

SAM FOUNDATION NEWS

THE SWORDFISH FLIES!!



Shown above is Fairey SWORDFISH MK II HS469. She was delivered to the Royal Navy in 1941 and assigned to #1 Air Gunnery School, East Camp, Yarmouth, NS, for TAG training, thence to HMS SEABORN, Dartmouth, NS, for coastal patrol. In 1946, HS469 was turned over to Crown Assets for scrap. But, she didn't die.

The skeletal remains of HS469 were recovered in early 1980 from a knacker's yard near Brantford, ON. Following 14 years of painstaking restoration, HS469 again took to the air from CFB Shearwater on Wednesday, 13 April 1994, to become the world's 4th flight certified Swordfish.

PRESIDENT'S MESSAGE

The GOOD NEWS is this: Phase 1 of PROJECT 75, the physical conversion of the former CANEX building into the new Shearwater Aviation Museum, is actually underway!

A half-million dollar contract for the work was let just days after the federal budget was announced. As this newsletter goes to press, construction crews have already removed the old siding, gutted the inside, commenced structural upgrading, and are about to apply the first of the new materials. Completion is scheduled for September of this year; then, the fine tuning and gradual move out of the old quarters begins, leading to a projected grand opening about August 1995.

The past few months have been anxious ones for all of us, since the museum's future could have been caught up in the defence cutbacks. However, now that the dust has settled, it has been determined that the new Shearwater Aviation Museum has not been affected in any way, and will proceed as planned. Shearwater is to become a helicopter operating base almost exclusively, with fixed wing operations moving elsewhere over the next 4 years. Some military support units now at CFB Halifax are expected to transfer to Shearwater.

FIREFLY RESTORATION

The restoration of Firefly PP462 is coming along smartly under the direction of MWO John Webber (420 Res Sqn). A large space for the Firefly, Swordfish, and Tracker aircraft has been provided in E Hanger, VX-10's last location before moving to Cold Lake. Working with John is Bud Ayre, just retired from HT-406 after lengthy service with the RCN and CF. Also on the Firefly team is George Cummins, a retired long service RCN veteran who readers will recognize as one of the original Swordfish restoration crew, and a key figure in the final push to get our Swordfish flying.



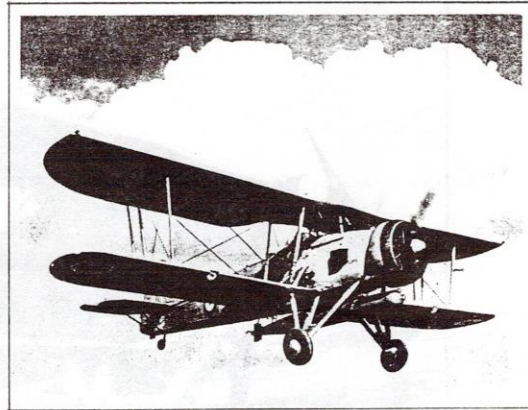
The Firefly's engine has been removed, the wings installed in newly constructed storage frames, tail and cockpit sections disassembled, and what looks to be thousands of bolts, brackets, bell cranks, actuators, electrical and hydraulic fittings of all shapes and sizes, all carefully removed, identified, catalogued and systematically organized for eventual reassembly. Additional volunteers will be called upon during later stages when they can be phased in.

SAMF has agreed to fund the photographic record of PP462's resurrection, and we have been fortunate to acquire the volunteer services of Mr Ernie Smith for this task. Ernie is a former Fairey-Dartmouth hand, and currently the local MOT technical inspector.

SAMF has heard from a number of readers who flew PP462 and DK535. Looks like Dick Bartlett took 462 aboard Warrior just before leaving the UK in March 1946, bound for Canada and a brief but significant period in Shearwater's history.

THE SWORDFISH FLIES!!

At 1503HRS local time on Wednesday, 13 April 1994, Swordfish HS469 (Canadian Civil Registration C-GRCN) gracefully took off from CFB Shearwater for a flawless 45-minute flight, climbing to 4,000 feet over the base while completing all the MOT checks required for flight certification.



At the controls was Lt Cdr John Beattie, CO of the Royal Navy's Historic Flight, RNAS Yeovilton, England. Flying as essential crew was Mr Brian Aston, a former RCN Air Branch member, now retired in Penrith, Cumbria. Readers will recognize Brian as the senior project engineer throughout HS469's restoration.

A second flight followed the certification sortie, during which John and Brian showed off the marvellous old bird as she might have flown in her earlier incarnation. To the cheers and applause of most of the original restoration crews, who came to Shearwater for the event, HS469 flew a series of low-level close in fly-bys at a blistering 130 Kts, tight turns and banks, and lots of sweet Pegasus noise, all intended to demonstrate how sound and professional the restoration truly was. Not a dry eye in the house.

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(Con't from Page 2)

FUND-RAISING

We are truly indebted to Bob Spence for his crucial support in these final days, to John Beattie, who not only flew the airplane but also brought along his own Pegasus carburettor, to IMP for donating the exhaust collector ring, to all the restoration team, and, of course, to LCol Brian Akitt, CO of HT-406, and to all the Shearwater squadron and base personnel who took on the Swordfish project as their own.

With the museum's future confirmed, Admiral Harry Porter is about to launch our major fund-raising drive, aimed mainly at corporations, governments and business. A professional brochure, designed with the help of Bud MacLean, Paul Brunelle, Frank DeLisle, Eric Edgar, Harold Northrup, Brian Akitt and Admiral Porter, will help tell our story.

THE LAST WORD

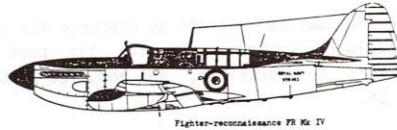
I've obviously missed many people who played key parts in the Swordfish story but I hope to rectify this in future newsletters as we try to lay out the full saga. Meanwhile, may I say how strongly I again feel that same pride we all felt, not so long ago, when your squadron or mine flew past to the envy of others. There's no life like it? No. And there never will be.

Finally, a touch of BAD NEWS. A substantial number of supporters who helped SAMF financially in the recent past appear to have backed off. I hope this is only temporary, perhaps due to uncertainties about the museum's future in the face of cutbacks, the recession, and so on. While the steady growth in our financial position is heartening, as reflected in the Treasurer's report, every last supporter is still needed. When next with friends, please continue to press for our cause.



GOLFER'S ALERT

The SAMF celebrity mixed golf tournament is on: tee-off at 1 PM, 18 August at Hartlen Point Golf Club, shotgun start, scramble format. The entry fee is \$100 each player, all TAX DEDUCTABLE. The tournament coordinator is Maj Ken Whitehead, HT-406 Sqn. Entries should be forwarded to the SAMF Secretary, Eric Edgar, at the address shown on the tournament entry form below.



In a curious way, the recent radical changes in Shearwater's status may benefit the museum because they show us - with great clarity - how urgent it has become to succeed with all 3 Phases of the museum project. We've all received a very loud message, and we must not ignore it. Please continue with your support. We're nearly there, but the last push is still a short step ahead.

The aim is, of course, to raise funds for Phase 2 of the museum expansion. Arnie Patterson and Moosehead Breweries are helping on the sponsorship side, and MacPhee Pontiac has generously offered a new auto for the first ace on a selected Par 3. Refreshments and food following. A very powerful museum supporter has been asked to guarantee the weather.

Doug Peacocke
Doug Peacocke
President

The Secretary, SAMF
PO BOX 577, Dartmouth, NS, B2Y 3Y9

Please sign me(us) up for the 1994 SAMF Golf Tournament to be held at Hartlen Point at 1 PM, 18 August. Enclosed is our entry fee of \$100 each. Please mail our tax deductible receipts to:

- Player 1.....
- Player 2.....
- Player 3.....
- Player 4.....

PLEASE CHECK YOUR ADDRESS LABEL



The highlighted symbols on your address label indicate the last membership year for which we received your dues or donation. The membership year expires 31 August. If your label does not indicate Aug/94 please use this tearaway form and mail it with your cheque to: SHEARWATER AVIATION MUSEUM FOUNDATION, BOX 577, Dartmouth, NS CANADA, B2Y 3Y9.

SAMF TEARAWAY MEMBERSHIP/DONATION FORM

NAME:.....
 ADDRESS:.....

 POSTAL CODE:.....

Circle the appropriate membership category: Member: \$30/yr; Sustainer: \$100/yr; Patron: \$250/yr; Life: \$500.

SECRETARY - TREASURER

The Foundation regrets to announce the passing of two stalwart supporters during the past year: Vince Greco in Sackville, NS; and, Ted Brooman in Dundas, ON.

The Foundation is very grateful for a most significant bequest from the estate of Ted Brooman and for the many donations from other members in memory of friends and loved ones. IN MEMORIAM donations to the museum project remain a key component of our fundraising plans.

We also report with sadness the untimely passing of our President's son, Commander Jerry D. Peacocke, in the prime of his life and at the beginning of a bright naval career. We extend to Doug and family, and to Jerry's family, our deepest sympathy.

OUR HISTORY

SAMF will try to report on new books, tapes, etc., dealing with Shearwater's history. One I recommend is Stu Soward's HANDS TO FLYING STATIONS. Most everyone I know is mentioned as Stu takes his readers through a "1945 - 1954 recollective history of Canadian Naval Aviation." The book is available for \$34.50 from: NEPTUNE DEVELOPMENTS, 657 Beacon St, Victoria, BC, V8V 1K1.

Alf Bristow's TRACKER video is still available for \$34.95 at #44-100 Burrows Hall Blvd, Scarborough, ON, M1B 1M7. Thanks to Alf's generosity, the SAMF has thus far received over \$800.00 from profits, which indicates how well sales have gone.

FINANCIAL SUMMARY AS AT 28 FEB 94

ASSETS:	
Cash in Bank:	\$21,234.88
Cash on Hand and Petty Cash:	200.00
GST Receivable:	20.28
Sub-Total:	\$21,455.16
Investments:	\$89,000.00
TOTAL ASSETS:	\$110,455.16
LIABILITIES:	NIL

STATEMENT OF INCOME AND EXPENSES

INCOME:	<u>This Qtr</u>	<u>This FY</u>
Memberships:	\$1,385.00	\$8,130.00
Donations:	25,033.04	27,777.28
Interest/Exchange:	933.12	2,397.11
TOTAL INCOME:	\$27,351.16	\$38,304.39
EXPENSES:	723.78	966.08
NET INCOME:	\$26,627.38	\$37,338.31
Add: Net Worth on 1 Sep 93		\$73,116.85

NET WORTH ON 28 Feb 94.....\$110,455.16

Eric G. Edgar
Secretary/Treasurer

NOTE: The above is an unaudited summary of income and expenses prepared solely for the purposes of this Newsletter. A final audited statement for Fiscal Year 93/94 will be presented at the 1994 AGM.