the way.

The next time you board a Boeing 777, you may reflect for a moment...could the Captain in the "left seat" be one of our students?? Happy Landings!
Al Whalley

FOUNDING MEMBERS

Navy

LCdr D. "Red" Chandler First Manager
LCdr Harry Hollywood Second Manager and Instructor
LCdr Rosenthal Flying Instructor
Lt Ferguson Flying Instructor
Lt Gallagher Flying Instructor
C2AT Al Whalley Flying Instructor
Vi Whalley Director
PO "Willie" McClung Chief Maintenance Engineer
LS Cansfield Secretary
OM H. Kaden President
H. Zollner
OM Don Ruttan
E. Merchant
LSAT Jimmy Gray (became a Helicopter pilot and owner/operator of a Helicopter business...Transport Canada Inspector today)

Air Force

Flt Lt Rex Fulcher CFI
Flt Lt Al Thompson Administration
Flt Lt MacIntosh Assistant CFI I/C
Ground School

FIRST BOARD OF DIRECTORS

V. Whalley
A. Thompson
J. Gray
D. Ruttan
K. Henderson
H. Kaden
E. Merchant
H. Zollner
A. Whalley



Vi Whalley, H. Kaden, D. Ruttan, A. Whalley
September 12, 1967



CNAG 30 REUNION



CNAG 30 REUNION

Hosted by : Hampton Gray VC Chapter, Ottawa
Crowne Plaza Hotel
6,7 & 8 October 2000

This years Reunion may not have had the numbers compared to the past but they made up for it with their enthusiasm. A total of 272 Registered and attended the Banquet on Saturday evening.



From left to right Lee Roy, Hattie West, Jono and Anna Johnson

The weekend got underway at 1300 hours, Friday 06 October in the Pinnacle room, 26th floor of the Crowne Plaza Hotel. Registration along with the Meet & Greet went on until midnight with few if any leaving. Jack Hearfield had his Naval Uniforms set up and the bar was kept busy. Everyone had a good time meeting old shipmates and telling a lot of "Remember when" stories.

Saturday started off with the Directors meeting at 0930 followed by "UP SPIRITS" at 1100. There was a great turn out, and PO Stan Connor checked the Grog Cards while Leading Seaman Bob Mofford poured the TOTS. There were several spillers and it seems everyone had a birthday that day. Busses were laid on for the afternoon and shuttled folks back and forth between the Canadian Aviation Museum and The Casino De Hull.

Saturday evening was the main event. Cocktails were served at 1800. The Head table was piped in to the International Ball room by Canadian Forces Pipe Major, retired Billy Gilmore. He was followed by the head table guests and the Colour party from the Falkland Corp of the Canadian Sea Cadet Corp. A fabulous roast beef dinner was served while members of the Canadian Forces Show Band played. (sometimes a little loud) Padre Stan Johnstone said grace, followed by the traditional toasts. Dave Tate made a splendid Naval Toast of the Day to the ladies. Bob Mofford, Chairman and MC for the evening then introduced the Guest speaker, Rear Admiral T.S. Dudley Allan, retired. Dudley's talk was perfect not only in timing but in content as well. Just the right amount of nostalgia to stir up great memories, sufficient political reference to create debate and certainly the right amount of humor to leave everyone with a smile on their face. The National Director, Wayne Preece then announced the winner of this years Tule Safety and Fred Lucas memorial Award for the CNAG'er of the year. Congratulations to "Red Atkins" from Banshee Chapter in Victoria. Well Done Red. The remainder of the evening was spent dancing to the Canadian Forces Show Band, "Maximum Blue" who were

outstanding. The dance floor was packed all evening and stayed that way until well after midnight.

Sunday at 1000 was the Thanksgiving Church Service with the Sermon given by Chaplain Stan Johnstone, CD CF. Following the service busses again were laid on to take folks to St Anthony's Soccer Club for brunch and afternoon entertainment. Lauren Hall provided the vocal entertainment and there were a few dancers left over from Saturday evening to take advantage of the great music.

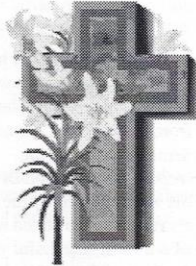
Sunday evening the reunion wrapped up with a Wine & Cheese back at the Hotel. Lauren Hall again provided entertainment with just a perfect mix of song and dance. Throughout the reunion draws were conducted with the last draw for a framed copy of the Laws of the Navy being won by Gerry McArthur.

The reunion was officially secured at 2200 with a wish for a safe passage home and the promise to meet again in Edmonton in 2001.

There are a number of pictures available on the CNAG Web site at www.ncf.ca/cnag/ please help yourself.

.Ready Aye'
Bob Mofford
30th Reunion Committee Chairman

STILL IN THE DELTA

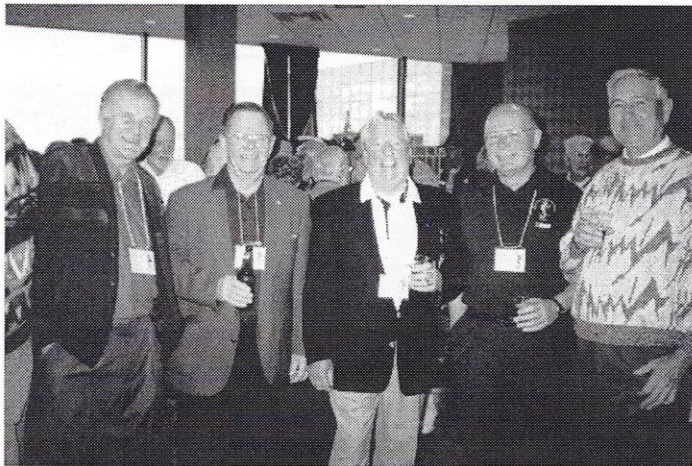
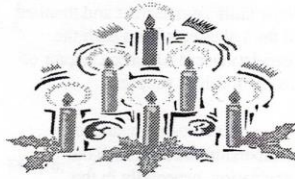


Cy Gilhen

J.E. Fenerty

Adm K.L. Dyer

Dr. James "Negat" L. Watkins



From left to right ?, Dave Tate, Bud MacLean, Gord Moyer and Val Valentiate



KAY'S KORNER

Hi there:

Well here we go again. Another year is almost behind us. The Museum is coming along really great. We can hardly wait to turn sod for the new building. The Foundation is working very hard to ensure the funds are there when required. I'd like to thank all of our new members for coming forward to help us out with our building fund. You are really appreciated. The rest of you guys who are still not members can get off your butts and join us.

The majority of you will know Ted Kieser. Ted is the new President of the Foundation and he's taking his job very seriously, getting involved with budgets, Fund-raising, Firefly Restoration, membership and the newsletter, of which he is Editor. Ted is a busy boy. On Friday he leaves for Florida for six months - I hope he has a good rest. (We'll be resting awaiting his return. Ha.) Ted will be watching over us from Florida by Computer telephoning, email etc. Try and have some fun, Ted.

Bill Farrell's friends will be glad to hear he is feeling ok. You'd never know he was ill, he's very upbeat. Look after yourself, Bill.

Well folks, you know I have only good thoughts of you, particularly at this time of year - actually, all year. Have a Merry Christmas and a Happy New Year.

Kay

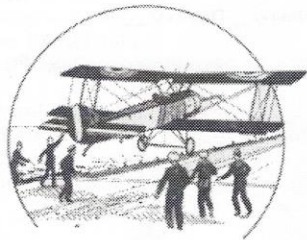


OUR READERS WRITE

John W. McDermott writes in part:

Kay:
Receipt of the Summer 2000 Newsletter has served to remind me about my membership dues. I apologize for my tardiness which was undoubtedly due to those "senior moments" that seem to afflict old naval aviators. I believe that the Museum is important, not only to those of us who participated in the glory days of naval aviation, but also as a living history lesson for our grandchildren, and those who will come after them. Enclosed find cheque for membership, a donation to the building fund and application for a Wall Tile.

Note: Thank you John, but an 'old naval aviator'? I don't think so!



Bill Sopko writes:

To: Jack Shapka
Membership Chairman

Dear Sir:

I have followed Canadian Naval Aviation from the very beginning, being one of the first class to graduate in the RCNVR.

During my Service career, I was associated with at least eleven types of aircraft and served aboard two Canadian Carriers, one DDH (Ottawa) as well as two USN carriers.

After my retirement in 1975, I have found great pleasure reading your wonderful, informative Foundation Newsletter, covering many friends and incidents, some of which I was involved in.

Now you can understand my interest in your publication.

Please find enclosed a cheque for membership and for the Bonnie Book.

Keep up the good work.

Len Forrest writes:

On this very particular occasion, 55th Anniversary of Lt Hampton Gray's immortal action resulting in the award of the Victoria Cross, it was with great pleasure that I visited the KANGERLUSSUAQ AIR MUSEUM. This site, as most of the brethren know, was once Bluie West 8 (1941-1945). The museum depicts, not in my opinion, the equal contributions of the USAF and Denmark in aviation operations in Greenland. The majority of information is displayed in Danish and one comes away with the idea that the American effort of the 2nd World War and beyond was in addition to the local effort. There is, however, a full display, thanks to his friends, of the attempted polar flight in Aug 1928 of Bert R.J. (Fish) Hassel & companion Cramer. This was an attempt to demonstrate Great Circle flying but regrettably ended some 110 km from take-off at Sandrestrom. The vessel called to rescue Fish et-al ran on a rock.



Eventually on 7 Sep '28 all were rescued. A splendid photo of the rescued and rescuers and of the vessels prow and foremast, is part of the display. I would be interested in knowing of any books on this matter. The aircraft was salvaged in 1969 and returned to Rockford Illinois. Some flight 1928 - 1969.

Another highlight of the displays is the noting of visits by women beautiful, e.g. Bridget Bardot in 1976.

As 99% of the displays are described in Danish, non Danish speakers are at a disadvantage. Last summer I mentioned this to the staffs. This summer I am told it is in hand. The lady in charge is presently translating a general description of the area in general and the museum in

particular, into English. She will send me a copy which I shall forward.
Cheers.



Ernie Lelacheur writes:

As usual, I found the recent (Summer 2000) issue of the Newsletter great reading, but did seem to detect a faint(?) under-current of frustration in Editor Bill Farrell's "Read Me First" column.

To my way of thinking, the general mix of articles in the Newsletter is bang on, and this comes from a former mixed-up pilot who got his wings with the RCAF and spent only two (mighty cold) weeks at Shearwater en route to the UK and a stint with the RNFAA. There must be a fair number of your reader-members, like me, who don't really care very much if articles and stories feature Shearwater, naval flying or the occasional word on the guys in light blue, just as long as the subject is aviation.

You're doing a great job, and I for one look forward to, and quickly devour (figuratively of course) every issue of the SAM Foundation Newsletter. Please keep them coming.



John Dawson writes:

Kay:

Reference Summer Newsletter p.19. Allan Snowie's projected book on WWII Naval Aviators. As I think you and Bill Farrell know, my Father flew in the RNAS briefly - 1914/1915 - over France and, subsequently, in the Dardanelles in the Gallipoli campaign. I have his flying log from which I sent enlarged photocopies of the relevant sections for the Museum. I also have, on file, a summary of his RNAS time which I made some years ago for Rod Bays. I could forward a copy if desired. If I can be of any further help to Allen, will you or he please let me know.

John
(Note: John, I sent your email message on to Allan. K.)

Sam Allen writes in part:

Kay:

I was on OM #16 Course and had an enjoyable flying career as I was last in Turkey's and first in Trackers, last in H04S3's and first in Sea Kings, plus being the last Navy GCA Controller.

Still enjoy reading about "Before my time" tales.

Keep the Newsletter coming. Wish I was close enough to help.

Ross Legeer writes:

Thanks for the reminder of annual dues. Please accept my cheque.

Re the "Blackburn Sharks" (Colonel Cable's article p.16). During the summer holidays of 1939, I worked as a bicycle messenger in Vancouver. Each day I rode from the Liquid Air plant in Kitsilano to the Boeing plant with 20 lbs of "dry ice" to chill the rivets used on the Shark assembly line. I don't recall how little I was paid - but I got my first taste of interest in aircraft.



Adm Falls writes:

Kay:

Accept my sincere congratulations on your continuing good work and support to the Foundation and particularly for the Newsletter which is receiving many plaudits round about Ottawa.

Pass on my congrats to the Editor, WILD BILL, for the professional job and his continuing RAHS RAHS for the Museum and Foundation

Dr. L.H. Caselake, D.D.S. writes:

Dear Ted:

Thanks for the Newsletter. Glad to see the "over the bar" list hasn't grown too quickly. Always sad to see another one gone.

I'm still kicking and practicing 3 days a week in Bridgewater, NS and keep busy sailing otherwise.

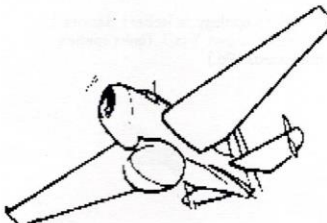
Keep up the great work!
Les

Subject: GUPPIES

Date: Thu, 12 Oct 2000

Dear Ted,

I gather you are co-ordinating a display on the original Guppy Flight in 881 Squadron of which I was a member. In 1954 I went down to Norfolk, Virginia to USNAS Breezy Point where I qualified as an AEW Air Controller at FAETULANT. Flew and qualified in Neptune aircraft. Came back and was posted into 881 squadron with the likes of Pete Neads (RN), Van Fleet, Les Hull and others. Checking my log book I flew in all the AEW AVENGERS(Guppies). Had a great time in the flight, even learned to skate when Gerry MacMillan successfully put down a Guppie on the ice of Lake de Said. Still I remember best taking off on a very wet deck of Maggie with Les Hull when we were sent off to report on a Hurricane. As always Les did it right. All good memories.



Hopefully we will also be able to attract more visitors. We are uniquely situated close to the runway and people can watch the aircraft like the Skyhawks and Seahawks taking off and landing but - at the same time we are a distance from the main highway.

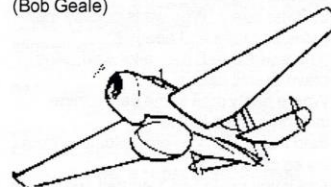
Enough for now, today my muscles ache as I have been moving into a new air conditioned office. Never realized how much junk or should I say memorabilia we have collected over the years.

Please give Marie my very best. I do hope you are having a beautiful Nova Scotian Fall.

Yours aye,

Windy

(Bob Geale)



Ted Davis writes:

Dear Kay,

It was good of you to take a few minutes out of your busy schedule to sit and talk with me when I came to attend the dedication of the Wall of Honour.

I was most impressed with the exhibits in the Museum and the work that has been done to make it the top military museum in Canada. Although I shouldn't single out any one particular member of the organization, because all have obviously worked long and hard to make this such a success, may I just say that Al Moore has done a fabulous job in keeping up with the demand for additional names in place on the Wall of Honour.

And, that brings me to the main point of the correspondence. As a Life Member of SAMF, I had better get my own name on record before my membership expires, but don't start any rumours, as I haven't the slightest intention of becoming one of the 'absent friends' for a long, long time to come! Enclosed herewith are engraving details and the required cheque.

Yours sincerely, Ted

SALTY DIPS

A GENUINE SAILORS STORY

Hark to a sailors story, told at Scapa Flow
Where it's cold and breezy, but we're
taking it easy
Watching the oceans flow.
Ragged are we and hoary, all statin' a
geneal rule
A genuoine sailors story ain't no yarn for a
Sundy School.

A sailor came to stake his claim in heaven
one morning early
St Peter cried: "Who waits outside them
gates so bright and pearly?"
"I'm recent dead" the sailor said, "And
crave to visit hades,
Where haply pine some pals o'mine,
includin certain ladies."
Said Peter: "Go you old sailor low, from
life so cruelly riven"
And if you fail to find their trail, we'll have
a snoop aroun heaven."

He waved, and lo! That old sailor low
dropped down to hells red spaces;
But though 'twas hot he could not spot
them old familiar faces.
The bedrock burned, and so he turned,
and climbed with footsteps fletcher,
The stairway straight to heaven's gate,
and there, of course, was Peter.
"I cannot see my mates," sez he, "Among
those damned forever,
I have a hunch some of the bunch in
heaven I'll discover."
Said Peter: "True, and this I'll do (since
sailors are my failing),

You see them guys in paradise, lined up
against the railing
As bald as coots, in birthday suits, with
beards below the middle...
Well, I'll allow you in right now, if you can
solve a riddle:
Among that gang of stiffs who hang and
dodder round the portals,
is one whos name is known to fame - 'tis
Adam, first of mortals.
For quiet's sake he makes a break from
Eve, who is his madame...
Well, there's the gate - to crash it straight,
just spy the guy that's Adam."

The old sailor low went down the row of
gray beards ruminatin'
With optics dim they peered at him, and
pressed agin the gratin'.
In every face he sought some trace of our

ancestral father;
But though he stared, he soon despaired
of any clue to gather.
Then suddenly he whooped with glee:
"Ha! Ha! Ha! An inspiration."
And to and fro along the row he ran with
animation.
To Peter, bold he cried: "Behold, all told
there are eleven,
Suppose I fix on number six - say boy!
How's that for heaven?"

"By gosh you win", said Pete. "Step in.
But tell me how you chose him.
They're like as pins; all might be twins,
there's nothing to disclose him."
The sailor said: "'Twas hard; my head was
seething with commotion.
I felt a dunce; then all at once I had a
gorgeous notion.
I stooped and peered beneath each beard
that drooped like fleece of mutton.
My search was crowned... That bird I
found - ain't got no belly button."
Sknof T.

(With apology to Robert Service.)
Curiously, Sknof T is T.Tonks spelled
backwards (Ed.)



Sunday Divisions at R.T.E Esquimalt Summer 1950

A,B,C and D Companies of
UNTDs will march up the road to Admiralty
House, return and form up on the parade
square.

As the Division arrives back on the
parade square, each Company
Commander orders "At the halt, form
close column on number 1 platoon" (or
words to that effect) Company Gunnery
Chief then throws out platoon markers as
each company approaches it's position.

C Company Cadet Commander,
forgets the order! The company of about
100 cadets advances in open order
directly for the dais, the Commandant,
and all the supernumerary officers!

Burbling, the Cadet Commander
marches right through the ranks of the
supernumerary officers, lands up against
the wall of the building behind, turns and
shouts, "Stop them somebody!" Chaos.

The whole division practiced the
maneuver all the next week in the Dog
Watches!

Proper Marks of Respect

Great emphasis was placed on
instructing UNTD cadets to salute
officers, obtain permission to pass when
overtaking, and other common courtesies.
In particular, cadets were warned to pay
the proper marks of respect to the
Commodore of the Dockyard, if
encountered.

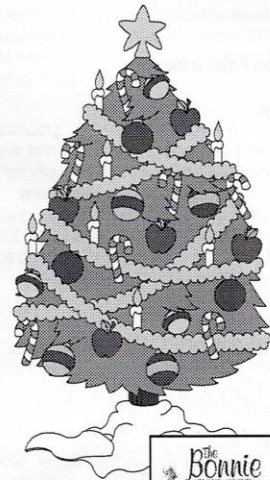
One cadet, returning from the Post
Office, met the Commodore coming
toward him on the sidewalk. The cadet
stepped off the curb, doffed his uniform
cap and bowed!!

Sadly, the Division spent another
week's Dog Watches practicing Proper
Marks of Respect.

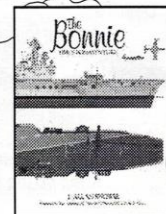
Magnificent 1950s

Bruce Vibert, Aircraft Control Room
Officer, (Brrreak #5 wire!). Aircrew have
been piped to man aircraft. Much
excitement in the ACR; last minute
respotting of aircraft, etc. young aviator
runs up and taps on Uncle Bruce's bay
Andow. He excitedly winds the window
open. "What do you want!" "Two orders of
Fish & Chips to go please", says the
aviator.

Fortunately, the window was only
partially open or he would have been over
the side!



Subtle hint!
Put a Bonnie
Book under
the tree for
someone!



An H04S3 Flying Lesson

Another adventure, a little absurd
You'll only have heard it if Moose gave the word.

It was, as I found it, a bit of a thrill
But Moose figured him I was trying to kill.

It's clean up the hangar, it's flyaway day
A day to keep earning our flyaway pay.
I'm tossing a coin, I'm getting the knack
It's me for the front seat and Moose for the back.

We poke along slowly a thousand or so
The pilot he smiles, and says "You have a go."
He shows me his hands, and they're empty of horse
I say, "I'm to take it?" He says, "But of course."

With much apprehension, I take on the reigns
I've never had practice in front end of planes.
I jiggle the cyclic, the horse jiggles too
And with me on the handles, surprisingly flew.

I swing it to starboard, I swing it to port
It's going quite smoothly, no need to abort.
I'm controlling that chopper, and I'm alright
Jack
Now selfish pilot is wanting it back.

We'll go in a hover, just over that spit."
I'm checking the sandbar, I'm doing my bit.
At fifteen or so she's hovering steady
The pilot is grinning and asks "Are you ready?"

I case all those breakers and buttons and switches
I haven't a clue 'bout those sons a bitches.
I cannot believe that he's passing it over
How can he expect me to stay in a hover?

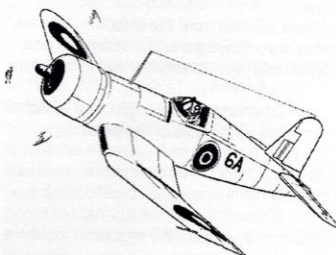
Took hold of the cyclic and that's when I found
that H04S was too close to the ground.
Pulled back on the cyclic, was hoping to drive,
the nose it came up, and the tail took a dive.

Hell bent flying backwards, our attitude crazy
My brain it won't function, I'm feeling quite hazy.
I case the stick forward, we're hovering steady
I look at the pilot and say "I'm not ready."

The up and down handle that's know as collective
I knew nothing about, my skills were defective.
I'm hearing new words coming from the back deck
of what Moose would do with his hands 'round my neck'.

Jeez, honestly Moose, it was accidental
You know these damn horses, they're so temperamental.
Pilot took the controls back, he wanted to live
But me? I just wanted the Moose to forgive.

So wherever you are Moose, I hope you decide
my motives were friendly when we took that ride.
And because of that first adventurous session
I never did get number two flying lesson.



Knobby Westwood writes:

Dear Bill:

With respect to the prosecution of the Barbate Bivalve, I suspect that a few avid hunters were successful in this search and even more were successful in trapping a few auids.

Back to the Flight Deck tour. We were responsible to provide a driver for the Commander, in this case, Scruffy O'Brien. The driver was an AC called O'Hanley. After many months in foreign ports O'Brien and O'Hanley developed into a mutual admiration society, especially when O'Hanley rescued the Commander in the early hours of the morning. After a leave following a long cruise, O'Hanley came up to me and allowed as how he had changed his name. In reply, I asked him what his new name was - he replied O'Brien, Sir!

In another scenario, whilst off Ireland Island, Bermuda, the Captains Cox'n ran the Captain's skimmer aground. After a subsequent diatribe, in the wardroom by the XO - Scruffy O'Brien, I made the simple but true statement to the effect that if the Air Branch couldn't do better than that - "I give up". At which time Scruffy said "Westwood - you will provide a Cox'n tomorrow morning at 0800". After consultation with the Flight Deck Chief, Chief Steve Fagg, we selected LS Doug Euloth who was the Captain's Cox'n. He protested at great length about his lack of knowledge of the sharp end and the blunt end - "Here is my Seamanship Manual Euloth - get on with it."

To make a long story short, Doug Euloth was very successful on the Captain's Staff and remained there for a goodly portion of his career. One of his last jobs was as my RPO when I was CO of VU33 at Patricia Bay, BC in 1970 - 1972.

Again, a great bunch of guys!
Yours Aye



Joke

A couple drove several miles down a country road, not saying a word.
An earlier discussion had led to an argument, and neither wanted to concede their position.

As they passed a barnyard of mules and pigs, the wife sarcastically asked, "Relatives of yours?" "Yep", the husband replied, "In-Laws."

MEMORIES ABOARD "MAGNIFICENT"

HURRICANE

There have been stories written about the horrendous storm that the "Bonnie" went through and the resulting damage caused by the encounter. I was not aboard at the time. Thank goodness! However, I was aboard "Maggie" when she got caught in a hurricane in 1948, I believe it was, on the way back from England. I'm sure there are a lot of you out there who will recall this episode with possibly greater detail, but thought it would be interesting to return briefly, to that "memorable moment"! We were in winds of 110 knots and higher, at times, during the storm and the waves were mountainous. The flightdeck was "out of bounds" of course, to everyone, except on occasion, when selected squadron personnel would be required to check on our aircraft that were lashed down on the aft end of the deck.

After one inspection when it was noticed that the lashings were beginning to fail, it was decided the ship would enter the "eye" of the hurricane to allow us to re-lash and secure the aircraft. An impossible task while in the storm. This was a second "first" for many of us. Entering the "eye" of a hurricane. The "first" was just being in a hurricane in the first place, especially on an aircraft carrier out in the middle of an ocean. Wow!

We left the 110 knot winds in short order and found ourselves in a dead calm sea state. Looking up at the sky, we could see an eery, hazy like sunshine, with the perimeter all around us black and ominous! We were told that we would only have a half hour to complete the re-lashing of the aircraft. Twenty five minutes later, we were back into the storm! I was only an AB aircraft engine mechanic at the time, but I recall asking someone who might know..."Why the heck don't we just cruise around in this calm area until the storm passes?" Photo on "Maggie" flight deck "Bobo" Elliott and Al Whalley, 825 Firefly Sqn, wondering what the poor people ashore were doing, while we were out here having so much fun! Notice the wind barriers that are set up in front of the aircraft in the background and the ropes to hold on to, while on deck!
Al Whalley

Email from **Jim MacIntosh**

Bonnie Days

Cleaning out some old paper work, ran across an excerpt from the "Bonaventure Daily News". Some of you may remember sometime in the '60's Bonnie anchored in Bermuda, Grassy Bay to be exact, each night after exercises. Ship's fund was low on \$\$ so liberty boats were not rented and naturally, no leave. A group of aviators, plus a Supply Officer, decided to make off with a raft and head for Bermuda resulting in the following poem in the "News".

A bunch of the boys were whooping it up,
Back in the Wardroom flats,
There was Mac the tosh and Keith the slosh,
and even one called Pat.

They had been on board for five long days,
It really was a bind,
So after a vote, they got afloat,
To see what they could find.

They found not maidens young and fair,
Nor even a coral reef,
But for their craft, they found this raft,
Belonged to one called Dief.

And so these boys who were whooping it up,
Were spotted from the ship,
And now they spend their days on end
A learnin' how to chip!

(Author unknown although "The Watcher" appears at the foot of the poem.)

Another from **Mike Elrington**:

The boy stood on the burning deck while
all the rest had fled,
The "Fish Heads" had abandoned ship,
the Fly Boys were in Bed!!

From **Frank Down**:

Hey Mickey, I think it must have been in
the Spring of '60. New Broom 10, CO
Bob Williamson, Cdr (Air) Bob Falls.
VS880 was fun, wasn't it?

Carl Jasper Wright writes:

I often think about that time in Grassy Bay, tied to the bottom because I was a new radio type PO from being a S.E. type PO. I went by the stbd deck one day and saw flames coming from the barge tied alongside. I went down the ladder there and started to try and quell the fire and also started to try and cut the tires that were being used for bumpers, because the garbage chute was on fire and it ran directly, if I'm not mistaken, very near to the avgas lines. I shouted to Rusty Releader, who was up on the flight deck to pass down a hose, which he did and sent some men down. Later a two and a halfer who was my Divisional Officer asked me if I had been ordered down there and like a fool I said yes because I was having trouble fitting into the Radio Branch because of coming in as a PO. Mistake - should have told the truth because a short time later, Rusty got promoted, but I never even got a well done. That's life.

HOW NOT TO JETTISON WING TANKS

Scenario: Our Fireflys had just been recovered and we were in the process of refuelling them. We're aboard "Maggie" and "No Smoking Throughout The Ship" has been piped. Following our usual refuelling procedure, I straddled the fuel tank that was positioned on the outer area of each wing of the Firefly and commenced refuelling! That's all I remember! I woke up in Sick Bay some time later, with a big bump on my head! Lucky? Yes! So were a lot of others, had things gone more wrong! Me, the flight deck, and everything around us were soaked in high octane fuel. No spark! No explosion! No fire! The wing tank had jettisoned with me aboard, due to a locking malfunction, that normally would not have occurred.

No one ever straddled a wing tank again! Who has more fun than sailors?

RECALLING MEMORIES MAY RECAST CONTENT. By Sandra Blakeslee, The New York Times.

Scientists may have found a biological reason to explain why two people who witness the same event will, years later, often have different memories of what happened.

It seems that every time an old memory is pulled into consciousness, the brain takes it apart, updates it and then makes new proteins in the process of putting the memory back into long-term storage. The fact that new proteins are made, means that the memory has been transformed permanently to reflect each person's life experiences - not the memory itself.

(The preceding article might explain why no two people recall salty dips the same. It is probably why the stories get better and better! And I always thought it was the booze! Ed.)

L.R. Tivy writes:

I read with interest some of the newsletters in the Summer 2000 edition of your magazine, recalling happy days of long ago when I was at Shearwater in 1949 on loan service with the RCN.

In particular, when I took a Firefly trainer from Shearwater to Moncton for their Air Show. On this occasion I sat in the front cockpit having better all round view with Air Mechanic Dunne in the rear to service the aircraft. Returning from Moncton at around 6000' and having trouble with the radio, I asked AM Dunne to check some of the radio switches in the rear cockpit.

Unfortunately he chose the master ignition switch resulting in a deadly silence, instead of the healthy roar of the Griffon.

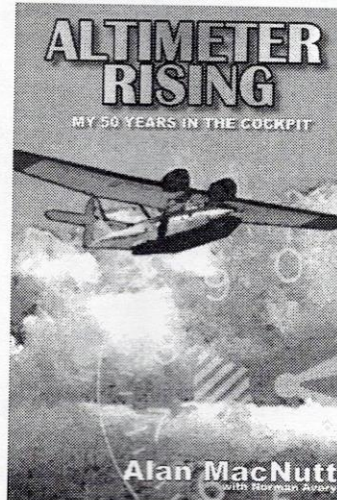
Being so pre-occupied deciding what to do next, I never thought of asking him to put the switches on again, so lost altitude quickly, plunging into the forest below, hitting the ground with a monumental thump. The aircraft disintegrated, but amazingly, apart from a few bruises, neither of us was hurt.

I always thought A.M. Dunne should have been called A.M. Dumb, though perhaps it was my own fault in not briefing him fully on the layout of the switches in the rear cockpit.

With best wishes.

ALTIMETER RISING - BOOK REVIEW

by Ted Cruddas member of CNAG Tracker Chapter.



ALTIMETER RISING: My 50 years in the Cockpit' by Alan MacNutt; large format paperback, 208 pages with many photos, but no index; self-published by A. MacNutt, Abbotsford, BC in 2000.

Alan MacNutt was a Prince Edward Island farm boy when he joined the RCAF in 1942. After completing basic flying training, he found that his services were no longer needed by the RCAF, so he joined the Fleet Air Arm, learned to fly Seafires, and remained in Britain until he was demobilized. Subsequently he came home to Canada and to commercial aviation, where he had many roles - flight instructor, bush pilot, engineer, mechanic, navigator, inspector. He even represented Canada as a technical advisor at the hijacking conference in The Hague. Although his military flying after the war was limited to a brief period with the RCAF Reserves, he flew most of the RCN's piston aircraft, plus a few early jet fighters such as the Vampire. However, most of his flying career was spent in survey work in many parts of the world, including mapping the arctic and finding oil in the North Sea.

'Altimeter Rising' is an autobiographical account of MacNutt's career in aviation, from Tiger Moth to modern jets, from 1942 to 1992. World

events outside aviation get little attention. His family life does get some mention: We learn that every member of his nuclear family qualified as a pilot, and that all of them worked in aviation. In form, the book is like an extended conversation, or a series of good yarns. He takes us through small successes such as realizing that a flight student had finally understood what he had been taught, through the failure of a small flying business, and the job uncertainties in a very volatile industry, general aviation. He writes about the difficulties of trying to impose flight safety in a bottom line operation, and eventually comes to his retirement from water bombing in the Canadian west. Here he is at his very best when he recalls situations in flight that would turn your hair grey.

Like any conversational account, the book contains some jargon and some personal asides. He takes the occasional swipe at governments, their policies, and their bureaucracies. Don't we all. He also criticizes, no doubt with justification, the conduct of some wartime Canadian Naval Officers and their Nelsonian tendencies, probably without realizing that Nelson was noted for his independence and innovation and in no way 'stuffy'. These in no way affect the narrative flow.

I would recommend this book to anyone who was or is involved in either naval or commercial Aviation. Those whose careers spanned both military and commercial aviation, especially outside of the passenger airlines, would be particularly interested.

Currently, 'Altimeter Rising' is available from the author by mail, and should be on store bookshelves soon. Its cost is under twenty dollars, and as low as twelve for a bulk order. You can order copies from Alan MacNutt at:

904-3170 Gladwin Rd
Abbotsford, BC V2T 5T1
Tel: 604-852-3216
Fax: 604-859-3218
email: imacnutt@dowco.com



Fall 2000



BELL BOTTOM TROUSERS

Once I was a serving maid, down in Drury Lane,
My master was so kind to me, my mistress was the same.
Then along came a sailor, home from the sea,
And he was the cause of all my misery.

Chorus
Bell-bottom trousers, coat of Navy blue,
He'll climb the riggin' like his Daddy used to do.

He asked me for a candle to light him up to bed,
He asked me for a kerchief to tie around his head,
And I like a silly girl, thinking it no harm,
Slipped into the sailor's bed to keep the sailor warm.

Chorus: (as above)

Early in the morning, before the break of day,
He handed me a one-pound note, and this to me did say:
"Maybe you'll have a daughter, maybe you'll have a son,
Take this, my darling, for the damage I have done."

Chorus: (as above)

"If you have a daughter, bounce her on your knee,
But if you have a son, send the bastard out to sea."
Now the moral of this story is very plain to see,
Never trust a sailor, an inch above your knee.



HMCS VICTORIA arrives in Halifax, with venerable Sea King 437 giving escort.

RESULTS OF ANNUAL GENERAL MEETING OF SAM FOUNDATION 8 SEPTEMBER, 2000

1. Election of Officers:

Chairman	LGen L. Ashley
Vice Chairman	Adm H. Porter
President	Ted Kieser
Past President	Bill Gillespie
Vice President	Eric Nielsen
Treasurer	Gerald Marshall
Secretary	Kay Collacutt

2. New business:

In order to make it simpler to remember when one's membership must be renewed, it was approved to base annual membership dues on the calendar year versus the Foundation's fiscal year.

The complete minutes are available in the SAMF office. Anyone needing further information, may contact Kay.



AF 14 1965

Any takers to identify all the people in this class of '65 photo?

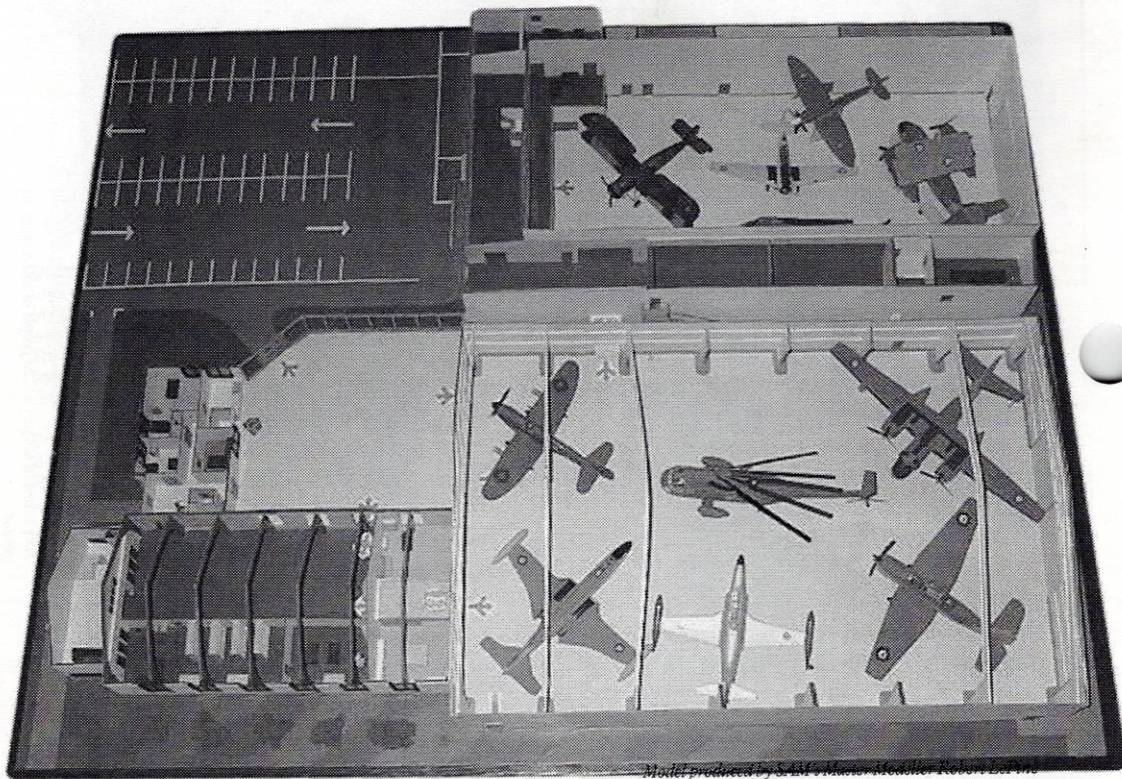
Fall 2000

Return Address:
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Museum Foundation
PO Box 5000 Station Main
Shearwater NS B0J 3A0

1999 Y H3
Jorgen Knudsen 1 7
1874 Shore Rd
Eastern Passage NS
B3G 1G5

Mailed under Canada Post
Publication Mail Sales
Agreement No. 1555251
Canada

Your NEW Shearwater Aviation Museum



- UPPER RIGHT: Existing Museum Structure
CENTRE LEFT: Planned Entrance Foyer, Displays & Gift Shop
LOWER LEFT: (Former RC Chapel) Archives, Library, Workshops, Office
LOWER RIGHT: New (15,000 sq ft) Museum addition.