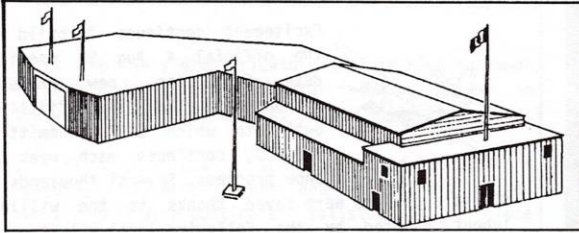


THE SHAPE OF THINGS TO COME



SAM FOUNDATION NEWS



ISSUE #1/95

APRIL 1995

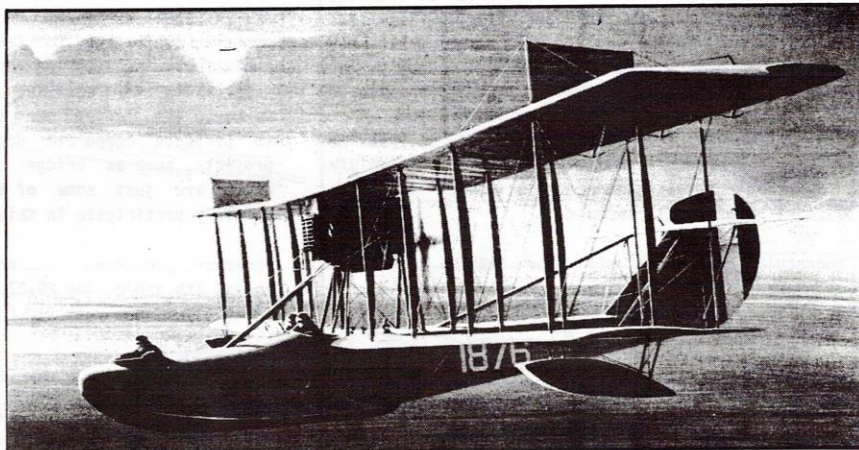
SHEARWATER AVIATION MUSEUM FOUNDATION

1995 - THE 50TH ANNIVERSARY OF
CANADA'S FLEET AIR ARM (1945 - 1970)



1918 - 1995

SHEARWATER'S 77TH ANNIVERSARY





CONGRATULATIONS FROM THE MAG COMMANDER

With the grand opening of the new Shearwater Aviation Museum only months away, it is my great pleasure to congratulate those who have worked so hard, and given so generously, to make this event possible.

The new SAM reminds us that Shearwater has played a key role in Canada's defence since the first flight from Baker's Point in 1918. That role is expected to continue, albeit at reduced levels imposed by today's realities.

While the move into the new SAM frees us from the space limitations of Warrior Block, it also introduces our next challenge; expanding the new building to bring our heritage "gate guardians" under cover.

This next challenge is already before us. So, as we savour the accomplishment of bringing the new SAM on line, we must also get ready to launch the next phase. I know we will succeed.

Congratulations to all for this marvellous achievement.

BGen Brock Horseman
Commander, Maritime Air Group

PRESIDENT'S MESSAGE



Excitement continues to build as the official 4 Aug 95 opening date for the new museum approaches. The final "fitting out", to which SAMF committed \$40,000, continues each week to show progress. Several thousands of extra dollars were saved thanks to the willing labour donated by the following local volunteers: Al Moore, Gerry Brushett, Wally Sloan, Vic Marsh, Eric Edgar, Bob Pattison, Jim Hopkins, Rolly West, Bert Bertrand, Bill Cowan, Wayne Fairbairn, George Ruppert, Bill Gillespie, Peter Staley, Ron Kay, Ron Lawrence, Ray Doucette, and Denny Shaw.

Each of our readers was sent one of the 2,000 individual letters we posted, containing Col John Cody's invitation to come East for the 50th Anniversary Naval Air Celebrations. Please come if you can, make sure other ex-naval air friends know, and plan to play in the special golf tournament arranged for the occasion. This year's co-sponsors are Lockheed Canada and MT&T Mobility. See Page 5.

To all who continue to support the museum through the SAM Foundation, a deep and sincere "Thank you". If you're late with your 1995 membership, please help us by sending it as soon as convenient. And if you are looking for a novel, simple and even useful gift for Christmas, birthdays, special occasions, or memoriams, please consider a contribution to SAMF. Some 25 supporters did this last year, giving us a most welcome boost of \$2,300.

Discussions with government for financial support to expand the museum continue. A side benefit has been the production of a comprehensive Marketing Analysis Report by the Federal Business Development Bank. This will be most useful to us in our own fund-raising efforts.

In a special insert included with this issue, members are asked to take on a personal 50th anniversary project to benefit the SAM. One such project is for each of us to recruit another member. The larger our size, the more we are able to persuade corporate donors to help us. Other projects, such as bridge tournaments, yard sales, etc., are just some of the many extra ways we can actively participate in this 50th anniversary year.

Wherever you are,enjoy. Hope to see you August 4th and/or Aug 25-27.



Doug Peacocke
President

CONGRATULATIONS FROM RADM W.M. LANDYMORE

It is my very great pleasure to join BGen Horseman in congratulating the Shearwater Aviation Museum on the eve of its grand opening in new quarters.

I have always had a special regard for Canada's seagoing aviators, flyers and maintainers alike, and I recall with particular satisfaction my close association with them in Bonaventure. I can still hear the roar of the flight deck at launch time, and the snap! and twang! of the arresting wires during recovery.

I am also very conscious of the ongoing achievements of today's new breed of seagoing aviators, and the special skills they have brought to the marriage of helicopter, destroyer and long range maritime air. While the SAM reflects our proud past, these young men and women represent our future.

As a Life member of the SAM Foundation, I encourage everyone to join me in the effort to make the Shearwater Aviation Museum the premier aviation showplace in Atlantic Canada.

Congratulations to all, and best wishes for continued success.

Yours aye,



W. M. Landymore, RAdm (Ret'd)



CNAG - A GROWING POWER



Most of us know the Canadian Naval Air Group (CNAG) through its social activities, its generous support for the SAM, and its charter goals which are aimed at preserving and expanding Canada's naval air tradition. Given its growing potential as an advocacy group, CNAG will soon become an important voice for its members in a variety of personal and general causes.

CNAG, spoken as "Sea - Nag", is an all-ranks organization. Each member, regardless of former service standing, is recognized officially as an equal partner in common cause. A close counterpart is the Australian Fleet Air Arm Association. Spouses and other family members are a strong element in the partnership. Associates are also welcome.

Continued on Page 4.



Shearwater International Air Show
August 26 & 27, 1995
15th Anniversary Celebration

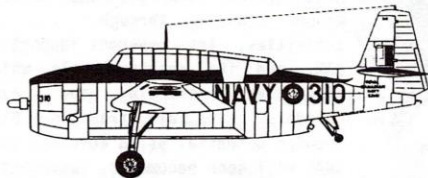


CNAG (Con't from P 3)

In a recent letter to the Shearwater WARRIOR, CWO Delbert A. Peters recalls how the CNAG began. In 1970, Del and several retired naval air shipmates met for a beer in Edmonton, to hold a wake for Bonaventure's demise and the end of the RCN as a single service. That meeting led to the CNAG Founding Chapter being formed in Edmonton as an anchor for other ex-RCN air types living locally. For a symbol, they adopted the winged seahorse (Sea Nag). The idea caught like wildfire, reflecting the strong links waiting to be forged all across Canada. Today, CNAG has a national umbrella organization and 9 regional chapters. Several new chapters are also in prospect. For the address nearest your area, see Page 9.

1995 represents the 25th anniversary of CNAG's founding as well as the 50th anniversary of Canada's Fleet Air Arm. To celebrate these milestones, a bang-up reunion for all CNAG members is being held in Edmonton from 6 to 9 October. To obtain information or to register, write to: Del Peters, CNAG Edmonton, 8103-44 Ave, Edmonton, AB, T6K 0Z3.

The SAM Foundation thanks CNAG for its ongoing support for the new Shearwater museum, and encourages everyone, regardless of former rank, to apply for membership.



MESSAGE FROM CNAG NATIONAL

On behalf of CNAG members all across Canada, CNAG National wishes to congratulate the new Shearwater Aviation Museum as it prepares for opening day.

The primary reason CNAG was born was to ensure our naval air heritage would not be lost. The new SAM represents a giant stride in this direction.

The next phase, expanding the SAM to bring all our aircraft under cover, will challenge every one of us. I encourage every CNAGGER to pitch in, as we've always done, to make this happen.

Ron MacKinnon

Ron MacKinnon
National Secretary CNAG



SAM GENERAL MANAGER APPOINTED

On 6 Feb 95, LCol (Ret'd) Chuck Coffen was appointed to the newly-created job of Shearwater Aviation Museum General Manager, replacing the outgoing Curator, Gordon MacLaughlan. Chuck retired in Sep '94 after 38 years of RCN and CF service. His final tour was in 12 Wing Shearwater as Wing Administration Officer.



Chuck will work under the direction of the SAM Director (LCol Joe Hincke - HT 406 Sqn). He is responsive to the President of the SAM Foundation, Doug Peacocke. He is responsible for the management processes of the museum, including activities directly associated with administration, financial, EDP, property management, fund raising, retail, communications, operations, maintenance, volunteers, archives, exhibits, library, cinema, and other heritage requirements. The duties will be conducted in close coordination with the Board of Trustees, the SAMF, other military and civilian museums, and various museum committees. He will support and undertake associated activities relating to the museum's mission statement and heritage initiatives.

HANDS TO FLYING STATIONS (VOL II)

Stu Soward advises that Vol II of HANDS TO FLYING STATIONS will be on the stands this fall. In addition to its importance as an historical record, its price, timing and readability will make it an ideal Christmas gift.

VOL II will cover the final 15 years of Canada's Fleet Air Arm between 1955 and 1970, including Bonaventure's last days. Most of us will recognize shipmates, as well as situations involving ourselves. VOL II will resemble VOL I in size and format, containing over 200 all-new photos, and lots of personalized material from 140 contributed anecdotes and recollections.

More detail about Vol II will be shown in our August SAMF NEWS. Meanwhile, VOL I is still available for \$34.95 all incl from: Neptune Developments, 657 Beacon St, Victoria, BC, V8V 1K1.

OUR SPECTACULAR GOLF TOURNAMENT

As part of the 1995 Come Home activities, SAMF has arranged another Celebrity Golf Tournament to be held at the Hartlen Point Golf Course on Friday, 25 Aug 95. Last year's tournament was a great success, so we plan only minor changes this year. We expect about 120 players to take part, but this is not by any means a limit. Everyone is invited, and everyone applying will be guaranteed a place. The format will be a "Captain's Scramble" with a shotgun start at 0900. Entry fees will be \$100.00 per player, all in



support of our museum. Prior to the start, a hot breakfast will be served, food and refreshments following. As well, a large selection of prizes will be awarded, including a shiny new car for a hole in one. Chuck Coffen is responsible for this year's weather.

Players are requested to sign up early with the SAMF Secretary, Box 577, Dartmouth, NS, B2Y 3Y9. A convenient tearaway form is provided below, with a space for handicap to help arrange groupings. However, you may play with any group of friends by so indicating, regardless of handicap. Your entry fee is 50% tax-deductible; receipts will be issued.

TO: The Secretary SAM Foundation
PO Box 577, Dartmouth, NS, B2Y 3Y9

Please sign me (us) up for the 1995 SAMF Golf Tournament to be held at Hartlen Point Golf Club at 0900, Friday, 25 August 1995. Enclosed is our entry fee of \$100 each. Please mail our tax deductible receipts to:

Player 1.....Handicap.....
 Player 2.....Handicap.....
 Player 3.....Handicap.....
 Player 4.....Handicap.....

Please add extra names if necessary.

THE NAVY AT RIVERS

The Air Command journal, ROUNDEL, recently published a 2-part article by Leo Pettipas on Canadian naval air's long history of Tactical Air Support training at CJATC Rivers, Manitoba.



Leo has kindly provided SAMF NEWS with a draft of this history, from which a limited number of copies, including a great Fury shot, have been made. Free copies are available from the Editor, SAMF NEWS, Box 577, Dartmouth, NS, B2Y 3Y9.

A GOOD DEED

On a bitterly cold day, RCMP Constable Smith was flagged down by a stranded biker swaddled in heavy clothes and visored helmet.

Smith: "What's wrong?"
 Biker: "Carburettor's frozen."
 Smith: "Well, just pee on it. It'll thaw."
 Biker: "Can't."
 Smith: "Okay, I will."
 Smith then applied his emergency technique. It worked instantly. The biker drove off, waving.
 A week later a note of thanks arrived for Smith. It began:
 "On behalf of my daughter, who was recently stranded...."



OBSERVERS MATES HISTORY PROJECT

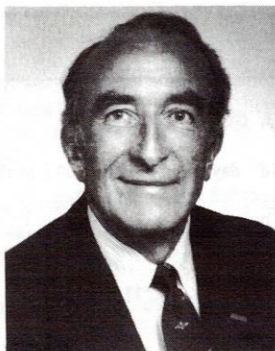
Tom Copeland is leading a volunteer group of ex-Observers Mates in a 50th naval air anniversary project. They plan to publish a general history of the OM Branch through personal profiles of its former members, in the same format as Robbie Hughes' CANADA'S NAVAL AVIATORS. The long search for "lost" OM's is underway through public service notices in all major newspapers across Canada, the Legion magazine, military journals, etc. However, these notices tend not to reach a complete audience so all readers with postal addresses for ex OM's, NA's, Radnavs, etc., are requested to send them to: 57 Cedar Cres, Dartmouth, NS, B2V 1Y8.

SAMF OTTAWA REPRESENTATIVE

Thanks to Neil Robertson for volunteering to be the SAM Foundation's information rep in Ottawa.

The SAMF will keep Neil closely informed about the museum's plans and progress, coming events, etc. Neil won't be ringing doorbells or soliciting donations - although he'll be happy to take anything offered! He'll just be the local source of all SAM/SAMF knowledge, and will make it available on request.

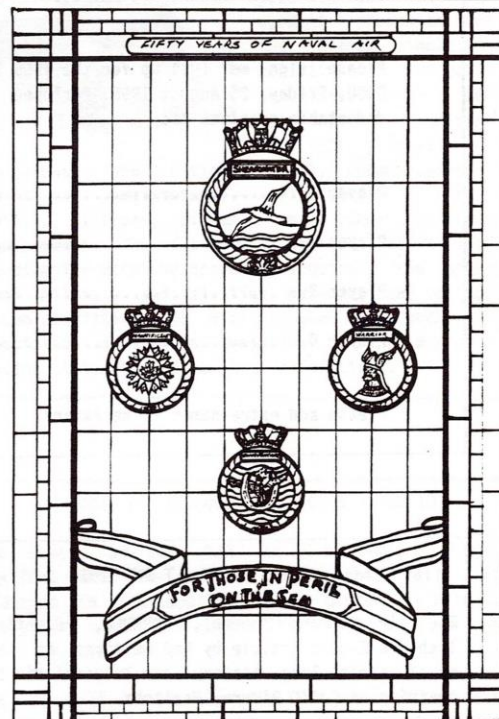
Neil began his working life in 1947 with the British India Steam Navigation Co. He joined the RAF in '51 and flew Meteor 8's for 3 years. He came to the RCAF in 1954 as a flying instructor.



In 1959, he transferred to the RCN where he flew in VT-40, VU-32, VS-880 (AW and BV). He was the FDO in Bonnie, a watchkeeper in Athabaskan, and the Air Officer in Preserver. From '70 to '73, Neil was an Argus Flight Commander in VP-415. He then moved to the Coast Guard Emergency section, went on to MOT

Air Ops and retired in 1990. He's now active in Ottawa area real estate sales.

Neil can be contacted at (613) 591-7729.



SAM'S STAINED GLASS WINDOW

The CNAG has generously funded the manufacture and installation of the striking stained glass window shown above. Framing the window will be the crests of our 4 original squadrons - 803, 883, 825 and 826 - funded by the surviving Sqn Co's. The window and surround will be installed where the upper right-hand window is now located on the front facade (see small building sketch on cover page).

CELEBRATING THE 50th ANNIVERSARY OF CANADIAN NAVAL AVIATION 1945 - 1970

"and they shall mount up with wings like eagles...." Isaiah 40:31

The Beginnings (1945 to 1951)

Background. Naval aviation came to Canada later on in the game compared with other sea powers of the world. In the closing months of WW II it was decided that our Naval Service should acquire a "Fleet Air Arm" of its own, and plans for such an organization were accordingly made. Two escort carriers had been manned by RCN ship personnel with RN air squadrons (HMS Nabob and Puncher) in the 1943-45 period. Now men were needed to keep naval aircraft flying from RCN ships.

The Policy. In September 1945 the plan was to acquire 2 light fleet carriers from the RN - one carrier to be based on each coast. The ships selected for this purpose were the 2 carriers built at Belfast: the Warrior and Magnificent. Recruiting began for the formation of 4 operational squadrons, 2 fighter and 2 torpedo-bomber-reconnaissance to operate from these ships, and the aircrew personnel were mostly Canadians transferred from the RN Fleet Air Arm and the RCAF.

HMCS Warrior was commissioned in January 1946 and after trials and workups in the UK sailed for Halifax in April of that year. A Naval Air Section was established at the RCAF/DOT airfield at Dartmouth, NS, to receive squadrons and to provide shore facilities, while appropriate staff and administrative requirements had been set up at Naval Headquarters in Ottawa.

Reality. Instead of the two-carrier navy plan being carried out, it was decided to cut our newly acquired Air Arm to one carrier, considered adequate in light of the existing world situation. When HMCS Magnificent was completed in 1947, HMCS Warrior was returned to the RN and the new carrier (of the improved Light Fleet class) was commissioned in the RCN. The other 2 squadrons formed a second Carrier Air Group and were sent to the RCN Air Section Dartmouth, which eventually became HMCS Shearwater in September 1948. In 1951 the aircraft being flown in operational squadrons were (1) Fighters - RN Seafuries and (2) A/S Reconnaissance - RN Fireflies and USN Avengers. These were the beginnings of a very professional Naval Air. The rest is history.

A Tribute. We pay tribute to the truly yeoman work and high standard of performance which at all times were rendered by the officers and men who were engaged in building Canada's Naval Air Arm ashore and afloat. They were truly pioneers in their chosen field of endeavour in this country. They boldly went where no one had gone before, stimulated by the raw adventure of an uncharted journey which had no guaranteed safe passage. They left a proud Naval Air heritage which is enriched today by their successors who continue to maintain and fly aircraft from ships. On August 4, 1995, the Grand Opening of the newly renovated Shearwater Aviation Museum will be another worthy and timely reminder that it all began some 50 years ago. Survivors of those days have every reason to stand tall. The Shearwater Aviation Museum today honours their proud achievements.

50th Anniversary Reading. The historical growth of Naval Air is covered in several publications: **A History of Canadian Naval Aviation** by J.D.F. Kealey & E.C. Russell, Naval Historical Section DND, 1965; **The Sea Is At Our Gates: The History of the Canadian Navy** by Tony German (McClelland and Stewart) 1990; **The Bonnie HMCS Bonaventure** by J.A. Snowie, Boston Mills Press, 1987; **Banshees in the RCN** by Carl Mills, Banshee Publications, Toronto, 1991; **Hands to Flying Stations: A Recollective History of Canadian Naval Aviation 1945-1954 Volume 1**, by Stuart E. Soward, Neptune Developments, Victoria, 1993; and **The VX 10 Story: Nobody Told Us It Couldn't Be Done** by Peter Charlton, 1993. Forthcoming publications of the **Canadian Naval Aviation Technical History Project (CNATH)** and **Volume 2** of Stuart Soward's series will further confirm that a commitment to excellence was a hallmark of Canadian Naval Air.

Soundings April 1995



As indicated in the photo, Newf also had an eye for the ladies (sly old dog!). It is rumoured that both Newf and son chose release when, for unspecified reasons, they were banned from the flight line. Newf's story after leaving Shearwater remains a mystery we hope a reader can solve.

Anyone with yarns about Newf, or just photos, is requested to send them to the Editor, SAMF NEWS.

Newf's full story needs telling so his rightful place in the new museum may be claimed.

EDITOR'S NOTE: The Newf and son photo above was taken at USNAS Quonset Point, RI, where the pair had gone on TD with 826 Sqn for deck landing quals on the USS SAIPAN. The little guy was known as "Stand Easy", but some named him "Killer". Thanks to John Gourlie, Les Shatford, and Jim Adam for inputs.

Sporting a MAGNIFICENT cap tally is "Newf", who served at RCN Air Station Shearwater from the late-40's to the mid-50's. Newf was probably the best known naval air seadog of his day.

Legendary for his great size, appetite and gentle nature, Newf responded to every friendly hand with enthusiasm, thereby making countless "wingers" to see to his needs. Most evenings Newf would take his place in the duty boat bound for a run ashore with his mates to Halifax. He often wound up at the Seagull Club, where he rarely refused the many offers of beer put before him. Though some of his drinking pals failed, Newf usually caught the last boat home, his gyros unaffected.

SHEARWATER'S UNSOLVED MYSTERY

The clipping at right appeared in the 1 Jun 44 issue of the Halifax Mail. It was sent to the SAMF NEWS by Lynda Conrad, who is widely recognized as the unofficial historian of the Lawrencetown area. Lynda has conducted exhaustive research into the incident, but has been unable to discover, even from official records, what actually happened. The aircraft involved is thought to have been a Swordfish.

Anyone with details to add to the story is requested to send them to the Editor or to Lynda at: 154 West Lawrencetown Road, RR 2, Porter's Lake, NS, B0J 2S0. Lynda's research includes many other occurrences in which aircraft from Shearwater were involved.

AIRMAN FALLS FROM PLANE

Search was being conducted today by Fleet Air Arm personnel from the Dartmouth Air Station for a member of the Royal Navy Fleet Air Arm, said to have fallen from an aircraft without a parachute, early yesterday afternoon over the Cole Harbor district.

It could not be ascertained whether the airman fell on land or sea. Personnel from the Dartmouth station were sent out in the middle of the afternoon to search for the victim's body.

SAM ARTIFACT SEARCH



The SAM artifact search has produced promising results, including rare photos, film and video, a strong lead on several fighter canopies, some Grumman Goblin material, and several Bonaventure flight deck items. However, there's lots more out there waiting to be found.

SAM needs every supporter to keep an eye peeled for artifacts of every kind, be they directly related to Canadian naval air or not. Even hearsay leads can produce amazing results. And, don't overlook the tax-credit potential of anything just gathering dust. All artifacts, regardless of condition or historical connection, are valuable to the SAM, even as material for trading with other museums having items sought by us.

For recent contributions, thanks to John Gourlie, Jim Burns, Ted Gibbon, Bob McKay's family, Don Cooper, Robbie Hughes and Les Parsons.

Please report any sighting to: Artifacts, Box 577, Dartmouth, NS, B2Y 3Y9.

MEDICAL TERMS

Barium: What you do when CPR fails.
Dilate: To live long.
Fester: Quicker.
Nitrate: Lower than the day rate.
Tumor: An extra pair.
Urine: Opposite of you're out.
Expert Opinion: Doc Kierstead's view that if your nose is cold, you're fit to fly.
Innuendo: An Italian suppository.

From the Editor

The aim of the SAMF NEWS is to promote the SAM and to keep supporters informed about its progress. In addition, a little nostalgia and humour are never amiss. Feedback is not only important, it is welcomed from all readers, together with ideas and potential articles. Please write the Editor, SAMF NEWS, Box 577, Dartmouth, NS, B2Y 3Y9.

Meanwhile, thanks to Ted Gibbon, 1625 Kingsley Ct, Comox, BC, V9M 3R5, for volunteering to be the SAMF Info Rep in his area, to Jon Houston, Editor of the Shearwater WARRIOR for advice and help, and to Peter Steffin, for cheerful service to the SAMF in too many ways to mention.

1995 MARKS.....

- ** The 50th anniversary of the award of the VC and DSC to Lt Robert Hampton Gray.
- ** The 50th anniversary of Canadian Naval Air.
- ** The 25th anniversary of Bonaventure paying off.
- ** The 25th anniversary of the founding of CNAG.

NAVAL AVIATION RENDEZVOUS. The hangar doors will be open from 1200 to 1400 on Wednesday May 10, 1995, in the Crownsnest of HMCS BYTOWN in Ottawa. (613) 224-7577.

The annual TORONTO NAVAL AVIATION gathering will take place in HMCS YORK on April 29, 1995, from 1100 to 1500. (416) 229-2629.

The CNAG 25th anniversary reunion will be held in Edmonton, AB, from 6 to 9 Oct 95. Contact Del Peters, 8103-44th Ave, Edmonton, AB, T6K 0Z3.

The new SHEARWATER AVIATION MUSEUM opens 4 August.

The SAMF annual Golf Tournament takes place at Shearwater on 25 Aug 95. (902) 460-1407 Ken Whitehead.

The 15th (and regrettably last) Shearwater International Air Show on 26 and 27 August 1995.

The NAVAL AIR COME-HOME WEEKEND at Shearwater, 25 to 27 August 1995. CNAG Atlantic Chapter, Box 89, Shearwater, NS, BOJ 3A0 or Naval Air 50th, Box 577, Dartmouth, NS, B2Y 3Y9.

CNAG CHAPTERS

NATIONAL CHAIRMAN. Bob Mofford, 1806 Rue des Arbres, Orleans, ON, K1E 2T6

NATIONAL SECRETARY. Ron MacKinnon, 1638 Teasdale Ave, Gloucester, ON, K1C 6L9.

ATLANTIC. Box 89, Shearwater, NS, BOJ 3A0.

BANSHEE. 9371 Webster Pl, Sidney, BC, V8L 2R9

FIREFLY. 619 Thorndale Ave NW, Calgary, AB, T3K 3E1

FOUNDING. 8103-44th Ave, Edmonton, AB, T6K 0Z3

H-GREY. 1090 Meadowlands Dr E, Ottawa, ON, K2C 3J3

SEAFURY. 22 Rue St Pierre, St Norbert, MB, R3J 1J4

SEAKING. R.MacDougal RR#2, Carrying Pl, ON, KOK 1L0

S'FISH. 4B-46354 Brooks Ave, Chilliwack, BC, V2P 7S8

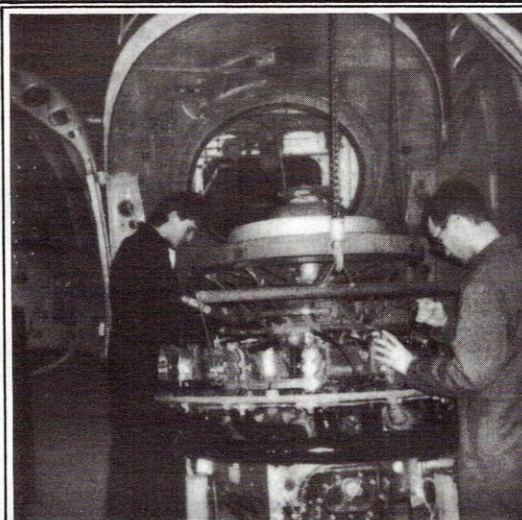
TRACKER. 19 George St, Trenton, ON, K8V 1R3

HO4S-3G RESTORATION

Capt Don Leblanc of HT-406 Sqn and Mr Roger Larocque, Supervisor of the NB Community College's Aeronautical Dept, report that the restoration of former RCN HO4S Serno 55885, begun in Mar '93 by staff and students at the college's facility in Dieppe (Moncton) NB, is on track for its scheduled completion in 1998.

So far, all fuselage sections have been cleaned and inspected, fuel cells (all defective) removed, and a boroscope check completed on the engine. While some internal corrosion is present, the engine appears sound except for #6 cylinder. Replacement and overhaul of the electrical and fuel system, including carburettor, is in progress. Work nearing completion includes skin repairs, main loading doors, perspex replacement, and new grillwork.

Don Leblanc acknowledges the very kind cooperation of Mr Floyd Glass, Athabaska Airways Ltd, Prince Albert, SK, in the provision of needed parts. Restoration to ground-running state is planned. A decision to go beyond that cannot be taken at this time.



TRUTHS TO LIVE BY

(As told by the Sqn Chief to a new SubLt)

- *There is always one more son-of-a-bitch than you counted on.
- *The careful application of terror is also communication.
- *Friends may come and go, but enemies accumulate.
- *When things are as bad as they can get, don't count on it.
- *By the time you can make ends meet, somebody moves them.
- *The more you run over a dead cat, the flatter it gets.

CNATH PROJECT

Over the past 5 years a team of volunteers has been assembling a comprehensive history of Canada's Naval Air Technical History. Over 500 pages with over 200 illustrations will soon be published in book form and offered for sale in late 1995. Marketing and order forms will soon be available. Meanwhile, readers can contact their nearest CNAG Chapter, or write the Secretary, CNATH Project, 9 Centre Park Dr, Gloucester, ON, K1B 3C2.

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/95 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.

Chop the power, force the tail hook downward into the arrester wires. The instant your hands move you know it's a screwup! No hook engagement, just FLOATING and SILENCE.... Chrisstt! Slam on the power and ... whew! They drop the crash barrier just as you stagger back into the sky. What the hell caused that sudden kick to starboard? And what's causing the seat pack to twitch?

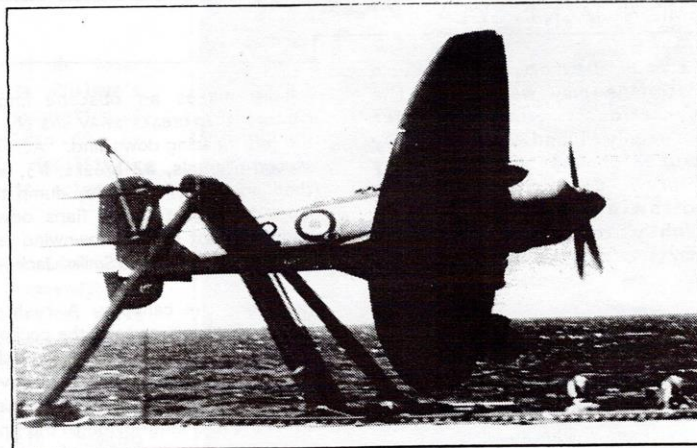
The radio comes alive and answers both questions. "Red Four, you clipped the barrier with your right wheel. It's a goner. Try to retract the other wheel and low pass the ship so we can check the damage, over".

The jockey shorts give way. now the flight suit begins shrinking as if drawn in tightly somewhere between the buns. Smilin' Jack is sweating!

"Red Four, your left wheel is tucked up clean and the tail hook looks OK. Your choice, ditch or come aboard on your belly". Then he adds the comforting observation that either way, the plane's a write-off".

A dry flight deck seems preferable to a thousand fathoms so, for the third time today, you again find yourself approaching that boiling wake on final. Suddenly, you remember... FUEL! How much left? I forgot to switch the damn FUEL TANKS!

It's too late now. There's no time even for a glance. Concentrate on the



action ahead, the carrier fast disappearing into that great ball of orange. CUT! Chop the throttle. Everything's a wipeout. You tense up like a coiled spring waiting for .. a sudden tug, a wire! YES! The hook has snagged a greasy, ugly, beautiful arresting wire!

Whoomph! Crunch! goes the five-ton fuselage. Chop! Chop! Chop! goes the prop as it flails against the steel deck. Then - dead silence. Fumes from broken fuel lines hit you like a whiff of smelling salts. your eyes snap open. The mangled prop is motionless. The engine is twisted about 20 degrees off its centreline.

In a half-daze you unfreeze and force on a manly expression, just as one of the crash crew reaches into the

cockpit to unhook your oxygen mask.

"You OK, Sir?". Yeah, yeah, no sweat, you lie. You say not a word more lest the troops detect a note of terror in your voice. The damn seat pack keeps twitching. Sure hope these guys don't notice.

You walk somewhat shakily toward the island expecting at least a friendly word for pulling off a high-pressure bit of entertainment for what seems like most of the ship's company, mysteriously gathered in the Goofers and every other available space.

Instead, you CO points an accusing finger at you and says, "Commander Air wants a word with you, old son, and he's really pissed off!"



Former C2AT4 Ted Peters is shown next to the fully flyable Fury model he recently presented to the SAM. Made from fibreglass and balsa, and weighing 37 lbs, it is powered by a 4.2 cu in Sachs engine.



Ted's model is based on an 803 Sqn Fury flown in the early 50's by "Big Nick" Nicholson, and maintained by Ted and now-retired Judge Willie Atton. Wingspan: 90 ins. Scale 2.3 ins/ft.