



Shearwater Aviation Museum

Foundation Newsletter

Spring 1997



IN THIS ISSUE

FEATURED AIRCRAFT:

THE HAWKER SEA FURY
- the lastest and fastest

EARLY YEARS HERE - USN & RCAF

MUCH, MUCH MORE.....



SHEARWATER AVIATION MUSEUM FOUNDATION PRESIDENT'S MESSAGE

Welcome to the renewed newsletter. We are all grateful for the voluntary efforts of our new editor, Bill Farrell, and his team of Kay Collacutt, Bill Gillespie and Chuck Nelson.

For the information of our many new readers, and as a reminder/update for all of our loyal members, here are a few words as to the what, why and whither of our cause.

Preservation of Canada's Maritime Military Aviation History began in earnest in 1978 with the creation of the Shearwater Aviation Museum, or SAM as we all know it. It has amassed over 6,000 artefacts including 10 aircraft. In 1987 the SAM Foundation was created by friends of the museum to help find a permanent and accessible home for the collection.

Progress to date has been a wonderful achievement. The renovated Rec Center/CANEX, plus the retired RC Chapel have become a real jewel on the east side of Halifax harbor. The displays are superb, their number is growing and the collection continues to increase.

The problem is that the museum can display only three aircraft. The remaining "gate guardians" are rapidly deteriorating on their outdoor pedestals. The challenge is to create additional space for the restoration and display of these aircraft, and for additional displays of other artifacts, all of which help tell the story of Shearwater from 1918 to the present.



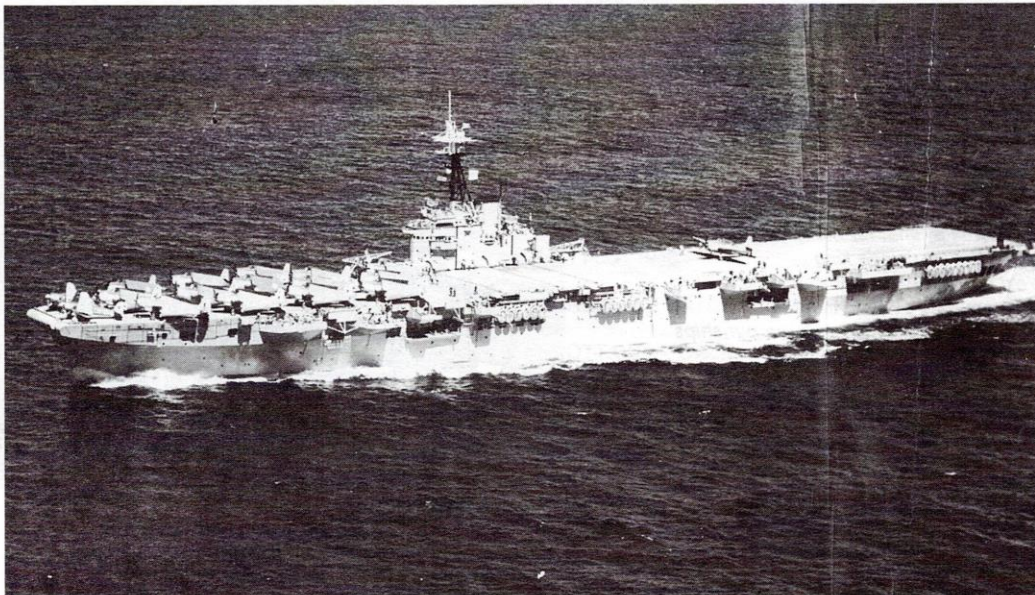
*This newsletter is a production
of SAM Foundation in support of
the Shearwater Aviation Museum.*

The Foundation, with the help of the Museum, is embarking on an Expansion Project to raise \$4.5 M to meet the challenge. The Federal Government has promised to contribute half of the amount provided the Foundation raises the other \$2.25 M. We have spent considerable time resolving technical issues and improving our organization, and are now testing the waters to develop the best way to raise the funds. We are determined to succeed.

The completed Shearwater Aviation Museum is planned to be a world class historic record of the gallant efforts of the men and women of Shearwater, who came to serve from every corner of the country, and indeed the world, over the last 80 years. The proposed expansion is integral to preserving their rich and important heritage for the educational, social and economic benefit of the community and the nation.

We seek the support of all Shearwater people everywhere, and the support of the many families, friends, associates, plus business and community partners of Shearwater who have been touched by its history.





**If you think downsizing of the Navy has gone too far,
remember that a letter to your MP does not require postage.**

The Editor



**CANADIAN NAVAL AVIATION
1945 - 50TH ANNIVERSARY - 1995**

Secure Flying Stations

*There was a time, for many years
When **Naval Air** was king
We'd fly & fight, we did things right
We were tops at everything
With those who sailed and run our ships
We formed an awesome team
Compared to all the others we were the
Creme de la Creme*

*With Furies, Horses, Trackers; Sea Kings and
Banshees too
We ruled the mighty oceans, we were
champions tried and true
We had Warrior, Bonnie, Maggie to take us
far and wide
We flew our banner **Naval Air** with
confidence and pride*

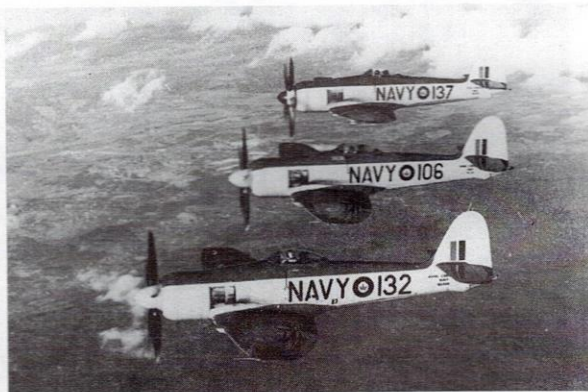
*We were the "Can Do" Warriors
We never failed a test
And when the score was tallied up
We always were the best*

*No submarine could hide from us
Our flyboys were the tops
We'd hunt them down and flush them out,
We were the Ocean's Cops*

*In the world of sports, the Flyers teams
provided many thrills,
With White and Shatford, Walker, Hayes and
certainly Moose Mills
There were so many others, I could really
write a book, but like the few
I've mentioned here, they all had what it took*

*Since 1967, when integration took it's toll
Naval Air has disappeared, we no longer call
the roll
So join me as I lift a tot and toast with one
small tear,
To when the days were long and the legs
were strong,
And we were **Naval Air**.*

C.H. Nelson PO Ret'd 1949-1979



ROYAL CANADIAN NAVY



PRESS RELEASE
PRESS RELEASE

681 h.q.

RELEASE DATE SATURDAY, APRIL 3, 1948
8A.M. E.S.T.

OTTAWA - - - Specifications of the aircraft to be flown by Canada's topflight naval pilots aboard the new carrier H.M.C.S. "magnificent" reveal that they rank among the fastest propeller-driven planes in the world. The new single-seater Sea Fury fighters are capable of a top speed of 460 miles an hour at 16,000 feet and have a cruising range of approximately 1800 - 2000 miles, while the two seater Firefly IV fighter reconnaissance plane approaches 400 miles an hour.

Pilots and observers of the 19th Carrier Air Group have been undergoing intensive training at Eglinton, in Northern Ireland since last summer, and will transfer to "Magnificent" in time for her working up exercises. "Magnificent" will move to Canadian waters in the early summer. Commanded by Lieutenant commander H.J. Hunter, R.C.N., of Como, P.Q., the 19th Carrier Air Group is made up of two squadrons: No. 603, flying the Sea Fury fighters, and No. 825, the Firefly IV fighter-reconnaissance aircraft. The first mentioned squadron is commanded by Lieutenant commander H.J. Bird, R.C.N. of Kingston, Ont., and No. 825 by Lieutenant Commander R.E. Bartlett, R.C.N. of Qu'Appelle, Sask.

The Sea Fury, a Hawker aircraft, has an initial rate of climb over 5,000 feet a minute, its Bristol Centaurus XVIII engine being capable of taking it to a height of over 40,000 feet. Its best cruising speed is 300 miles an hour at 20,000 feet, and with the attachment of auxiliary tanks it can achieve a range of 2,080 miles. When the plane is stowed in the hangars, its 41 foot wingspan can be reduce to 18 feet when its wings are folded.

FROM DIRECTOR OF NAVAL INFORMATION -
OTTAWA

906 H.Q.

11 Jun 1948

RELEASE DATE: IMMEDIATE

OTTAWA - Officers of the three armed services in Ottawa will have an opportunity of checking over the R.C.N.'s newest and fastest aircraft when a Sea Fury II from the recently arrived H.M.C.S. "Magnificent" will be on view at Rockcliffe airport Wednesday, June 23. Its 450 miles an hour top speed making it one of the swiftest propeller-driven planes in the world, the Sea Fury will be flown to the capitol from Dartmouth, N.S. by Lt. Cdr. (P) H.J. Hunter, R.C.N., Commanding Officer of the 19th Carrier Air Group aboard "MAGNIFICENT". He is visiting Naval Service Headquarters for a routine conference with the Director of Naval Aviation, Captain G.A. Rotherham, D.S.O., O.B.E., R.N.

Arriving at Rockcliffe this afternoon, Lt. Cdr. Hunter will put the powerful, carrier-borne aircraft through its paces at 10A.M. tomorrow when the service audience gathers at the R.C.A.F. station. Members of the press have been invited to witness the informal demonstration.

Lt. Cdr. Hunter's ambition to fly was born when, as a seaman in a destroyer in 1940, he was injured in the German "blitz". Accepted by the Fleet Air Arm of the Royal Navy in 1942, he commanded a night fighter squadron at the end of the war. Transferring to the Royal Canadian Navy in March 1945, he has been with Canadian aircraft carriers ever since.

The Sea Fury is a single-seater fighter with a 2,000 mile range, a ceiling of over 40,000 feet and is capable of carrying two 1,000 pound bombs in addition to its other armament.

FROM DIRECTOR OF NAVAL INFORMATION
- OTTAWA



RCAF Station Dartmouth: In The Beginning

On 16 August 1918 Dartmouth became the birth place of Canadian maritime aviation when Lt. Byrd of the United States Naval Flying Corps established a detachment of six HS-2L flying boats and several kite-balloons to conduct anti-submarine patrols off the approaches to Halifax harbour. After only a few months of operations, WW I came to an end and the U.S. Navy donated their fleet of Canadian based HS-2L flying boats to Canada and returned home. This small fleet of aircraft and the few buildings which had been built by the Canadian government to support Lt. Byrd's detachment were the beginning of what was to become RCAF Station Dartmouth, one of Canada's major military air bases throughout the following decades and one of the very few airfields on Canadian soil from which the enemy was confronted face to face during WW II.

With the formation of the Canadian Air Force on 18 February 1920, Dartmouth became the first Canadian Air Force base on the east coast and served the maritime provinces as the centre of flying operations. Using HS-2L's inherited from Lt. Byrd's detachment as well as other flying boats such as the Felixstowe F-3, the Canadian Air Force conducted photographic flights and fisheries patrols for government departments. On 1 April 1924, the Canadian Air Force became the Royal Canadian Air Force (RCAF) and started a slow but steady expansion, however, more than half its efforts and funds were expended on civil tasks such as: photographing new sections of the interior, transporting officials to inaccessible regions, blazing new air routes, carrying treaty money to the Indians, conducting forest fire patrols and flying sick and injured traders, trappers, farmers and Indians to places where medical attention was available. All of this activity could no longer be performed by an ad hoc group of aircraft so on 1 April 1925, the RCAF formed No. 4 (Operations) Squadron at Dartmouth which continued to be employed on civil government air operations including customs preventative (anti-smuggling and illegal immigration) patrols. With the onset of the depression, the No. 4 Squadron designation lapsed on 1 July 1927 but RCAF flying at Dartmouth continued under direction of the non-military Directorate of Civil Government Air Operations.

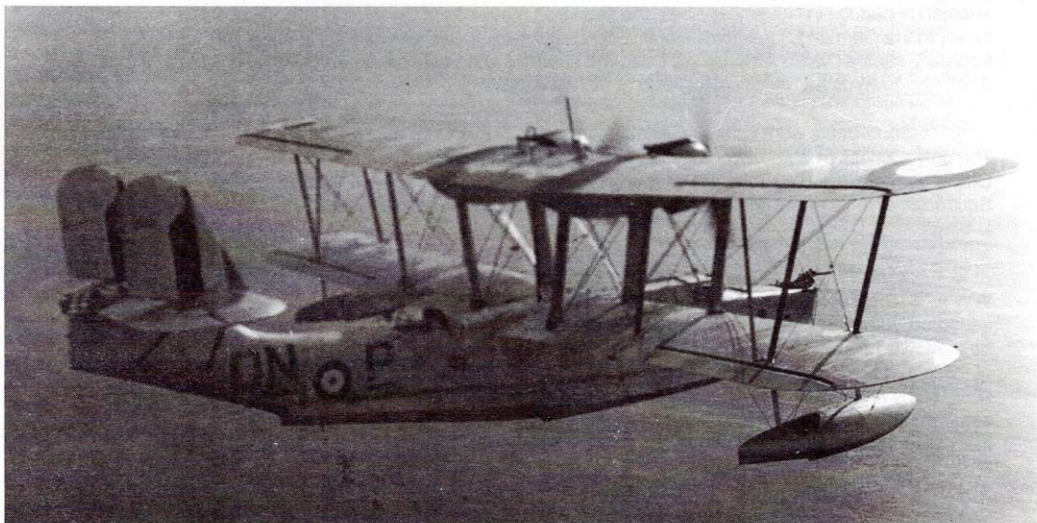
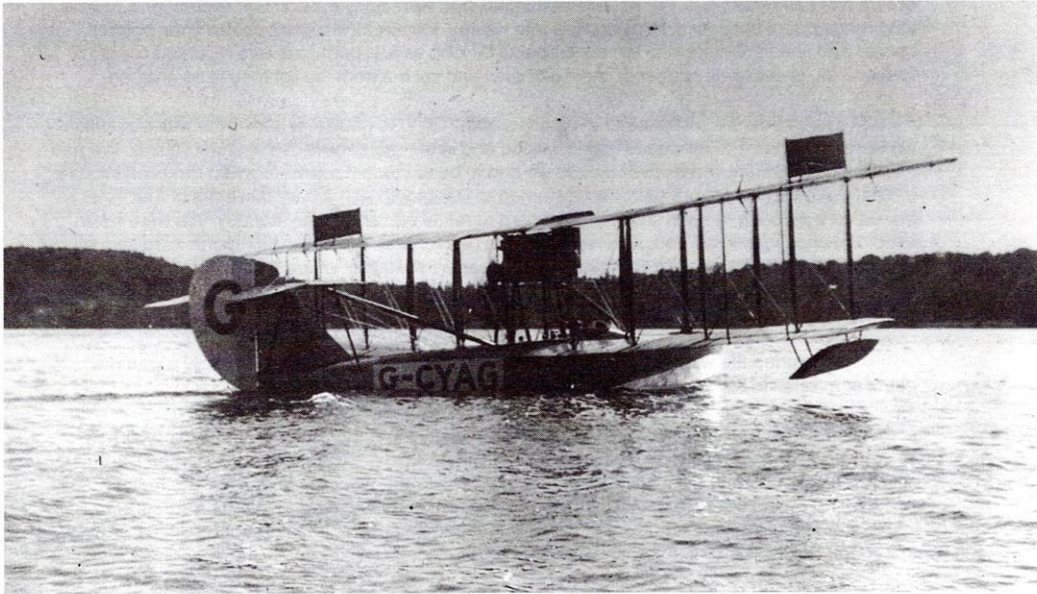
In 1933, after the depression, the first service squadrons began to reappear. No. 5 (Flying Boat) Squadron formed at RCAF Station Dartmouth on 16 April 1934 and continued in the role of flying preventative patrols. However, in 1936, the government decided that civilian aviation was now sufficiently mature to assume many of the civil roles and that the RCAF should be a purely military organization. In 1937 Dartmouth's No.5 Squadron was redesignated Coastal Reconnaissance and later that year General Reconnaissance. In November 1938, No.5 Squadron converted from their Fairchild 71 float planes to their first militarily capable aircraft, the Stranraer flying boat, and on 31 October 1939 the squadron was redesignated Bomber Reconnaissance (BR) to reflect its wartime anti-submarine and convoy escort roles. No. 5 Squadron flew Stranraers from RCAF Station Dartmouth until September 1941.

No. 5 (BR) Squadron's first operational wartime mission was flown from Dartmouth on 10 Sep. 1939 in Stranraer # 908 by Flight Lieutenant Price and crew of five. Because of the strategic importance of Halifax's harbour, the Stranraer was tasked to conduct a parallel track search off the Halifax approaches; the crew sighted five friendly vessels but no enemy activity.

Squadron Leader (S/L) Len "Birch" Birchall, who later would be dubbed "The Savior Of Ceylon" by Winston Churchill for sighting the Japanese Imperial Fleet approaching to attack Ceylon, had only recently arrived at RCAF Station Dartmouth as a pilot on 5 (BR) and remembers his first day of the war;

"I was captain of Stranraer # 907 and had been out on patrol on 9 September 1939. We returned, refueled and turned over to another crew who did some night flying. Early morning 10 September, we were out again to our aircraft. All seemed well so we started up, did our taxi and engine tests, came back to our mooring, topped our tanks and signalled we were on standby. We had food on board and so prepared a meal. A dingy came out with the appropriate cards for our coding machine and also sealed Top Secret orders which we locked up in our dispatch case. Everything seemed to be back to normal.

A Canadian Air Force HS-2L (G-CYAG) inherited from Lt. Byrd's 1918 Canadian detachment taxis across the water.



A No. 5 (BR) Sqn Stranraer as identified by the code letters "QN" flies on patrol in its pre-WW II livery.

Suddenly all hell broke loose. People started running to the dock and the mast head light on the pier was blinking like crazy. All aircraft acknowledged by aldis lamp and then came the message "War Declared". We started engines, cast off from the mooring and taxied to warm the engines. A message to us detailed us to go to a specific lighthouse up the north-east coast, open our sealed orders and carry them out. We were off in minutes and went up the coast. Our orders were to do a long range patrol out over a shipping lane into Halifax, identify all shipping, record time, position, course and speed. We were to remain on patrol as long as fuel permitted. We mounted our guns fore and aft, checked all our depth charge circuits and set out from the lighthouse as ordered.

Our patrols were supposed to be flown about 2000 to 3000 feet above the water but usually we were down much lower due to fog, low cloud and in the winter because of snow squalls. We had no deicing equipment whatsoever and so we had to be extremely careful to avoid icing conditions at all costs. We carried out our patrol and returned to Dartmouth with a bare minimum of fuel. After we picked up a mooring, a fresh crew came aboard to refuel etc. and go on standby. We were taken ashore at once, debriefed, fed, watered and off to bed for rest. Our shipping reports were sent by secure land-line to Eastern Air Command Headquarters in Halifax where they were coordinated with the Navy. Based on all the Navy plots etc. we would be briefed on friendly shipping prior to take-off on our next patrol.

So started the war for us at 5 (BR) Squadron, the first RCAF squadron to fly a wartime patrol or mission in the Battle of the Atlantic in WW II".

In the following months the patrols became more intensive with the Stranraers providing convoy escort and anti-submarine sweeps. The 5 (BR) Squadron Stranraers would typically take-off from Dartmouth at 0530 hours, rendez-vous with a convoy approaching or departing Halifax to provide anti-submarine protection, then land on the water at Sable Island at noon to refuel. By late afternoon the Stranraers would take-off from Sable Island, rejoin the convoy or conduct independent anti-submarine operations and finally land back at RCAF Station Dartmouth around midnight.

In October 1941, 5 (BR) Squadron converted to the famous Canso amphibious flying boat which greatly extended the range and endurance beyond the venerable Stranraer on convoy escort and anti-submarine patrols. In November 1942, the squadron moved from Dartmouth to Gander Newfoundland to be closer to the German U-boat mid-Atlantic operating areas. It was a fortuitous move for 5 (BR); on 24 February 1943 a Canso flown by S/L Colborne attacked and badly damaged U-604 and 4 May 1943, Canso 9747 "W" flown by S/L Moffit sank U-630 at 5638N 4232W.

Six U-boats were sunk by Canadian based RCAF BR squadrons and another three were damaged. The only success by a squadron based at RCAF Station Dartmouth occurred on 23 June 1942 when Pilot Officer Graham flying a No. 11 (BR) Hudson attacked and damaged U-87 south of Halifax. No. 162 (BR) Squadron, after its move from RCAF Station Dartmouth to Iceland in January 1944, sank an additional six U-boats.

Of the 12 Bomber Reconnaissance squadrons that saw service at RCAF Station Dartmouth during WW II, 5 (BR) served the longest (8 years) and hence could claim the honour of being the "Dartmouth" squadron. Although 5 (BR) had only one U-boat victory from its 17 attacks on 25 sightings, success cannot be measured in U-boat sinkings alone. In 1943 there were 428 oceanic convoys amounting to 13,788 ships; of these 124 ships were sunk by U-boats. In 1944, of 476 convoys with 16,702 ships, only 17 ships were sunk. Many more ships were actually sunk, of course, but most of them were sailing independently or separated from convoys. Perhaps a more meaningful measure of success would be the number of ships that sailed but were not attacked because submarines were deterred by the presence of aircraft.

SHEARWATER AVIATION MUSEUM DIRECTOR'S REPORT

May 1997

The Museum has undergone several changes with the start of the new season; volunteers and staff alike were hard at work getting everything ready. Our official season opening on April 11th was well-attended and gave everyone a chance to see the new exhibits throughout the Museum as well as a completely revamped Art Gallery. Our traveling display was unveiled as well as the much-anticipated expansion of our Gift Shop. Within the following weeks, both the 3/4 scale Seafire and 1/5 scale Firefly were suspended from the trusses in a classic manner; as well as the moving of the 1/4 scale Sea King. With the completion of the restoration work taking place on our Harvard, it finally reached safe haven from the elements by moving into Building 13 and now rests between the Swordfish and the Tracker.

S.A.M. GIFT SHOP

Here's the latest news with what is happening with the Museum Gift Shop. The store recently doubled its floor space, giving a much better look at what is currently available and we are in the process of bringing in new stock for this season. New items include:

- A much expanded selection of Gold-Wire crests (we have virtually all the Naval Air Squadrons now...plus more);
- A larger selection of Canadian plastic model kits;
- A larger variety of both military and aviation Cross-Stitch kits; and,
- A larger variety of aviation prints in stock.

The success of our first Mail Order Catalogue has been tremendous. The response was overwhelming including orders from all across Canada and the United States. Eventually an updated price list will be available and sent out to all SAMF members as well as upon request. For the most up-to-date list, be sure to keep an eye on our INTERNET Web Site as we will be moving to receiving orders via Electronic Mail.

As well, with the government's introduction of the HST, the rules have changed for us as well, so please

take note! For residents of Nova Scotia, New Brunswick and Newfoundland, please add the 15% HST to all items with the exception of books which remain at the 7% GST level. All other provinces simply add 7% GST to all items. For residents outside of Canada, we now request that you send either a cheque in Canadian Funds or an International Money Order in Canadian Funds.

S.A.M. ONLINE

As the Museum has changed, so has its ONLINE counterpart. The biggest announcement is our change of providers to SYMPATICO. This affects both our e-mail and our web site addresses. The changes are:

E-Mail:

awmuseum@ns.sympatico.ca

Web Site:

<http://www3.ns.sympatico.ca/awmuseum/>

Finally the opportunity has arrived to completely revamp the Museum's ONLINE personality; until now, it has remained in a rather primitive form -- this is about to change! Our most popular aspect of the site, the Naval Aviation E-Mail Directory, will change in format to include biographical information on each person listed there. All that is required is to fill out an online form and submit it, I will do the rest. As well, the Gift Shop will be taking form online in the coming few months and an online order form will be available as well, so keep your eyes open. Eventually it will be the source of the most up-to-date version of what the Shop carries. The virtual walk-through will become a reality in the near future once pictures of the latest additions to our exhibits are completed. As well, the SAM Foundation (SAMF) and the Canadian Naval Air Group (CNAG) will both have sections on the site. Many other aspects of the site will continue to develop as time passes, and I am always more than willing to listen to suggestions.

For all of those ONLINE, be sure to check the site regularly and please give feedback as you feel appropriate. Happy surfing!

SNOWBIRDS GATHER IN FLORIDA

Nasal Radiators (Naval Aviators) gathered in St. Petersburg at the American Legion in Madeira Beach on the 18th of February. Quoting Ted Kieser.

Many lies were related, compared and corrected. It is expected that the winter gathering will continue each year around the same time. We do try to schedule the date to conform to shorter term visitors to the area.

Anyone planning to be in the West Coast area of Florida in Feb or Mar is encouraged to tell Ted Kieser of dates in order to be included in this annual affair. EMail: tedkflon@netcom.ca, phone: 813-397-1082, mail: 4525 Cove Circle, Apt 504, St. Petersburg, FL, 33708 or in Dartmouth, NS at 902-463-1938 when the grass is greener there.



LIVING ARTEFACTS

BACK ROW - LEFT TO RIGHT Tony Cottingham, Fred Linquist, Rod Bays, Dr. Don Willoughby, Whitey Williamson, Art Liley, Howie Markle, Clarke Mecredy, Ted Kieser, Bill Babbitt.

FRONT ROW - LEFT TO RIGHT Dene Cottingham, Jarmila Rezler, Betty Sutton, Pat Williamson, Marilyn Johnston, Shirley Bays, Muriel Fredric, Ronnie Williamson, Betty Babbitt, Betty Liley, Joan Mecredy, Lorraine Schellinck, Marie Kieser.



SAM ARTEFACT SEARCH

SAM needs every supporter to keep an eye peeled for artefacts 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 artefacts, regardless of condition or historical connection, are valuable to the SAM, even as material for trading with other museums having items sought by us.

Please report any sightings to:

Artefacts
PO Box 5000 Strn Main
Shearwater, NS B0J 3A0

GENETIC COOL? (Like father, like son)

Stephen Birks, son of our colleague Jake Birks, has been a Canadian Forces Medical Assistant for the past 13 years. In June 1994 he was attached to a PPCLI unit clearing mines in Croatia. A huge land mine suddenly exploded a few yards from Stephen's position, severely wounding three of Stephen's chums, one of whom later died of his injuries. Stephen immediately leapt into action. He treated the wounded, then organized and supervised their evacuation despite the danger posed by other unexploded mines likely present. His task was further complicated by near-zero visibility caused by choking brush fires started by the explosion.

For his courageous work, Stephen recently was awarded a Mentioned-in-Dispatches Citation, which carries an oak leaf to the UNPROFOR Medal. Stephen now lives in Dartmouth with his wife and two children. He is currently serving in CFB Halifax.

OFFICIAL NOTICE OF THE 1997 ANNUAL GENERAL MEETING OF THE SAMF

The 11th Annual General Meeting of Members of the SAMF will be called to order at 0830 hrs on Saturday, 6 Sep 97, in the Bonaventure Briefing Room in the Museum.

A G E N D A

- | | |
|-----------------------|--|
| 1. Call to Order | 6. Treasurer's Report |
| 2. Approval of Agenda | 7. Communication's Overview |
| 3. SAM Briefing | 8. Membership Report |
| 4. President's Report | 9. Fundraising Sitrep |
| 5. Secretary's Report | 10. Nominations/Election of Directors/Officers |

Please call the Sec/Admin Assist. at (902) 460-1011 Ext 1053 to advise re attendance or additional agenda items. (Guests most welcome)

Note that this is the 1st day of the new NSIAS (formerly SIAS). Why not attend the meeting and then enjoy the Air Show activities.

ARTIE'S FACTS

51 years ago. The aircraft carrier HMCS WARRIOR was Commissioned in Belfast in January 1946 and arrived in Halifax 31 March.

Bud Ayer (left) and Gary Gunnell "come onto" a blade hub with a locally-manufactured wrench (Canadian Tire, to our surprise, did not carry this once-commonly-used naval tool).

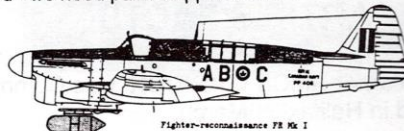


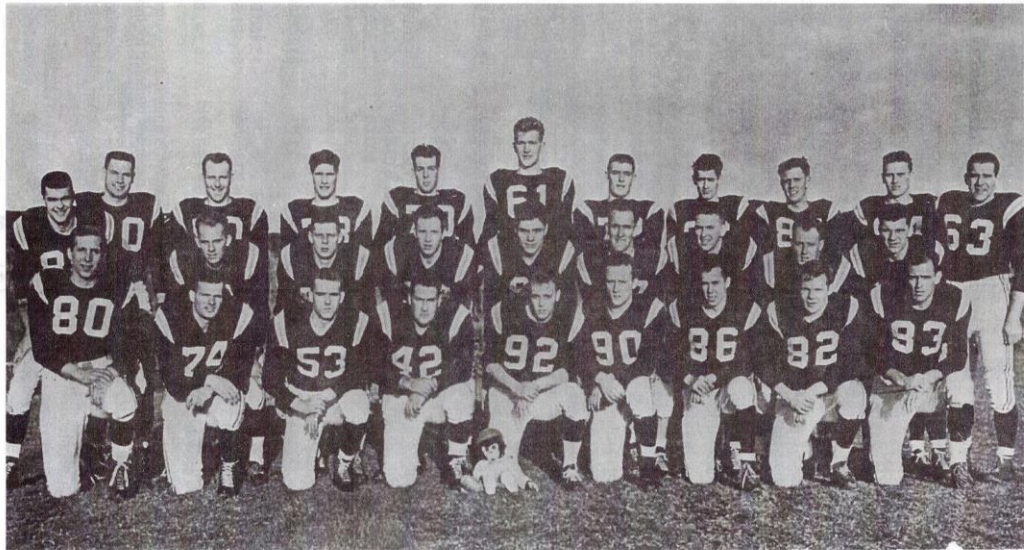
Bud Ayer joined up in 1956 and after the usual knot-tying and square-bashing in Cornwallis went on to "keep 'em flying" just about everywhere our aircraft operated - at sea and on both coasts - BONAVENTURE, DDHs, Comox, Shearwater. He found that his bowline and reef-knot skills were of limited use in servicing Avengers, Trackers, Sea Kings and others. Bud retired in 1993.

Gary Gunnell is a relative "sprog" having joined up only as recently as 1965. Gary followed the usual route from Cornwallis to generally trace the same path as Bud set out on nine years earlier. Gary has trod the decks of BONAVENTURE, DDHs and PROTECTOR where he served as Maintenance Det Chief. He hung up his uniform in 1993.

Ross Archer (out of sight behind the wing he has taken on as his repair-project) will be featured in the next issue. Ross is senior enough to have actually worked on this airplane when it was in RCN service.

Volunteers Anyone who would like to have a hand in making the Firefly airworthy again - just all the Editor. No special skill required - we need paint strippers ASAP.





SHEARWATER FLYERS

Macho, Macho Men!!!! How many can you name?
Let us know. Here's a few to get you started - Smith, Parker, Walker, Klassen.

FROM THE BOARDROOM By A.W.G.

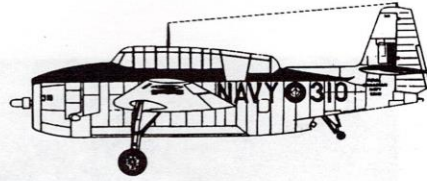
The Board of Directors of your Foundation has been meeting every month since the Annual General Meeting in October 1996. Although the expansion to the Museum, and raising funds to see it through, have occupied most resources, the board has been busy on many other fronts.

With the passing of the amendment to the by Laws, authorizing an unlimited number of Directors, the Board has passed the SAMF Directors Policy. This Policy elaborates on Article V, Section 2 of the By Laws by extending the categories of the Directors, including that of Regional Director. To date, two Regional Directors have been appointed. Dave Tate in Ottawa and Deke Logan in Victoria. The Board has also brought on board Directors with legal and financial expertise to provide some assistance at this time of expansion. Should anyone wish to know more about the duties of a Regional Director, please contact the Secretary and we will gladly forward the info.

The Board now has a full time Secretary on board in the person of Kay Collacutt. Kay has been associated with Shearwater in one way or another for more years than she cares to remember. Her experience will complement our new committees.

In view of the workload now imposed on the Foundation, the Board has set up various committees to share the work. These committees include, Fundraising, Communications, Nominating, Membership and Expansion. These committees are all looking for additional volunteers across the country to assist, so please don't be shy - contact the Secretary for more info.

At all Board meetings, the importance of our membership has been raised. It is you, the member, no matter where you live, who supports the Museum. Without this support, the expansion will die. We ask that you try to get one other person to join so that our membership will grow to where we know that we have sufficient support to proceed with the expansion. Also, if you have been away from the fold for awhile, please come back. It takes only the payment of this years dues to put you back as a member in good standing and; if you should feel like it, up-grade to a higher level of membership, or make an additional donation. All monies will be gratefully accepted.



FINANCIAL SUMMARY AS AT 28 FEB 97

ASSETS:	
Cash in Bank	19,742.60
Cash on Hand & Petty Cash	200.26
GST receivable	219.46
Investments	<u>75,727.76</u>
TOTAL ASSETS	95,890.06
TOTAL LIABILITIES	NIL

STATEMENT OF INCOME & EXPENSES

	THIS QTR	THIS FY
INCOME		
Membership	2,850.00	18,509.13
Donations	3,120.00	12,610.56
ACOA	3,150.00	11,259.00
Misc	433.96	2,625.77
TOTAL	9,553.96	45,054.66
EXPENSES		
Fund Raising & Management	1,927.53	4,016.99
Marketing Plan	6,674.63	20,309.79
Golf Tourn.	500.00	1,650.00
Museum	0.00	5,244.00
Misc	219.65	665.11
TOTAL	9,321.81	31,885.89
NET INCOME		13,168.57
Add: Net worth 30 Nov 96		85,121.51
NET WORTH 28 FEB 97		98,290.08

NOTE: The above is an unaudited summary of income and expenses prepared for this issue of the SAMF Newsletter.

Peter Staley, Treasurer



'97 SAMF CHARITY GOLF TOURNEY



The SAMF Charity Golf Tournament will be held Friday, 5 Sep 97 with Tee Off at 9AM at the Hartlen Point Forces Golf Club. WHY? To raise money for and awareness of the Shearwater Aviation Museum.

FORMAT - Shotgun start/team scramble (weighted handicap).

ENTRY FEE - \$100 This includes green fees, continental breakfast, steak lunch, a \$50 tax receipt and a ton of prizes.

HANDICAPS - All entrants must provide handicaps or last score; teams will be put together based on handicaps to ensure fairness. The only team entries will be those from Ships and Units playing for the Military Trophy.

PAYMENT - Make cheques payable to:

SAMF GOLF
PO Box 5000 Strn Main
Shearwater, NS BOJ 3A0

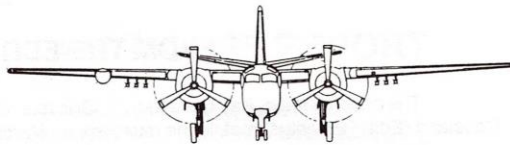
INQUIRIES - Co-Chairmen - Capt Duffy McGuire (902) 460-1011 Ext 1899;
Mr. Eric Edgar (902) 861-4726 (EMail cnag@auracom.com))

Please note that the tournament is being held in conjunction with the Nova Scotia International Air Show. We expect lots of celebrities and VIPs to participate.

PLEASE NOTE:

A few LIFE members are considering supplementary annual donations. One has already done so and has signed up for automatic renewal annually. Won't you?

REMEMBER: all donations are tax deductible.



LOOKING FOR:

1. Flying helmets, leather, aircrew, circa 1945 - to go with the grey flannel suits and briefcases when we go knocking on boardroom doors of major corporations looking for major contributions. (Any leads to the Editor please,)
2. Technical info on servicing the blade socket-to-hub fittings on the Firefly's Rotol Propeller (wooden blades).



Hi! I'm back! I missed all the good times I had while 'working' here at Shearwater and now I'm here at the SAMF. (So long as they don't think I'm an artefact, I'll be ok.)

This is your paper - let's keep it alive. Tell us about yourself, name, rank etc plus anecdotes, special or unusual duties. What was/were the most interesting, funny, frightening, satisfying (keep it clean guys), weird etc events, happenings of your career? We can't allow these good stories to disappear with us. Items for museum records are also encouraged. How about memorabilia? (You get an Income Tax Receipt for these.) Send as many articles as you like. Add photos, cartoons, whatever. Be sure to give credit to sources and authors quoted.

I'll be waiting to hear from you. Kay

FROM THE EDITORIAL TEAM

The editorial team, Kay Collacutt, Bill Gillespie, Chuck Nelson, Bill Farrell (Editor) and Tom Copeland (Editor Emeritus) met, in the museum, on March 15/97. Our consensus follows:

- a. That the Newsletter should pursue the By-Law stated aims and objectives of the Foundation, which, in essence, is/are funding the museum in the acquisition and display of artefacts associated with maritime military aviation history.
- b. That due attention would be given to the RCAF operations on the airfield and in the marine section during the war years.
- c. That making of space for reminiscences, yarns, humor and photographs offered by "living artefacts" (such as this editorial team) would maintain the interest and membership of oldtimers and, at the same time, provide human-interest to the general, potentially fund-supporting, public, i.e. to individuals and corporations with no direct experience with maritime air operations.
- d. That editorial cutting of contributions would be as limited as possible - contributors being asked to compress their writing into a specified maximum number of words - to self-edit, so to speak. Further, that writers must translate the "four-letter-word vernacular" into euphemisms and circumlocutions; this to avoid alienating big-buck corporations and others with public images to preserve. This restriction, on the plus side, opens the door to some hilarious humor. Try to keep submissions under 200 words if at all possible - longer acceptable if the subject so dictates.
- e. That distribution would be expanded to include potential, new, dues; paying members and potential corporate sponsors of major Museum projects.

This Editor (editor because he wasn't quick enough taking one step backward when a volunteer was called for) was pleasantly astonished, after months of procrastination, to find that putting a newsletter together was no big deal - just a matter of soliciting contributions and arranging them in some form amenable to a printer. Just a few topic ideas follow:

Evolution of aircraft types (Mk1 to MK?) Evolution of weapons systems, of detection systems, of communications systems, Operational missions (RCN, RCAF, USN, RN,RAF), Search & Rescue missions, thumb-nail sketch of celebrated character, Aircrew, Groundcrew, Flight deck reminiscences, WARRIOR, MAGNIFICENT, BONAVENTURE, DDH, Stranraer, Canso/Catina, Hurricane, Goblin, Buckingham (beartrap) memories, Crash corner, Squadron histories, photographs of rarity or wide interest, CNAG corner, USN exchange corner, cartoons, aviation-flavored jokes, Marine Section, local residents memories, President's corner, Chaplain's corner, Wive's corner, Gift shop, Shearwater Players memories, Aircraft of the month/quarter, Firefly restoration, Squadron diaries, Architect's corner, social activities, Army liaison corner, poetry.

This first letter of this first series must, necessarily, be a quick cobbling together of what material comes readily to hand or can be solicited at short notice in order to get this request for submissions and ideas disseminated and a "real" issue produced to follow in due course.

This Editor considers it of national importance that submissions in both official languages be published and looks forward to receiving a good supply of french letters in the mail. So write! It's your newsletter.

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ANYMOUSE REPORT



A-25

I fly for a living and not just for fun,
I'm frightfully anxious to hack down the Hun,
But as for deck-landings at night in the dark,
As I told Wings this morning, "Chuck that for a lark".

(chorus)

Cracking show, I'm alive
But still I have to render my A25.

They gave me a Seafire to beat up the Fleet,
I beat up the Nelson and Rodney a treat,
But forgot the high mast that sticks up from Formid,
And a seat in the goofers was worth fifty quid.
(chorus)

(to be sung only by people who cannot carry a tune and only when gathered around an old beaten-up piano and only after the suds have been flowing for an hour or so.

For the uninitiated:

Wings - The Officer in Charge of all flying operations in an aircraft carrier.

A25 - Report filed for an aircraft accident or loss. (usually began with "I was making a normal approach when.....")

Nelson, Rodney - Two Royal Navy battleships

goofers - spectators

Many years ago, I was flying in the second section of Seafires in loose cruising formation, more or less astern of the Number 2 in the first section. We were fairly high, about five or six thousand feet above the Prairies. I was startled when the drop tank (90 gallons) of the No. 2 ahead suddenly fell off and whipped by me, missing me by perhaps 15 or 20 feet - well, it looked pretty close anyway! It seemed unlikely that anyone or thing on the ground would be hit so the Leader reported the incident to ATC as soon as convenient. We laughed about it after landing, and it was filed in the "D'ya remember when...." file, to be trotted out once or twice over the years.

It was brought to mind sharply a month ago when I was reading a book about the ill-starred Battle of Arnhem in late September, 1944. As part of the re-supply, Short Stirling aircraft were used, dropping food, ammunition, and fuel for the few jeeps and generators. (Regrettably, only 9% was dropped inside the perimeter, the balance falling into enemy hands.) One of the Stirlings dropped a pannier containing a 200 gallon container of fuel, hitting the aircraft immediately astern. There was a blinding flash.....

FROM THE EDITOR

The views expressed are those of the contributors and do not necessarily reflect those of the Editor.

Special thanks to Sandra Penny for her design and layout advice.

NAME THAT TUNE





MYSTERY PHOTO

Can you supply names?

**A wise nation preserves its records, gathers up its muniments,
decorates the tombs of its illustrious dead, repairs its great public
structures, and fosters national pride and love of country by perpetual
references to the sacrifices and glories of the past.**

.....Joseph Howe, August 31, 1871

Dear Colleague:

In August 1995, the Shearwater Aviation Museum was officially opened in the refurbished building that was originally the recreation/theatre/snack bar centre and later the CANEX retail outlet. In 1996, the Museum completed its first full year of operation and has had 10,000 visitors pass through the doors. The premises currently has on display, various models of aircraft that flew from Shearwater over the years, plus a host of vintage memorabilia. August 1941 the United States Navy first operated from Bakers Point. A fully airworthy Swordfish and CS2F (Tracker) are also on display along with a Harvard and scale replicas of a Seafire and Sea King.

The first year of operation has reinforced the need for the planned \$4.5 million expansion to enable the museum to display the many artefacts that are still in storage or on display outside. This includes the incorporation of the former, "Our Lady of Assumption" Chapel into the expansion design. The Canadian Government has announced that it will match dollar for dollar up to a total of \$2.25 million. The Foundation must raise the other half through membership, donations, memorabilia and fund raising within the corporate world and volunteer labour which includes the restoration of the Firefly. Volunteers can be found doing guide duties at the museum, working in the gift shop, archives or carrying out repair work within the museum.

The operating costs of the museum are being met, in part, by sales through the gift shop and donations made at the door. The capital cost of setting up the museum and maintaining or restoring the many artefacts, is a function of the Shearwater Aviation Museum Foundation and its membership. Without adequate membership, the Foundation will not be able to perform this function. I am firm in the belief that, of the thousands of Canadian Aviation veterans of the Royal Canadian Air Force, the Royal Canadian Navy, and the Canadian Forces who have served at RCAF Station Dartmouth, HMCS Shearwater, CFB Shearwater and the current serving members of 12 Wing Shearwater must have deep inside them, a compelling urge to honour, protect and display a heritage and reputation that is renowned and respected throughout the world.

This letter is my way of asking you, and possible members of your family, to become a member of the Shearwater Aviation Museum Foundation. A substantial membership will be proof that we are proud of our past and are serious about preserving it for future generations.

Yours truly,

A. Moore

Chairman, Membership Committee