

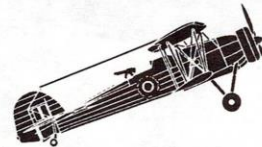


SAM FOUNDATION NEWS



ISSUE #1/93

APRIL 1993



Shearwater Aviation Museum


NEARLY AIRBORNE!!

Achievement of the long-sought goal of both the SAM and our Foundation (SAMF) appears to be at hand in the VERY NEAR FUTURE! In addition to the base fund grant of \$150,000, Shearwater has acquired further significant funding for Project 75. This, of course, is the signal for SAMF/SAM to finalize plans for Phase II of the museum project and to launch our fund raising drive for both Phases II and III.

Significant details concerning the overall project follow in this Letter. Included is a statement on fund raising by VAdm Harry Porter. I will only add that I am bursting with excitement about what has been achieved, and I hasten to thank those who have doggedly pursued our goal, fought the never-ending frustrations and kept the faith.

You will see in this Letter the surprisingly healthy state of SAMF's finances. I am sure that demonstrating our own financial commitment to the project was in no small measure helpful in gaining outside backing. I know too, that industry will respond in the same way.

To all of you who have continued to support SAMF financially, despite the earlier slow progress in obtaining outside aid, I extend on behalf of the Board of Directors deep appreciation.


Doug Peacocke
President

CONGRATULATIONS FROM BGEN BARRY BOWEN

It is with great pride that I witness the Shearwater Aviation Museum so close to "take-off".

I recall meeting for the first time in early 1988 with the executive of the newly-incorporated SAM Foundation, to hear their plans and proposals. Their determination and enthusiasm was infectious, and won my immediate support. After consulting with Air Command HQ, I took great pleasure in giving the go-ahead.

In the years since, I've had many occasion to reflect upon just how much we truly are products of our special service heritage. And what better way to preserve this heritage than a world-class museum to display the tools of our profession and our pride in Canadian Maritime Military Aviation.

The welcome financial impetus just given Project 75 is extremely heartening. I offer everyone a well earned BRAVO ZULU and my personal best wishes for continued success.

COMMENT FROM ADM BOB FALLS

The news of a major funding breakthrough for SAM Project 75 absolutely made my day. How wonderful to know that the light we now see at the end of the tunnel is not a train!

Two things: one, a special thanks to the persistent, tenacious, dedicated drivers who kept our goal on track; and two, an appeal to all supporters to get behind the SAM project for the last push needed to ensure its completion.



LET'S MAKE IT HAPPEN!!
JOIN US! BE GENEROUS! IT'S YOUR HERITAGE!

COLONEL KERR

Now that major funding is available for the SAM, I would like to bring you up to date with what is now happening.

The total funding so far identified is \$439,000. This includes \$150,000 from the Shearwater Base Fund. Although this is not all the monies we had hoped for, we can most certainly complete a significant part of the project, which begins with the CANEX conversion. We have already arranged for contracts to solidify the south wall, strengthen the concrete floor, repair and insulate the roof, etc.. Now that work on the SAM is actually underway, we will soon be mounting a large sign on the roadside adjacent the site, announcing the museum's new "home".

We've all worked long and hard to reach this milestone, especially the SAM's Board of Trustees and the SAMF Directors. I can think of no better example of what teamwork can accomplish.

On behalf of the Base, I wish everyone the best of future success. Our heritage is too vital not to be preserved for generations to come.



Aerial photo of the CANEX. Note direct access from the main highway and the adjacent land for expansion.

EDITOR'S SITREP

The SAM is now poised for takeoff due largely to two recent developments:

- a. acquisition of the soon-to-be-vacated CANEX building plus \$150,000 from Base Fund to help renovate it; and
- b. acquisition of a long-awaited grant of \$289,000 for major structural upgrading and other work leading to world class museum standards.

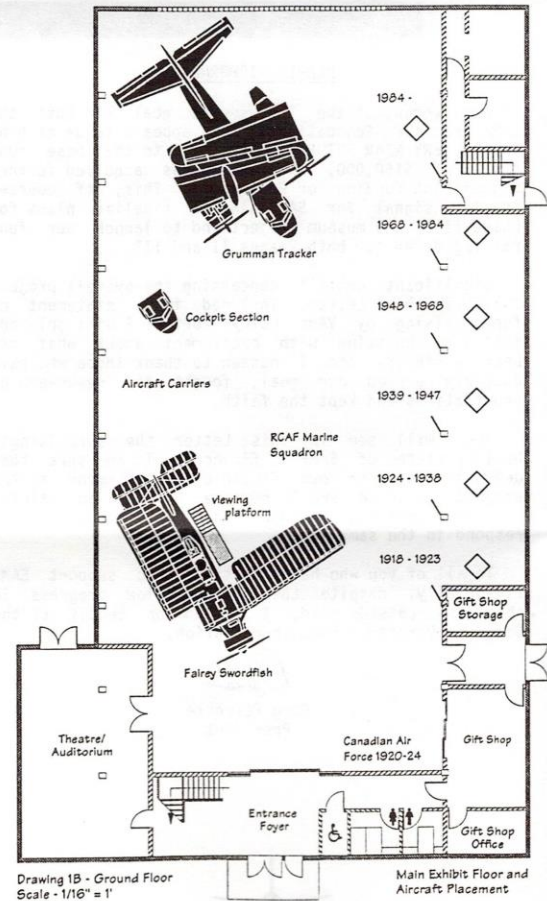
PROJECT 75 was introduced in previous issues of the SAMF NEWS. Briefly re-visited, it consists of downsizing our original plan for a \$2.4 million structure to be built from scratch, and pursuing instead, the more achievable goal of expanding to full size in three Phases. The CANEX conversion becomes Phase I. This offers a clear solution to the immediate problem of housing our Swordfish and Tracker aircraft, both of which must soon be moved from the badly needed operational hanger space they now occupy on the flight line.

Phase II will consist of a modern permanent "shell" to be added to the converted CANEX building. This will house the remaining aircraft and provide other space for future acquisitions and displays. Phase III will see the upgrading and general development of the entire complex into the museum's permanent home.

Remember, our original goal remains intact: the only change is to the means of getting there.

From this point onward the entire SAM project will be known as PROJECT 75, a name chosen to mark the founding of Shearwater as an air operations base 75 years ago by RAdm Richard Byrd.

Although the museum may not be open to visitors until 1994, for historical reasons a formal ceremony to launch the museum will be held at Shearwater this August. RAdm Byrd's daughter will be the guest of honour.



Shown above is a proposed layout for the main floor only. A gallery deck is also planned. Hanger type doors are fitted at the rear.

SHEARWATER AVIATION MUSEUM FOUNDATION
Supporting Preservation of Canada's Maritime Military Aviation Heritage
MEMBERSHIP APPLICATION/RENEWAL

Please enroll the following;

(Print)

Name: _____

Street: _____ Apt: _____

City/Town: _____

Prov/State: _____

Country: _____ Post/Zip: _____

If a GIFT MEMBERSHIP, please Print Donor's

Name: _____

Street: _____ Apt: _____

City/Town: _____

Prov/State: _____

Country: _____ Post/Zip: _____

(Please indicate X)

Member.... \$ 30./yr. []

Sustaining \$100./yr. []

Patron.... \$250./yr. []

Life..... \$500. or + []

New Membership? []

Renewal? []

Gift Membership? []

Donation? \$ _____

Donation for _____

Official TAX DEDUCTIBLE receipts are issued for fees and donations of \$10.00 or more. Donors of \$30.00 or more are granted member privileges for current membership year. Please list additional gift memberships and membership nominees over. NEW Enrollments (exc. Life) after 1 March are HALF fees and, after 30 June, full fees INCLUDE following year to 31 August.

MAIL THIS APPLICATION WITH YOUR CHEQUE TO:

Shearwater Aviation Museum Foundation,
Box 577, Main Post Office,
Dartmouth, NS,
Canada, B2Y 3Y9

(Office Use)

Receipt # _____

Date _____

Mailabel _____

Card _____

Memb. No. _____

THE SHEARWATER AVIATION MUSEUM FOUNDATION NEWS
P.O. Box 577, Dartmouth, NS, B2Y 3Y9
Telephone: (902) 291-1111

A MESSAGE FROM VADM H.A.PORTER (Ret'd)
CHAIRMAN, SAMF FUND RAISING COMMITTEE

It was my great pleasure to join the SAMF last year and an honour to be asked to Chair the Fund Raising Committee

As explained elsewhere, PHASE I of Project 75 is now underway with substantial funding already in hand. Design proposals for PHASES II and III, together with cost estimates, are presently under development. When these are available it will be "full throttle" for the fund raising committees.

In preparation, I have begun working out recommended plans for the committees, each with suggested specific tasks.

Funds will be sought from all government levels; corporations; aerospace industries; foundations; associations; special names; the general public; US institutions because of Adm Byrd's association; and foreign companies having past, present or future involvement with Shearwater and its aircraft.

Fund raising volunteers are needed. Anyone willing to join the fund raising team(s) should contact me now by writing to H.A.Porter, 503-6095 Coburg Rd, Halifax, NS, B3H 4K1 or by 'phoning me at (902) 422-3362.

To paraphrase the old recruiting posters: The SAMF needs YOU! I am confident that, working together once again as a team, we will succeed.

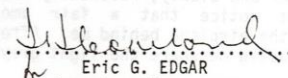
FINANCIAL SUMMARY FEBRUARY 1993

ASSETS:		
Cash in Bank		\$4,190.12
Cash on Hand + Petty Cash		200.00
GST Receivable		2.87
Sub Total		\$4,392.99
Investments:		\$60,515.00
TOTAL ASSETS.....		\$64,907.99
LIABILITIES:.....		NIL

STATEMENT OF INCOME AND EXPENSES

INCOME:	This Qtr	This FY
Memberships	\$1,500.00	\$8,520.00
Donations	90.00	11,055.65
Interest/Exchange	000.00	693.89
TOTAL INCOME	\$1,590.00	\$19,369.54
EXPENSES:	117.10	455.91
Net Income	\$1,472.90	\$18,913.63
Add: Net Worth on 1 Sep 1992		\$45,994.36

NET WORTH as at 28 FEB 1993.....\$64,907.99


Eric G. EDGAR
Secretary/Treasurer
28 February 1993

Address all correspondence to:

The Editor, SAM FOUNDATION NEWS,
PO Box 577, Dartmouth, NS, B2Y 3T1
Printed by: Minuteman Press, Dartmouth, NS

SWORDFISH RESTORATION

Under the skillful direction of Jerry Corrigan, the SAM Chief Engineer, work on the Swordfish engine will soon be completed. All the pistons are now in place, and the first run-up could take place in May.

The exhaust collector ring has been completed at IMP. This assembly had to be completely rebuilt from scratch. The job proved to be extremely labour-intensive, involving as it did the hand shaping and fitting of dozens of compound curves, all of which needed precision matching to the cylinders.

To IMP and its Tool and Jig department goes our heartfelt thanks for this exceptional contribution. It is not possible to thank personally everyone concerned but special appreciation goes to Simon Wilson and Bill Mitchell, and to the skilled artisans who crafted this masterpiece, Miklos Huszar and Adam Bazner.



Shown above is an earlier Swordfish restoration, circa 1948. Note the exhaust collector ring similar to that contributed by IMP. Photo courtesy Guy Laramee.

PAUL BRUNELLE RETIRES

At the 1992 AGM, Doug Peacocke announced with regret the retirement of Paul Brunelle as the Secretary/Treasurer of SAMF and Editor of the SAMF NEWS. In Doug's words, "...Paul has made a major contribution to our Foundation, being a tireless, capable and dedicated individual. I have truly enjoyed and valued his advice and support as we dealt together with many difficult and frustrating events".

All who know Paul and his work will certainly share Doug's sentiments. They will be happy to know that Paul intends to remain active in other ways within the museum project.

Paul remains on standby to help his successors, Tom Copeland (Editor) and Eric Edgar (Sec/Treas), should they get into trouble.



An 826 Sqn TBM. Can anyone identify the pilot?

TALKING TURKEY

From "WINGS" magazine comes this quickie flashback to the TBM and its early days in the RCN.

The Grumman AVENGER was conceived in 1939 as a replacement for the Douglas DEVASTATOR. Over the years it has been fondly dubbed the Grumman ARMSTRONG, for its heavy flying controls, and the TURKEY, for its unlovely shape. TBF was the manufacturer's code for those built by Grumman, and TBM for the greater number built under licence by General Motors.

The first prototype flew on 7 August 1941. The first production aircraft cleared the assembly line only 4 months later, on 3 January 1942. Not well known is that the first 50 had a second set of flight controls for a bombardier.

In June 1942 Grumman was turning out 60 TBF's per month but was at its maximum capacity due to other commitments, notably the HELLCAT fighter. General Motors, with its enormous wartime expansion, began producing the TBF under licence and eventually built three quarters of all AVENGERS at war's end.

By early summer 1943, GM was producing 100 TBMs per month. By November of that year, GM's output increased to 215 per month and eventually climbed to 400 per month by 1945 when mass production ceased. In all, Grumman delivered 2,291 TBFs while GM built 7,546 TBM's at its Trenton, NJ plant.

Canada's first 4 AVENGERS appeared in Shearwater on 7 June 1950. They were flown here from a pickup area at Quonset Point, RI. LCdr Norm Donaldson, then CO of 826 Sqn, was the first to land. These and subsequent TBMs were selected for their low flight time and sound overall condition. They remained in service until mid-1960.

826 Sqn, 18th Carrier Air Group, was the first RCN squadron to receive AVENGERS. In February 1951, 826 deployed to Kindley Field, Bermuda, where the pilots conducted several days of field carrier landing practice prior to actual flight deck qualifications in MAGNIFICENT. Following these quals, a short period of embarked workups with full flight crews took place, marking the beginning of the AVENGERS operational life in the RCN.

826 Sqn became 881 Sqn in May 1951 and, in August of that year, embarked again in MAGNIFICENT for the first of many subsequent NATO exercises in the Mediterranean and North Atlantic.

A definitive history of TBM's in the RCN is set out in Leo Pettipas' excellent book, THE GRUMMAN AVENGER IN THE ROYAL CANADIAN NAVY. However, anyone having personal recollections, yarns, photos, etc., of this splendid old bird they would like to share with others through the SAMF NEWS may forward them to the Editor. All material will be forwarded after use to the SAM archives.

ASHES TO ASHES

From Guy Laramée comes this tale of good intentions gone somewhat awry!

In the early 1940's I was a crewman in Stranraers on Canada's west coast. This marvellous old airplane was always predictable, including airflow patterns created when a hatch was opened or closed in flight.

Several years after I left Stranraers I was posted back to my old squadron which was now equipped with Cansos. On one of my first flights in this new airplane I was given the job of spreading the ashes of a recently departed gentleman over Vancouver harbour.

When over the drop zone I opened the port fuselage blister and slowly, reverently released the ashes. I didn't notice that a fair amount was blowing back into the airplane behind me. After landing, a young tech asked me where the light grey "powder" came from.

"That", I replied, "belongs to a soul now passed on, so be extra careful to save all you can sweep up."

Well, most of the ash was indeed carefully collected and released on another flight, but some had surely found its way into unreachable places. And since this particular Canso enjoyed a very long life during and after its RCAF service, the gentleman in question likely accumulated a record number of Canso flight hours.

I'm sure he understood!