



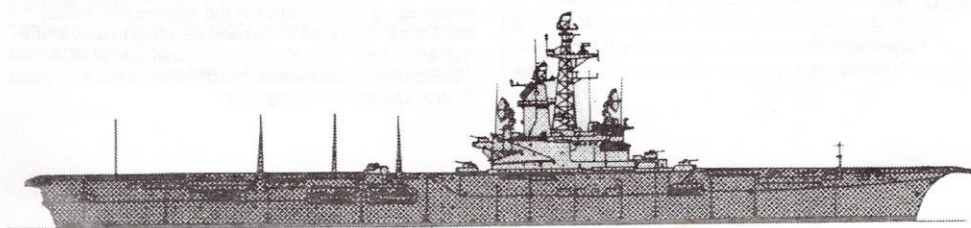
SHEARWATER AVIATION MUSEUM

FOUNDATION NEWSLETTER

SPRING 1998 ISSUE



F/L David Ernest Hornell, VC
A HERO OF THE BATTLE OF THE ATLANTIC



READ ME (FIRST)

Editor's Corner:



This is the third edition for the current editorial gang. We are still "learning the ropes". Bear with us. Our aim is to give our readers what they want. Our problem is that only a few of you are telling us.

Our impression is that, since the preponderance of the membership is Navy, articles covering the heyday of Canadian Naval Aviation will have the widest appeal: A nostalgic look back at Carrier and Squadron days – at life in the messes, foreign cruises, favourite ports.

However, SAM is more widely dedicated to the preservation of **Maritime Military Aviation** so our aim is a balance of light blue and dark blue material. Ernie Cable is carrying the ball, almost alone, for the Air Force side. Let's see some contributions from other RCAF sources.

This is a paper for all ranks and all occupants – from the Stoker who made the steam engines go, through the people who pushed aircraft, the people who bent wrenches, to the people who bent aircraft. Pick up your pens all those people!

This is also a paper for young history buffs who just plain revel in aviation chronicles and anecdotes.

We will continue to give due coverage to maritime military aviation's earliest roots. Rod Bays laid the foundation with his treatise on the history of Naval Aviation. Since then, there have come to light some remarkable connections between members of SAMF and pilots in the 1914-1918 war. "My father was a pilot in the RNAS – flew a fighter over The Somme and Gallipoli", "My dad was a pilot for the Czar – flew against the Turks over the Black Sea", "My uncle flew with Barker in the 1914-1918 War". Our roots run astonishingly deep!

Article length is a real problem. We are loathe to edit and abridge but there just ain't room for all of the excellent contributions offered: so edit, abridge, serialize we must.

PS Your Editor (and our Secretary) apologize for delinquency in responding to letters. World's Champion Procrastinator (in Guinness Book) W.L.D. (Bill) Farrell, Editor Demeritus

PRESIDENT'S MESSAGE

Welcome to the Spring edition of the Newsletter. In addition to the usual informative and entertaining contents, you will find important messages pertaining to the museum, donor recognition, fundraising, membership and other subjects.

Our wonderful museum is open for another onslaught of visitors in 1998, the 80th anniversary of military aviation activities at Shearwater. Exhibit development continues and the restored HO4S should be on display this summer. There is some great good news in that 12 Wing is planning to do some work on the Gate Guardians and provide temporary storage for them. The bad news is that they won't be available for public viewing until we succeed in providing an additional building at the museum site.

We are working with the SAM Board of Trustees to try to work out all of the complex financial and technical details involved in project definition for the new building. It all takes time, but is necessary in order to know exactly what the addition will cost and how much money we still have to raise. We are working hard to raise funds and are still hopeful for an early start on the addition.

You will note that the Annual General Meeting is scheduled for Saturday, 12 September. It is again positioned in the middle of a busy and enjoyable time with the Golf Tournament on Thursday, the NSIAS Industry Day on Friday and the airshow on Saturday and Sunday. We hope that as many as possible can attend.

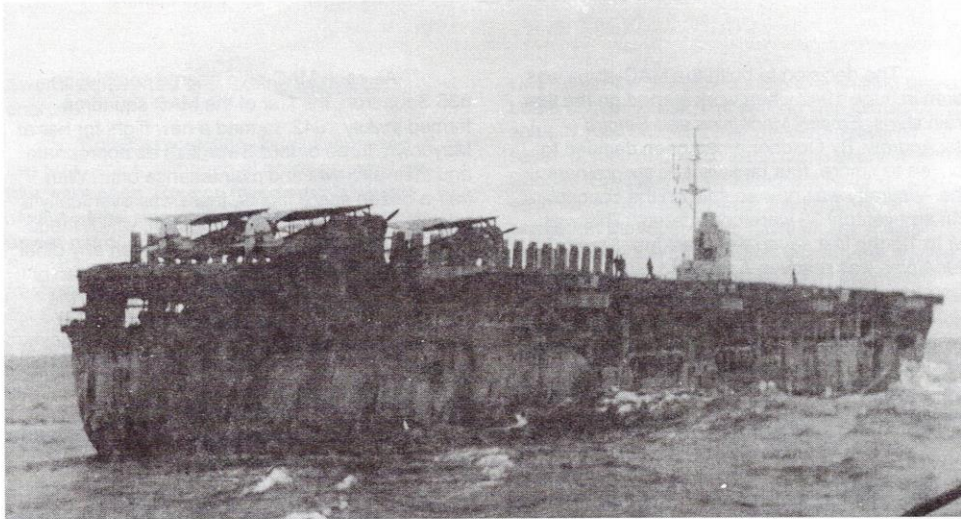
Never forget the importance of the preservation of our heritage to the public, to our successors and to ourselves. Your tax deductible contributions are key to this project and are always most welcome.

Frank Willis
President, SAMF



Cover Photo

F/L David Ernest Hornell was posthumously awarded the Victoria Cross, the Commonwealth's highest military award. "By pressing home a skillful and successful attack against fierce opposition with his aircraft in a precarious condition, and by fortifying and encouraging his comrades in the subsequent ordeal, this Officer displayed valour and devotion to duty of the highest order." F/L Hornell was a member of RCAF 162 Bomber Reconnaissance (BR) Sqn at RCAF Station Dartmouth during WWII.



MERCHANT AIRCRAFT CARRIERS AND SWORDFISH

The development of the Merchant Aircraft Carrier was a result of protracted delays in delivering Escort Carriers to the Royal Navy. The aircraft carriers were urgently required to provide continuous air coverage to protect North Atlantic convoys from German U-boats. Since Halifax was the western terminus for most Atlantic convoys, the Royal Navy established a Royal Navy Air Section, *HMS Seaborn*, as a tenant unit at RCAF Station Dartmouth. *HMS Seaborn* played a crucial role in the Merchant Aircraft Carrier concept as a Canadian home base to recover embarked Swordfish aircraft for maintenance and shelter and to provide rest and recreation for the air squadron personnel while the parent ship took on cargo.

The introduction of the MAC-ship concept was the result of the British Admiralty finally deciding to proceed full steam ahead on Captain Slattery's (Royal Navy) 1940 proposal to fit the simplest possible flight decks to existing merchant ships to provide protection for Allied North Atlantic convoys. The Admiralty's decision was influenced by difficulties and excessive delays in building Escort Carriers. The jinx-ridden Escort Carriers were far more elaborate ship conversions than originally intended and with the exception of *HMS Audacity* took much too long to complete. The MAC-ships had by far the simplest

and smallest flight decks, so their conversion was sometimes completed in as little as five months. The MAC-ships would continue to sail with Merchant Navy crews and carry their normal cargoes as Slattery had suggested. In March 1943, Maydown, in County Derry Northern Ireland, was designated the Royal Navy Air Station to provide personnel and aircraft for the succession of Merchant Aircraft Carriers, universally known as MAC-ships.

The MAC-ships were either grain ships or tankers. These unlike almost all other merchantmen could easily be adapted to load and unload their cargoes despite a flight deck running the full breadth and length of the ship. Grain was handled through trunkways as though it were a liquid. The flight decks were truly minuscule, with a uniform width of just 62 feet. The grain ship flight decks were somewhat shorter, varying from 413 to 424 feet, than those of the tankers at 460 feet. But the grainers had a hangar below decks aft, complete with hoist (elevator), with room for four Swordfish with wings folded. The tankers, alone among carriers, had no hangar, so their Swordfish, when not airborne or ashore, were permanently on the flight deck. Since the first pilot airborne always had an aircraft astern of him, the available take-off run was reduced, thereby limiting tankers to operating only three Swordfish at most. The lack of a hangar meant that the aircraft were always exposed to the weather which did them no good and made maintenance work difficult and unpleasant if not impossible.

The decision to build the MAC-ships was taken in June 1942 when work started on the first grain ships, *Empire MacAlpine* and *Empire MacAndrew*. By October it had been decided to convert ten more, four tankers and six grainers. The Admiralty was now so sold on the concept that an eventual 32 were considered. This was cut to 19; the last seven were tankers. *Empire MacAlpine* was ready in April 1943 and operational in May. She was followed in July by *Rapana*, the first tanker conversion, which involved less extensive work and therefore took much less time than the grain ships. *Empire MacAndrew* was completed soon afterwards. The remainder came into service in the following months at irregular intervals.

The MAC-ship design was brilliant. It was easy to see the splendid simplicity of the conversion. Just about everything below the flight deck was unchanged, apart from adding some extra accommodation for the "Air Party", as the air squadron personnel were known, so that the outline of the original merchantman was still clearly detectable. Above that level everything was chopped off, in particular the smoke stack (for which a horizontal funnel was substituted) and the bridge. The all-welded flight deck with six arrester wires was built with telescopic joints to allow for contraction and expansion. The usual "island", constructed like any other carrier's on the starboard side amidships, housed the bridge, wheelhouse and control platform, with the chart room below; this was the MAC-ship's nerve centre.

Near completion of a MAC-ship's conversion, she would be joined by her Air Staff Officer (ASO), a Lieutenant Commander immediately responsible for all Navy personnel aboard, not only the Air Party but also the doctor, the batsman, the ten ship's gunners, four signalmen and three or four Able Seamen. Like all of these men he came under the Master's overall command, though in practise this was seldom exercised. The ASO's primary task was to organize the flying details, first during work ups, then as might be ordered during the passage of each convoy by the Senior Officer in the escorting warships (SOE). The Master had the same crew of officers and men as an unconverted vessel, with perhaps an extra Mate and an extra radio operator.

As each MAC-ship neared completion, 836 Squadron, the first of the MAC squadron formed in July 1942, formed a new flight for her at Maydown: three or four Swordfish as appropriate and their aircrews and maintenance unit. With half-a-dozen spare flights, there was eventually a total of 92 aircraft in 836 Squadron, which made it not only at least four times larger than any other squadron in the Royal Navy (to alleviate span of control problems, 840 and 860 Squadrons, the latter being a Royal Netherlands Navy unit, eventually formed as MAC-ship squadrons) but in a special way unique. Instead of a being a single cohesive unit that flew and fought together, its component flights became autonomous when at sea, under their own flight commanders, though very much part of 836 Squadron.

The process was always the same. Each new flight, identified by a letter in alphabetical order as it was formed, from "A" Flight onwards, would have four or five weeks at Maydown to train together before flying to join its newly converted parent vessel as she steamed down the Firth of Clyde from her anchorage at Gourock. Each flight had its own team of mechanics to maintain and service the aircraft. In tankers, with three Swordfish, there was a Petty Officer in charge, four fitters and four riggers to care for the engines and airframes respectively, three electricians of whom one was a radar specialist, and two Air Mechanics Ordnance to look after all the weaponry; a total of 14 to keep three Swordfish flying. The MAC-ship would join the next available North Atlantic convoy, with her flight of Swordfish providing air cover when needed.

The most vital part of training was learning to fire rocket projectiles (RP's) in single and multiple aircraft attacks. The armour piercing RP's greatly increased the offensive capability against U-boats compared with the six depth charges previously carried. Four RP's were slung on racks under each lower mainplane and could be fired in pairs or all eight together; a single hit could sink a U-boat. The technique was to approach the target in a 20 degree dive and aim just below the U-boat's waterline from an optimum altitude of 800 feet. A pair of well aimed RP's could pass through a U-boat's hull, making large holes below the waterline where each of them entered and exited. The only limitation of an RP attack was that a minimum ceiling of 1000 feet was required. In conditions of low cloud the

Swordfish reverted to attacking with depth charges.

Convoy protection usually consisted of two MAC-ships, although at times as many as four were used. Routine flying patrols were always at the side or ahead of the convoys; an astern patrol could prove disastrous for a Swordfish, with its slow airspeed, if the wind freshened. On one occasion when this happened the Swordfish was unable to catch up to the convoy and the parent ship had to watch its Swordfish gradually disappear astern until it was no longer detected on radar, never to be seen again. Each carrier did a 12 hour turn of duty but if there were three of them one could stand down.

On approaching the coast of Canada, these convoys would split in two: some vessels destined for New York or other American ports, the others for Halifax, Nova Scotia. The MAC-ships' western terminus was almost always Halifax. Her Swordfish, or as many were serviceable, would fly ashore to RCAF Station Dartmouth as soon as the safety of coastal waters had been reached. It took five to ten days for the MAC-ship to take on her cargo after which the ship would join the next homeward bound convoy and the Swordfish would fly-on for the return voyage. The process was then repeated; on nearing the coast of Ireland the serviceable Swordfish would fly ashore to Maydown, while the MAC-ship turned around at Gourock.

Although at any given moment over half the aircraft of 836 Squadron were scattered on different ships across the Atlantic or at Dartmouth, an astonishing cohesion held the squadron together as a single fighting unit with an unsurpassed esprit de corps. This is owed to a very large extent to the inspired leadership of Lieutenant Commander Ransford Slater, 836 Squadron's first Commanding Officer. Slater had seen from the outset that the success of the MAC-ship concept depended, more than anything else, on building and maintaining the best possible relations and the greatest mutual respect between the civilian Merchant Navy crews who would sail the MAC-ships and the Royal Navy aircrews who would fly their Swordfish.

Upon joining their first MAC-ship, all Royal Navy personnel were enrolled in the Merchant Navy. They signed the ship's articles as deck hands to bring them under the Master's

jurisdiction which entitled them to a shilling and a bottle of beer a day. The shilling was never actually paid but the Chief Steward delivered seven bottles of beer to each cabin every Sunday. Enrolling in the Merchant Navy entitled each naval member to wear the small silver "MN" badge, on the lapel of his naval jacket. It was presented by the Master after signing the articles and worn unflinchingly thereafter. Any apoplectic senior officer ashore who had to ask about that damned badge on the naval uniform was told firmly and with impunity that the wearer had every right to do so! This honoured ritual had the profound effect of eliminating a "we - they" relationship between the naval and merchant ship personnel.

The Swordfish were painted pure white, the most effective camouflage for day flying over the sea, but were otherwise standard Swordfish II's. Except that in many flights, so great was the air and ground crews' loyalty to the Merchant Navy, they painted out "ROYAL NAVY" on the sides of their Swordfish and substituted "MERCHANT NAVY" which caused quite a bit of eye-rubbing when the aircraft landed anywhere other than Maydown or Dartmouth.

During their two years of service from May 1943 to Victory in Europe (VE) Day, MAC-ships sailed in 217 convoys and made 323 Atlantic crossings for which some 4,447 days were spent at sea, of which 3,057 were in convoy. Flying took place on 1,183 of those days and 114 Swordfish were lost or damaged beyond repair. The aircrews flew 4,177 sorties in 9,016 flying hours; six pilots, five observers and eight telegraphist air gunners were killed. Twelve attacks were made against U-boats, though none were sunk. It is, however, true to say that the introduction of the MAC-ships gave the U-boats little opportunity to achieve success against any convoy containing them. Between September 1943 and May 1944, only sixteen merchantmen in North Atlantic convoys would be sunk by U-boats (compared to a peak of fifty in the worst month of all, August 1942) and only five between May 1944 and VE Day, though the number of U-boats at sea rose to 185 in mid 1944 and the end of the year was still about 140. The last known contact with a U-boat was on 20 April 1945 when a Swordfish from *Empire MacAndrew* dropped two depth charges on a periscope with no apparent results. The last operational

last known contact with a U-boat was on 20 April 1945 when a Swordfish from *Empire MacAndrew* dropped two depth charges on a periscope with no apparent results. The last operational squadron to fly the Swordfish, 836, disbanded 21 May 1945.

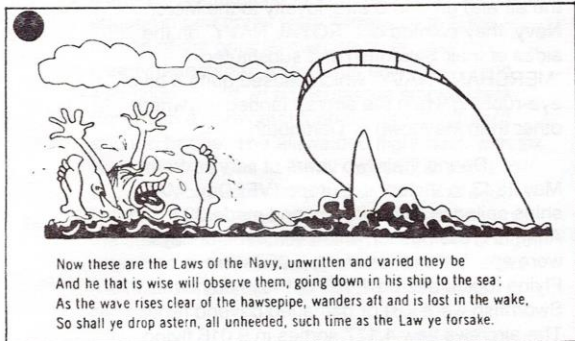
Prepared by:

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Shearwater Aviation Museum Historical
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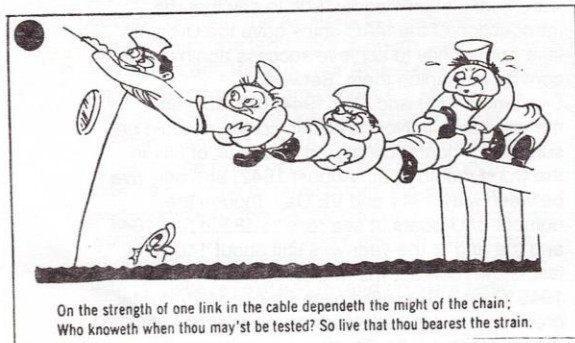
*Bibliography: Bring Back My Stringbag, Lord
Kilbracken*

Swordfish At War, W. Harrison

The "Swordfish" Saga, B.J. Hurren



Now these are the Laws of the Navy, unwritten and varied they be
And he that is wise will observe them, going down in his ship to the sea;
As the wave rises clear of the hawsepipes, wanders aft and is lost in the wake,
So shall ye drop astern, all unheeded, such time as the Law ye forsake.



On the strength of one link in the cable dependeth the might of the chain;
Who knoweth when thou may'st be tested? So live that thou bearest the strain.



FIREFLY RESTORATION REPORT

By Bill Farrell

We soldier (sailor?)on, Archer, Ayer, Cummins and Gunnell. PP462 will fly again! There are hurdles of course - we need about \$20,000 for new propeller blades (years of African sun took heir toll) and a new cylinder head. An appeal to another museum to exchange parts with their display-only engine to make ours flyable was rejected but we continue our quest. We have borrowed the motto "Failure is not an option". Onward and Upward!

P.S. We have a partial list of Pilots and Observers who logged flights in PP462 - Cartwright, Davis, Farrell, Favreau, Fotheringham, Peacocke, Roberts, Soward. Any other aircrew and groundcrew names out there who flew in or worked on PP462?



Here's George Cummins, just after getting the word he's on the list for a personal refit (open heart surgery), cheerfully giving TLC to the instrument panel. Beat that for spirit!

Rob Munhall writes: "If no one has told you yet what the strange device is that Ross Archer found painted on the Firefly, it is the national identification roundel for PP462's service time in Ethiopia.

Even though the individuals named in the Newsletter have little if any meaning to me,

ROOTS

Naval Aviation Roots go Exceedingly Deep!

We have learned, only recently, that one of our retired Tracker pilots, George Plawski, has a naval aviation linkage that goes back to Czarist Russia! His dad flew in the Imperial Navy in operations over the Black Sea in the 1914-1918 War. Plawski Sr. fought again in the 1939-1945 War, this time in surface warships, for his overrun and occupied native land, Poland.

And again we have learned, only recently, that the father of retired RCN Captain John Dawson flew with the Royal Naval Air Service, over the Western Front and at Gallipoli. Dawson Sr. went on after his war service to be a founder, with Richard Fairey (later Sir Richard), of Fairey Aviation Company - the company that spawned our Swordfish and our Firefly. One wonders if Dawson Sr. and Plawski Sr. ever met in their operations against the Turks?

And, there is more: One of our retired naval fighter pilots, Jake Birks, points with pride to an uncle who fought alongside the famous William Barker over the Somme. A Canadian in the RNAS Birks flew the wood and canvas Sopwith Camels.

And remember Raymond Collishaw, the Canadian Lt in the RNAS who went on to later distinguished service in the RAF and RCAF?

In the next issue in which space permits we'll give you detailed accounts of the exploits of these sky warriors.

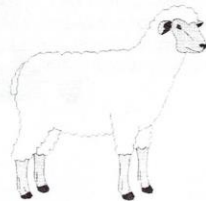
But before we leave this subject, are there any other family connections with Naval Aviation out there? —flyers, maintainers, others? That goes for Coastal Command and Maritime Command too: (And look for old photos!)



Name and Rank?

This story has no direct bearing on aviation but may titillate.

Mike Patterson writes about a connection (sic) between a Royal Navy Battleship (King George V) and a Scottish farmer's livestock. With considerable innuendo (pun intended) he claims that, for cause, other ship's companies would observe the Battleship's egress from harbour with rude noises, imitating the voice of a sheep. Your editor recalls that the Battleship was HMS Rodney and that the bands of other capital ships would, instead of making animal sounds, play a classic English hymn, "Sheep May Safely Graze".



TEAMWORK by Bill Gillespie

Teamwork between the various trades in Naval Aviation has always been a necessity and more so when at sea. This became an even more important requirement with the introduction of the helicopter carrying destroyers. With integration, many skeptics questioned whether this teamwork would still be found in the Maintenance Personnel of the HELAIRDETs. The concern of those skeptics were dispelled as integrated maintenance crews soon became the norm.

In Sep 74, HMCS SKEENA was in the North Sea with three other Canadian ships as part of a large NATO Exercise. The HELAIRDET Maint Crew consisted of four ex-Naval Air Techs, four ex-Air Force Techs, a Green Private, plus the Det Chief and the PO Second Class. From the time they left Halifax, this group prided themselves on how well they worked as a team, but this pride and training was to be put to the test in the North Sea.

After a night of three hot turn-arounds, the Maint. Crew was waiting for the final recover of the day to carry our required maintenance and get their heads down for a few hours prior to starting all over again that night. Fifteen minutes prior to recovery, the crew was informed that the Helo had been diverted to the AOR and that recovery would be delayed at least three hours and the SKEENA would be breaking away from the task force. Flying Stations were stood down and everyone went to lunch and to rest until Flying Stations was piped.

Approx two and a half hrs after Flying Stations were stood down, Emergency Flying Stations was piped. SKEENA's Helo reported a Fuel Bypass Light. A normal recovery was made, and with the Helo shutdown and lashed to the deck, an inspection of the fuel system was carried out revealing a high level of water contamination. The Ship's Engineer would not allow the contaminated fuel to be circulated through the Ship's system; this meant the Helo had to be de-fueled and flushed manually. This operation took over four hours with each tech involved in this highly tedious and dangerous procedure, made even more dangerous as a storm came up.

After the fuel system was declared Serviceable, the Helo was made ready to move into the hangar. At that time, the Bear Trap started to traverse forward, the Helo began to slide across the deck. The Ship took a hard pitch to port and traversing was halted. As the Helo slid across the deck, the probe hit the side of the Bear Trap causing the Helo to pitch up on the Stbd side, breaking the probe free of the Bear Trap and the Helo continued its slide to port. This all took place in a matter of seconds. Fortunately, training and intuition came into play. The Weapons Tech who was carrying a Chain Lashing by the main stbd undercarriage, hooked his lashing onto the upper undercarriage tie down when he noticed the Helo sliding and was able to secure the other end to the deck just as the stbd wheel lifted off the deck, which in turn restricted the lift. When the wheel returned to the deck, he immediately commenced to ratchet the chain taut. In the meantime, the Instrument Tech, who was watching the Tail Rotor, got his lashing on to the Tail Wheel. As the Ship rolled to stbd, the slide reversed itself and the two Techs on the port side quickly picked themselves up after being knocked into the Safety Nets, and got their lashings on. With the Helo fairly stable, additional lashings were put in place. This whole episode took place in less than three minutes from the time the traverse started to the time the Helo was safely re-secured to the deck and all under, "Darken Ship" conditions. The inspection of the Bear Trap revealed the jaws had come unlocked and when the forward traverse was commenced, the weight of the Helo caused the after jaw to open.

The reason for relating this tale, where many of the gory details have been left out, is to demonstrate how a group of people from different backgrounds can come together and form an effective team in the most dangerous and trying times. When this team finally put their heads down, other than a short stand down, they had been up 25 hours but they went to bed with a Serviceable Helo in the Hangar. That's Team Work.



MAINTAINER'S TYPICAL DAY AT SEA

Friday

2000 Hey guys look, the flying schedule for tomorrow has been posted. Three flights starting at 1000hrs until 1730hrs. Looks like another typical day at sea.

Saturday:

0700 WAKEY, WAKEY - HANDS TO BREAKFAST

0800 HANDS TO CLEANING STATIONS, HANDS WILL REMAIN AT CLEANING STATIONS UNTIL 0930HRS

0915 Time to 'B' check the A/C and break it down for the days flights. The Aircrew has had time to brief, the ship is ready and the A/C ready for 1000 hrs launch.

0930 A/C traversed out of hangar - Aircrew and deck crew ready for the start. Flying stations piped.

0945 Ground power applied to A/C and fire guard posted. Pilots radioed in a snag with electronic gear in back of A/C, tech dispatched, just a blown fuse, no big deal.

1000 A/C finally started but will not meet launch time. Ship's Captain not very happy.

1015 A/C launched. Time to relax. A/C not due back 'til 1215hrs for hot refuel/crew change.

1100 BONG-BONG-BONG-BONG MAN OVERBOARD - RESCUE BY PORT ZODIAC. As the Air Dept, our job is to fall in on the flight deck and act as spotters and look for the person who fell over the side. It was just OSCAR the practice dummy.

1115 OSCAR back on board. Maybe we can relax. Afternoon watchmen to dinner is piped. A chance for us to eat before the A/C returns.

1116 BONG-BONG-BONG-BONG VERIFICATION MUSTER. Here everyone reports to their messes for a head count so the ship can be assured no one else is missing.

1140 SECURE VERIFICATION MUSTER - too late for early lunch, still the 1200 hr lunch period.

1200 A/C radios - problem with an engine instrument. Tech sent to Supply to see if we carry a spare. What luck, they have one on board. Flying stations piped.

1215 A/C lands on, hot refueled, crew change, engine gauge replaced and re-armed. There appears to be oil leaking from a vent on the starboard side, #2 engine shut down, head shut down, tech opens the #2 engine cowling to investigate. Could not see anything -

appears that the oil tank may have been over-filled on the last 'A' check.

1245 A/C restarted, head turning. Missed 1200 hr lunch period.

1300 A/C launched - did not make its 1230 launch time. Ship's Captain not very happy. At least with the ship in a 1-2 watch there is still a 1300hr feeding.

1315 Oh goodie, Section Base Training. As part of section base three, we get invited to all this training.

1430 Section Base Training over, flying stations piped.

1445 A/C lands on for hot refuel, crew change and arming. All looks good. Pilot radios in, his triple tach is acting up. Tech sent to Supply - yes they do have one on board, this is our lucky day. Gauge replaced. A/C launched at 1505hrs, 5 minutes late. Ship's Captain not happy.

1515 Pilot radios back that he wants to do some deck work instead of the normal routine of turning fuel into noise. Deck crew gets the HIFR hose, VERTREP net and deck ready for DDLs. Good time to train the new personnel.

1600 Flying Stations piped. A/C returns for deck work. We complete: 2 HIFRs(both dry), 2 VERTREPs, multitude of DDLs.

1715 A/C lands - shut down, refueled, engines washed and straightened. On folding #1 blade started to chatter violently. Tech sent out to A/C to clean the slip ring ass'y. Fold cycle continued, this time the #4 & 5 blades hung up. After about 5 minutes of moving the controls and attempts to re-fold, they finally decided to cooperate and follow the other two blades and take up their right positions. Now it is 1800hrs and it's the last chance to get supper so everyone is sent down to eat and be back in the hangar for 1830hrs.

1830 Everyone back in the hangar. A/C washed and moved into the hangar. A/C chains put in place and blades tied down 'A & B' checks carried out, #1 Corrosion Control carried out, #4 Supp Check carried out and all paper work finalized. A/C ready for tomorrow's flying program. Its 2215hrs - A/C cocked.

2230 Hey guys, tomorrow is Sunday routine and the flying schedule has been posted. Three flights starting at 1000 hrs until 1730hrs - looks like another typical day at sea.

By MWO Blaney

NOTICE
12TH ANNUAL GENERAL MEETING
OF THE SAM FOUNDATION

The 12th AGM of the SAM Foundation is scheduled for 0830 hrs on Sat, 12 Sep 98 in the Bonaventure Room (theater) at the Shearwater Aviation Museum.

The planned Agenda is as follows:

1. Call to Order
2. Approval of Agenda
3. Approval of 11th AGM Minutes
4. SAM Briefing
5. President's Report
6. Treasurer's Report
7. Secretary's Report
8. Appointment of Auditor
9. Proposed Amendments to Foundation By Laws (see below)
10. Nominating Committee Report
11. New Business
12. Next Annual General Meeting
13. Adjournment

The following amendments to the By Laws of the SAM Foundation will be tabled for approval at the AGM, 12 Sep 98.

ARTICLE II MEMBERSHIP

Section 3: Classification of Members
Delete

Section 4: Member Renumber as
Section 3

Sections 5,6 and 7: Sustaining Member, Patron
and Life Member Delete

Section 8: Termination of Membership
Renumber to Section 4

These amendments are proposed by the Board of Directors to delete the member classifications of Sustaining Member, Patron and Life Member from the By Laws. It is understood that these classifications were originally incorporated in the By Laws as the first attempt at a recognition policy for the Foundation. The concept of and need for recognition are considered essential, however, it is believed that such a policy should be more comprehensive and very flexible, more so than relatively inflexible By Laws permit.

Further, all members should be considered legally equal. A new Donor Recognition Policy has been adopted by the Board of Directors and is being further developed. It is intended that the concepts implied by the deleted classifications, as well as other new initiatives, be incorporated in this evolving and improved policy. It is also intended that members who hold existing designations such as Life Member be 'grand-fathered'.

ARTICLE IV MEETINGS

Section 1 Annual General Meeting

The Ordinary or Annual General Meeting of the Foundation shall be held within each fiscal year at a time and place as decided by the Board of Directors.

This amendment is required to provide the Board of Directors flexibility to schedule the AGM to coincide with an event (such as the Nova Scotia International Air Show) that maximizes membership availability and participation.

ARTICLE VI FISCAL YEAR

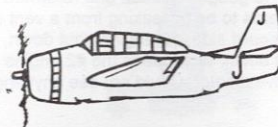
Section 1

The fiscal year of the Foundation shall be the period from 1 January in any year to 31 December in the same year.

This amendment is necessary to match up the Foundation fiscal year with the tax year to simplify tax submissions, HST tax reimbursement claims and account audits.

QUIZ

Who bailed out of a burning Avenger and landed right beside the building which now is home to our museum? First correct answer wins an all-expense saltwater cruise (air fare not included) between two east coast cities.





WOULD BE NICE IF WE HAD NAMES. CAN YOU HELP?

SAVE THE GUARDIANS

In the President's Message of the Winter 1997 Newsletter, Frank Willis outlined the Museum's urgent need to provide a basic building to cover the deteriorating "Gate Guardians" aircraft and the need to immediately fund this critical element. These aircraft include: the **Bansee**, the **T33** jet, the **H04S3 "Horse"**, the **Avenger** and the **CS2F Tracker** which for years have, of necessity, been stored outside and placed along the entrance to the Shearwater Main Gate. One of the five, the H04S3, has already succumbed to the elements. Fortunately a replacement was found in Dieppe, New Brunswick and the restoration is near completion. These aircraft represent a major part of our Maritime Air heritage from World War II to present and, as such, they have been inherited by the Shearwater Aviation Museum. The potential loss of any more of these invaluable aircraft to corrosion would be devastating and permanent, as replacements are no longer available.

The minimum requirement is to provide an additional 18,000 square feet of exhibit space, including a basic building and atrium structure, which will adjoining the two existing Museum buildings. This resolution permits the coverage of the Gate Guardians and, in addition, the display of additional artifacts.

Based upon SAMF and 1997 contractor estimates, the Project costs for erecting this addition is \$650,000. The objective is to be able to initiate a contract by the end of 1998. Over the past year, the SAMF has put aside \$50,000 in the "**Save the Guardians Fund**" - about 7% of the total required. Together, the Board of Trustees and SAM Foundation Directors are embarking on a dedicated fundraising project. There is still, however, a great need for additional funding support from donors such as yourselves.

Please consider this urgent effort and help preserve your heritage. Cheques should be made to "**SAMF Save the Guardians Fund**", (post dated or spread out payments are acceptable). **Tax Credits** will be provided by the Museum. For those who don't wish to remain anonymous, our new **Donor Recognition Board** is to be mounted at the main entrance of the museum and will present the names of our supporters. Thank you from all of us.

SAMF Directors & the Board of Trustees



NEW SYSTEM INCORPORATED FOR SAMF DONOR RECOGNITION!

Two donor recognition display panels have been created and will be placed in a prominent position at the entrance to the museum.

One panel entitled "Honourary Life Supporters of SAMF" will contain the names of those persons who have made significant contributions to ensure the establishing and maintaining of the Shearwater Aviation Museum.

The other panel is entitled "Major Sponsors of the SAMF". Names will be categorized in \$10,000 increments from \$1,000+ to \$100,000+.

Names on both panels will be in gold leaf.

PLEASE NOTE: Previous membership donations will be counted in order to reach the \$1,000 figure so that names can be included on the "Major Sponsors" board.

A Donor Recognition Book has been created and will be displayed in same area as the donor boards. The Donor Book will be indexed and contain the names of all persons who have made financial contributions to the SAMF.

A second Donor Book called 'Our Titans' will list volunteers and special project teams.

SAMF MEMBERSHIP/DONATION FORM

NAME: _____

ADDRESS: _____

Postal Code: _____

Circle appropriate membership: Member \$30yr Sustainer \$100yr Patron \$250yr Life \$500

Donation Only: \$ _____

VISA/MASTER CARD ACCEPTED: _____ Exp. Date _____

Mail form and make cheques payable to: SAM Foundation
PO Box 5000 Stn Main
Shearwater, NS B0J 3A0

OR

Telephone/FAX/EMail the information to the Secretary at any of the following:
Telephone: (902)461-0062 or toll free 1-888-497-7779 SAMF FAX : (902) 461-1610
Email: SAMF Scy: kcollacutt@ns.sympatico.ca



A MUSEUM IS AN HISTORICAL TRIP TO THE PAST (By Garth Hodgson)

Locally, the obvious interest to us would be your visit to the Museum (opened this year on 3 Apr). If you have not visited the museum recently, or not at all, many changes will be apparent - more displays, more guided tours (on request or go on your own, a revamped Victoria Cross room, an expanded gift shop, including a new selection of precision scale hand made/hand painted older type military aircraft with display mount. If you have a general interest in aviation but no in-depth knowledge, the book "From the Ground Up" (50th year in print) will explain a tremendous variety of subjects. A must see in the Museum are the scale models donated by Ted Peters (CWO Ret'd), to appreciate fine detail and workmanship.

On a different note, we have a continuing membership/donation campaign. By gathering financial support through these resources, SAMF can pursue the objective of expanding the physical size of the museum to house all the printed material and artifacts collected, now or in the future. We feel quite strongly about the lifetime use and satisfaction you'll get from a membership. We have built a sound base of members to date, and consider them our best Foundation contacts for potential new members. Think of a membership as a form of investment in the Museum and what it represents. The basic membership at \$30 annually (.08 cents per day) is a modest fee compared to many organizations. The three issues of Newsletter per year contain topics of interest, including programs/info perhaps you or others can use. Consider the opportunity to give a membership to someone else beside family members.

We know that we compete against an increasing multitude of others "with their hand out" so-to-speak. As well, the realization that some former serving members, for whatever reason, may never get the opportunity to visit the Base again (eg living in another perhaps distant province) and thus see no future in membership. In response: since 1945 it is a guesstimate that perhaps 10,000 or more personnel have passed through the Base - some with a good portion of their career spent

here. All these persons remain a part of the historical population and it is intended that they will be recorded as such. It would be hoped that past association would perhaps prompt a donation to help preserve this unique heritage. A Recognition Book and Recognition Board is presently being prepared for public display to recognize Life Members and/or significant donations.

For current members, please note your membership renewal date is shown on your Newsletter address label. For those who have received the Newsletter package but not yet joined, there will come a time when the Foundation no longer can afford the luxury of repeat gratis mailings. Your timely response would be appreciated. Obviously it would be ideal to have all joiners as Life members but not realistic. BE A DONOR, IF NOT A MEMBER.

In closing - points to remember

- membership is open to all, not just military;
- the Newsletter is an information service to member readers;
- memberships and donations are income tax credits;
- mailings now include a postage paid reply envelope for your convenience;
- SAM Foundation is a non-profit organization;
- please remit your selected membership in the method of your choice;
- there's never been a better time to join than now.

SAMF REGIONAL DIRECTORS

Jim Burns
1217 Kilmer Rd
N. Vancouver, BC V7K 1P9

Deke Logan
1198 Galey Way
Victoria, BC V8Y 2V4

John Searle
RR3 Perth, ON K7H 3C5

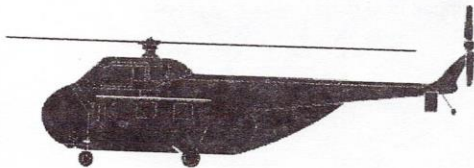
Dave Tate
21 Burndale Rd
Gloucester, ON K1B 3Y4

DISASTER & AIR RESCUE AT SEA

Allen Snowie's "The Bonnie" recapitulates a crisis at sea on the night of 18 Oct 65, off the rough Western approaches to the English Channel, when "a detonation flashed through HMCS NIPIGON". Capt Porter, CO of BONAVENTURE: "It was a fire and explosion in one of her mess decks. She was one of the new helicopter-carrying destroyers (though not yet helo-operational) and used a jet type aviation fuel.....BONAVENTURE steamed alongside and, with the H04S, we began evacuating the badly burned sailors and held them aboard. It was quite an operation, as it was all at night.....". Tragically, three sailors later died from their injuries.

Indeed it was quite an operation - for the airmen as well as the medical and deck crews. The editor understands that, due to the nature of the injuries, jackstay transfers were out of the question and Pedro, the H04S3 rescue helo, was not instrumented for night flying from ship at sea; so, with BONNIE and NIPIGON close alongside one another, two Sea Kings maintained station at 40 feet between the bows of the ships, with their spot and hover lights on to create visual conditions so that Pedro could safely fly back and forth, bringing the injured to the carrier. The Sea Kings were still new, as was the experience of the aircrews, thus, to slowly fly close alongside one another, trying to keep spacing between the ships and maintain proper height above the water, in the challenging seas off England, was no easy task.

Do you remember..... Who was involved? Who were the Pedro and Sea King airmen, Flight Deck Handlers and Medical personnel involved that night? Explore your memories. Fill in the details of this dramatic maritime aviation rescue and write in to the Editor. We'll publish your responses in a future issue.
Ed.



ARTIFACT SEARCH



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.

Please report any sightings to:

SAMF - Artifacts
PO Box 5000 Stn Main
Shearwater, NS B0J 3A0

A 25

When the batsman gives 'lower' I always go higher,
I drift off to starboard and prang my Sea Fire.
The lads in the goofers all think that I'm Green
But I got a Commission from Supermarine.

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



A SAILOR RETURNS TO MALTA G.C.

by Denny Shaw

I am sure that many of us were moved several months ago when we saw pictures on television and in our newspapers of Canadian war veterans from the 1st World War returning to Vimy Ridge. Due to a trip I took in the winter of 1997, I think I have a far better appreciation of these veterans who journeyed back to Europe and the emotions they must have felt. This trip was a return to my personal Vimy Ridge - to the Mediterranean and the fortress island of Malta.

In the middle of 1941, I found myself serving in a cruiser in the Mediterranean. Upon arrival in Malta, I was promptly drafted to the Naval Air Squadron which was operating out of Hal Far. Later Hal Far was to become a Royal Naval Air Station. I had not been back to Malta since the couple of trips I had made in HMCS Magnificent in 1951 and 1952 (I believe these dates to be correct).

No doubt many of my old Atlantic Chiefs and Petty Officer shipmates who served in "Maggie" at that time will recall these voyages and our visits to Greece, Turkey, Toburk, etc.. They will also recall that we had the honour of welcoming Admiral Lord Louis Mountbatten aboard "Maggie" during one of these cruises. What amazed me about this fantastic man was that he seemed to know the name of every officer on board, including one naval aviator named Joe Beckett who had managed to find the barrier only the day prior to his visit!

I suppose one of the reasons I am writing this article is because I do not believe the involvement of Malta in the eventual Allied victory has ever been adequately told. I suspect the sailor on convoy duty in the Atlantic, the soldier in the North African desert, or the airman flying and operating aircraft in Burma could all lodge the same complaint. Specifically, that his particular theater of operation did not receive the attention it warranted. In spite of this, I do believe this was true in Malta's case.

I have always held a great admiration for Malta and its people for the way it stood up to the relentless battering during 1941 - 1943. When British people attempt to emphasize the devastation of the blitz in Britain they invariably

will call to mind the attempts of the German Air Force to obliterate the city of Coventry. Well, that same German Air Force with the assistance of the Italian Air Force dropped on Malta for a period of thirty days in 1942 the total amount of bombs that were landed on Coventry every eighteen hours. It was not unusual in 1942 for the Luftwaffe to bomb Malta four or five times a day and some of the raids would have a strike force of up to one hundred aircraft. Just remember that their target area was not much bigger than the old, not new, Halifax Metro area. Little wonder Malta earned the title "the unsinkable aircraft carrier".

I frequently offend my British friends by telling them that they did not know what food rationing was during the war. That is certainly true relative to Malta but I suppose a citizen of Stalingrad could say the same relative to that city. I did not know of any serviceman who ate rats during the siege of Malta but that is only because we didn't know how to find any! The bombing I can choose to forget but the memory of going without food will be with me for the rest of my life.

Rather obviously one of the first comments I received upon my return to Canada was "I suppose you saw lots of changes in Malta since the war". My answer to that would invariably be an evasive yes and no. Malta in many ways is unchangeable and physically probably looks no different to when Nelson sailed out of there except for the construction of numerous hotels.

The reader would have to appreciate that prior to Malta achieving full independence in 1974, its economy revolved around the presence of the Royal Navy. Since independence from the United Kingdom the economy is very much tied to tourist attractions. For example the Old Fleet Bakery which was located in Vittoriosa has been converted into a Naval Museum while the residence of the C in C Mediterranean, located on South Street in Valletta, is now an art gallery containing a wonderful collection of Maltese and Mediterranean art. Well worth a visit, I might add.

(Continued next page)

A Sailor Returns to Malta GC (cont'd)

I was really amazed at how popular Malta has become as a tourist destination for Canadians. There were two tours of Canadians staying in my hotel in Slima much to my delight as this allowed me to get the latest hockey scores.

No sailor writing an article about Malta would be worth his salt if he did not mention "the Gut". I freely admit that no sailor ever walked "the Gut" who loved it more than I did. I should add that during my misspent youth in the early forties "the Gut" was still somewhat sordid but nowhere near as sordid as I suspect it became during the fifties. It is though, with much regret, that I have to inform my readers that "the Gut" which once held so much attraction for me is now nothing more than a dirty neglected street. Gone is the Colonial Grill, the Lucky Wheel, and the Bing Crosby Bar as well as Yorky's "Doss" House where I spent so many nights in drunken slumber. I was always awakened at Yorky's after a night of bombing with a cup of tea and a pair of highly polished shoes - all for the price of half a crown.

Looking back on my entire life, I regard the two and a half years I spent in the Royal Navy at Malta as being the most significant. My return in 1997 only served to remind me how lucky I am to be alive. It further added to the wonderment of how we ever managed to survive the siege. Lastly, it enabled me to remember those shipmates whose last port of call will be forever the gallant island of Malta. May they rest in peace for surely no place on earth is more fitting to be the resting place of a hero than my beloved island of Malta.

SAM UPDATE

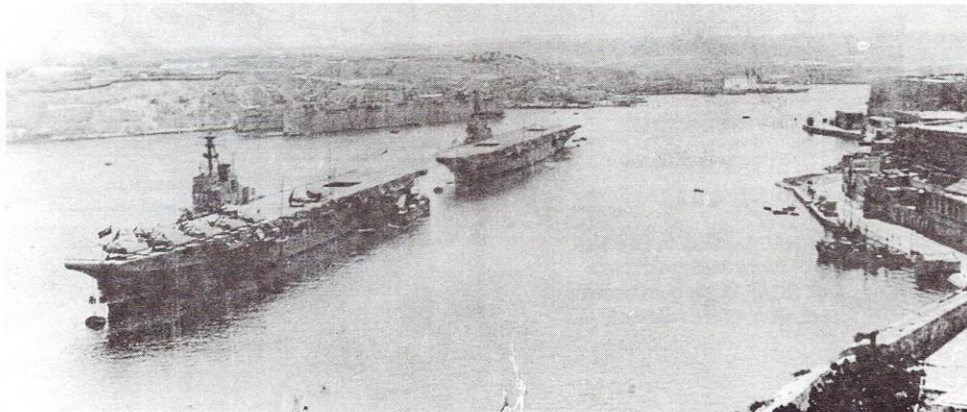
By Chris Noonan

Greetings once again from the Shearwater Aviation Museum. The summer is nearly upon us and we at the Museum are under full swing getting everything set up for the coming season.

During the winter months, the Lt R.H. Gray Gallery was converted to its present honour of the Victoria Cross Gallery. This is due to the addition of a display dedicated to the memory of F/L David Hornell. The new Gallery has attracted a lot of attention thus far and will definitely be one of our most popular exhibits this season.

On a more interactive note, the final stages are now in place for the long anticipated computer generated flight simulator being set up inside the Museum. Once completed, you will be able to try your hand at flying aircraft from many different eras, such as the Tracker, or even the Avro Arrow! This is sure to be a crown pleaser for visitors of all ages. It is in the works to get a mock cockpit set up around the computer so that the visitor will actually have the opportunity to "feel" what its really like to fly these aircraft! The computer program will be up and running in time for the summer months.

The Shearwater Aviation Museum is open Tuesday, Wednesday and Thursday from 1000 to 1700 and Saturday from 1200 - 1600 during May and June. From July to August, the Museum is open Tuesday to Friday from 1000 to 1700 and Saturday and Sunday from 1200 to 1600. For information on tours, group visits, or general interest, feel free to call (902)460-1083..



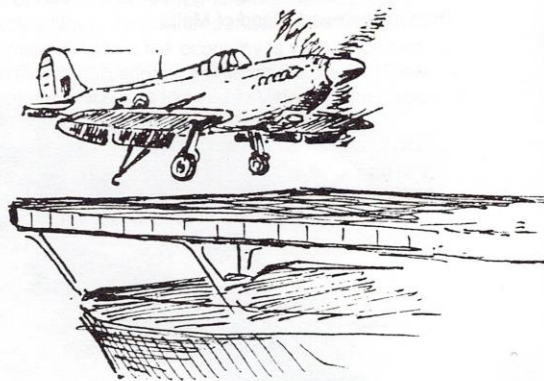
HOW CRYPTIC CAN YOU GET?

We asked for recollections from Aircraft Handlers. Cecil Muzzerall's submission will trigger a lot of memories with very few words. (Printed Verbatim)

AB Cecil R. Muzzerall V61552
served in HMCS ST BONIFACE - Algerine Mine
Sweeper 15 Oct 43 - 18 Jun 45

- To NIOBE for Pacific War.
- To RNAS EASTHAVEN Nov 45 to train for A.H. on Flight Deck work
- To HMS PREMIER Flattop for Ships Training as Aircraft Handler
- Pushing A/C by manpower
- A/C Type Swordfish Baracuda, Firefly, Corsair, TBM. Seafire then on to HMCS WARRIOR 24 Jan 46
- For clothing all we had was normal work dress coverall. No ear plugs. Pusser boots and all the warm sweaters from Red Cross or what was sent from Canada in Care Package.
- Take the Photo from albums that Ray Philco has by hut at Easthaven to see our dress code for RCNVR. No flying gear or fire-fighting clothing until after WARRIOR arrived back in Canada.
- Very Cold on F/D but as F/D Crew and RCNVR & RCN personnel we did the job as required.
- Fire-fighting clothing infer naught. Jacket and pants, long leather boots - RN style. We had to cure own suits with borax salt and soda in garbage cans - hang by intake in funnel to dry.
- Joined RCN 31 Mar 47
- Back to WARRIOR Jun 47
- Then to RCNAS Dartmouth Fire Hall under RCAF for airfield crash crew duties until RCAF Dartmouth became HMCS SHEARWATER 1 Dec 48
- Nov 49 to Jul 50 - CORNWALLIS as Aircraft Handler AH2 for Air Type Instructor for Air Branch
- Then to MAGNIFICENT 1950-52
- To SNAM for instructor
- 1953 31 CAG P1AC4 57 to BONNIE Mar 58
- April 1, 1960 - P1AM4
- July '56 A/C T.64 Course
- Dec '57 Driver and Operator OA Tower Crash Crane and instructor in Firefighting OA Crash Crew and positioning OA Landing Mirror System on runway - also positioning and rigging OA Arrestor Gear on 16R for Naval A/C
- P1AM4 Shearwater Tower Controller
- VX10 18 Mar 64
- C2AM4 1 Jun 64-66
- HMCS BRUNSWICKER - C2 Air Bos'n
- CFB HALIFAX - Released 19 Nov 68

Cecil R. Muzzerall C2AM4
Never a DIR BOS



LETTERS FROM READERS

We asked for comment on the statement that the Swordfish accounted for a greater tonnage of enemy shipping than any other Allied aircraft type:

LCdr B. Vibert, DSC CD RCN (Ret) writes from England:

There is little variance between published accounts, of which the following are examples:

"The Attack on Taranto" by Brian Wellham, a participant.

"Swordfish from Malta sank 110,000 tons of shipping... joined later by Albacores, they sank a total of 400,000 tons of Italian ships, an astonishing feat for an 'obsolete' fabric-covered bi-plane:

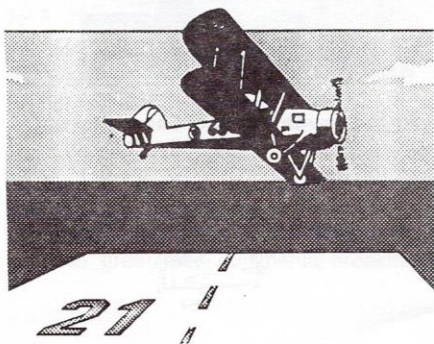
"The Swordfish Story: by Ray Sturtivant, a considerable authority.

"880 Sq sank or damaged some half million tons of Axis shipping while flying from Malta"

"The Story of the Torpedo Bomber" by P.C. Smith

"In the nine month period they (830 SQ) despatched an average of no less than 50,000 tons of Italian shipping, and in one month alone they sank 98,000 tons"

Readers of your Newsletter will know of other shipping sunk by Swordfish, notably at Taranto and elsewhere in the Mediterranean.



LOST TRAILS

Jeremy McGreevy correctly identified the cartoon character as "Flatspin Fumble" a not-to-be-followed example of piloting technique and prudence. Flatspin was featured in Sandy MacDonald's aviation primer "From the Ground Up".

CLERIC'S DAUGHTER

It took a Bishop's son to decipher the reference to the cleric's daughter. Rod Bays response, however, goes into clinical detail not quite suitable for publishing here. A stamped self-addressed envelope will get you a copy.

CORSAIR

We note with deep dismay that the Canadian Warplane Heritage Museum has sold its Corsair (the type Hammy Gray won his V.C. in) to a US buyer, citing financial difficulties. A dark day! Much empathy to CWHM.

Doug Peacocke has been awarded the 'Order of the Stringbag' by the Fleet Air Arm Association.

We note with gratitude that this Associations surplus funds from its May 1997 Naval Aviation Rendevous were donated to SAMF. Thanks!

HEED THE CALL

*SHEARWATERS all,
Now hear this call
That SAM sends out today
To provide a nest for the very best
A Naval Air Display.
The building fund has now begun
A Museum to provide
A place to store our birds shore
To show them off with pride.
WARRIOR, MAGGIE, BONNIE too
These names are in our past
But let us vow right here and now,
The aircraft we have shall last.
So SHEARWATERS all
PLEASE
Heed the Call.*

Roy Suthers

**THERE IS SOMETHING ROTTEN IN THE SHIP
'MAGNIFICENT' -
A TALE OF THE PIE-EYED PIPER**

By James Bond 006 ½

During the summer of 1951, HMCS MAGNIFICENT carried a large number of unwanted guests (four legged with long tails and long whiskers) on board, who could be heard scampering along inside the vent trunking throughout the ship and whose long noses and beady eyes could be seen peering through the "punka louvre" openings from time to time. They were, not surprisingly, more abundant in the area of the cafeteria and scullery.

A certain crew member was assigned the task of handling this problem. In his wisdom, he decided to use an old tried and true method, so spread a large amount of rat poison in strategic areas. Subsequently, he was drafted from the ship and in his haste to leave, he neglected to inform anyone of what he had done.

As you can imagine, with the heat of the summer, it was not too long before the cafeteria and scullery were permeated with a rather unpleasant odour, bringing to the Supply Department, not only the usual complaints about the food, but also complaints that no one wanted to enter the cafeteria at meal time.

With the keen use of the olfactory senses and a bit of investigative skill, it was discovered that a number of rats had lodged themselves in the sumps of the scullery and died. What to do? Remove them of course - but how, and more so, who? The Seaman Branch came to the rescue.

At this time, the Carrier had on board a Newfoundlander (remember they had been a part of Canada for two years), one Leading Seaman Newell, who in addition to being a "Jack of all Trades", was "Father Confessor" to all the young Newfoundlanders on board and a real prince of a fellow, who volunteered to do the job the only way possible - reach into the sumps and pull out the dead rats by hand.

Leading Seaman Newell was duly dressed with coveralls, sea boots, long rubber gloves, and a face mask with a long hose leading to fresh air. Thus, the recovery operation commenced.

I was present at the time, and I can assure you it was not a task for those with weak stomachs. As time went on, it became obvious with each time he came up for a breather, that L/S Newell was beginning to show stress caused by the heat and nasty job. What to do? At someone's suggestion, it was decided that some pusser rum should be provided for medicinal purposes. The Supply Department, seeing the wisdom of this suggestion, so provided. As a result, each time Newell rose from the depths of the sumps with a hand full of dead and decaying rats, and a hot pained look on his face, he was given a shot of rum, then back to work he would go.

It may be my imagination, but I am sure that our valiant worker seemed to be surfacing more often, and complaining of his plight more vehemently, than before the liquid medicinal treatment was begun. Not to worry, the job was completed successfully and the area returned to the normal smells of food and dishwashing soap. The complaints returned to normal - the food.

Thanks to all the SAM volunteers (Gift Shop, Guides, Firefly Restorers, Golf Tournament, Archives etc). Without you, where would we be? Ed. (Photo - Cora Caldwell - Gift Shop volunteer)



Thanks to Snap-On Tools of Canada for their generous support of the Firefly FR1 restoration project.



SONGS OF THE BEER-YODELLING CHORUS



SONG OF THE BEER-YODELLING CHORUS

Roll along Wavy Navy, roll along,
Roll along Wavy Navy, roll along,
When they ask you who we are,
We're the RCNVR.
Roll along Wavy Navy, roll along.

Do you know which prominent Naval Officer co-wrote the RCN's unofficial wartime song 'Roll Along Wavy Navy'?

QUIZ FOR THE COGNOSCENTI:

Ancient mariners tell of a ship that was marvellous fair to behold. HMS Venus had a figurehead that was of such beauty that it would quicken the pulse of any Jack Tar while her mast would quicken that of his Nancy-O. Can you describe these features of this hermaphrodite rigged brig?



5TH ANNUAL SAMF GOLF TOURNAMENT will be held **Thu 10 Sep 98** in conjunction with the 2nd Annual N.S. International Air Show.

Sponsors wanted! You can sponsor a Hole for \$100 or you can be a major sponsor for \$1500. Call the Tournament Chairman for details. This event is held to raise money for the expansion of the Shearwater Aviation Museum. It will be held at Hartlen Point Forces Golf Club in Eastern Passage.

FORMAT: Shotgun start / Team scramble (weighted handicap). **ENTRY FEE:** \$100 - includes green fees, continental breakfast,

steak lunch, a \$50 tax receipt and a ton of prizes. **HANDICAP:** all entrants must provide handicap or last score. **INQUIRIES:** may be made to the Chairman Capt Bill Ropp (902) 460-1011(1319), SAMF 1-888-497-7779 or (902) 461-0062, Fax (902) 461-1610;

PAYMENT: Make cheques payable to SAMF golf and mail to SAMF at PO Box 5000 Stn Main Shearwater, NS B0J 3A0. To pay by **VISA OR MASTERCARD** call the SAMF office 1-888-497-7779 or (902) 461-0062



FROM THE SECRETARY



Hi! The SAM's official opening for '98 was 3 Apr. (For some reason 9 Apr keeps coming to mind as a special day but for what.....?) Oh well.

We have received some stories - great stories. Please keep them coming.

What's going on in VU33 these days? I hope we will hear from you. While scanning photos for the newsletter, I came across a photo showing personnel from VU 33. Some names came to mind from that photo. Tex McNab - I worked for him when VU32 was in B Hgr at AW. He was Sir, to me - not Tex. Nice Man. And Sean Carrigan - I'm told he was one of the most "naturally talented" pilots in the Military. They did mean flying - in aircraft - didn't they? Just kidding Sean. Another I recognized was Kingsley Arnold's brother.

We are still waiting for tales from our CNAG friends. How about Scotty Guthrie stories? Something about taking a horse on board ship comes to mind as one story. Anyone care to elaborate? Stories don't have to be funny - how about stories from aircraft handlers and their dangerous job - especially at sea.

Shirley MacDonald - do you suppose we should tell our story about the photos in BOps? Nah.

I have a story. I was collecting clothes for the needy and someone left an unmarked bag of them outside my office door in 3 Hgr. BAMEO spotted them and said the bag may contain a bomb and for me not to touch it. Being the cautious man he was, and because it was during the Gulf situation (we had received a bomb threat or two), he cleared the hangar and had Base Security check out the bag. They brought in their equipment and blew the bag apart, sending pieces of material everywhere, scorching office doors, ruining the ceiling tiles in the hall and flooding out the admin end of 3 Hgr with black, oily, smelly water or whatever it was. Needless to say, clothes were never again left at the office. I still haven't heard the end of

that story - in all its variations.

Oh yes, before I forget, we are still looking for artifacts. You'll get an Income Tax Receipt for any you send. (We can all use one of those.)

Talk to you later - Kay

80th ANNIVERSARY MARITIME AVIATION

12 Wing Shearwater will be hosting the 80th Anniversary of Maritime Aviation in Canada:

- 24 Aug 98 - Registration
- Fly-in
- Monster TGIF
- Dance/Hootenanny
- 25 Aug 98 - Breakfast
- Buffet
- Demos & Displays
- Dinner/Hootenanny
- 26 Aug 98 - Parade
- Reception

- 1998:
 - 80th Anniversary of the RCNAS
 - 50th Anniversary - Commissioning of HMCS MAGNIFICENT
 - 50th Anniversary - Commissioning of HMCS SHEARWATER

Royal Canadian Naval Air Service (1918)
1998 - 80th Anniversary of the RCNAS

HMCS Magnificent (1948)
50th Anniversary - Commissioning HMCS MAGNIFICENT

HMCS SHEARWATER (1948)
Commissioned on 1 Dec 48



NOTICES

NS INTERNATIONAL AIR SHOW

(formerly the Shearwater International Air Show)

The show on 12 & 13 Sep 98 promises to be better than ever. Our museum will have the Firefly FR1 Restoration Project and other 'ancient aircraft' on display. Don't miss it!

For an historical perspective on the show, visit the 'Show History' section of the NSIAS Web Site at: <http://www3.ns.sympatico.ca/nsias/>

CNAG 28TH REUNION



The Sea King Chapter welcomes all CNAG Members and Guests to the 28th Reunion of CNAG Oct 9-11 1998. The reunion will be held at the Knights of Columbus Hall - 57 Stella Cr. - Trenton, Ontario.

Trenton is situated on the Bay of Quinte, an inland waterway off Lake Ontario. It's about a two hour drive from Toronto airport and three hours from Ottawa.

Looking forward to reuniting and swinging the lantern!

FUTURE ISSUES OF SAMF NEWSLETTER

will look at the RCAF's Marine Divisions work out of this Base and also at a daunting mission to establish a seaplane base in Iceland.

RESEARCH

We have determined, after much genealogical research that the typos in the previous issue were due to a maladjusted typewriter. Our typewriter repairman traces his family roots back to the Scottish poet Robbie Burns.

CORRECTION (from previous edition)

Museum Home Page should read:

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

Send us your Email and snail mail address for posting on the Home Page. Communicate with ex-Naval Aviation people. Read about coming events. Find great Naval and Aviation links.

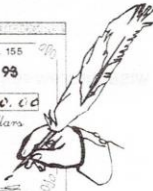
Email: awmuseum@ns.sympatico.ca
SAMF Scy: kcollacutt@ns.sympatico.ca
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FOR SALE

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This may be a FAREWELL ISSUE for some readers. We come, with considerable embarrassment, to the conclusion that some of the names on our distribution list belong to individuals with no real interest in our Museum and who may well regard this newsletter as just another piece of junk mail. Accordingly, to avoid continuing annoyance to such, we may soon limit mail outs to paid up members only. We welcome new members from any walk of life and remind lapsed members that reinstatement is just a matter of popping a cheque (tax deductible), for this years membership, in the mail today. (An application form and return envelope are enclosed.) Ed.

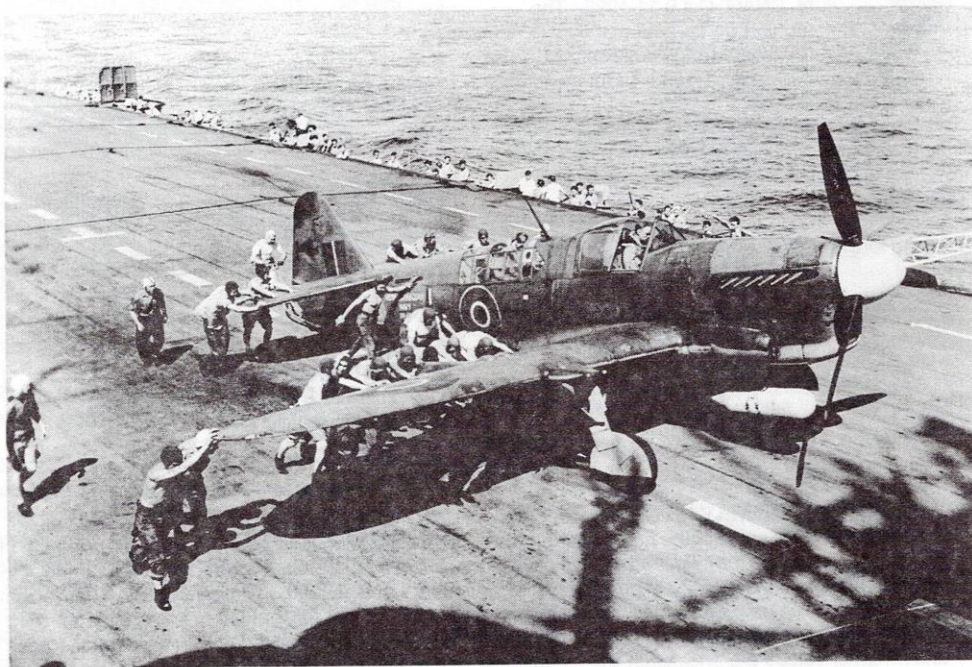
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A WISE NATION PRESERVES ITS RECORDS, GATHERS UP ITS MUNIMENTS, DECORATES THE TOMBS OF ITS ILLUSTRIOUS DEAD, REPAIRS ITS GREAT PUBLIC STRUCTURES AND FOSTERS NATIONAL PRIDE AND LOVE OF COUNTRY BY PERPETUAL REFERENCES TO THE SACRIFICES AND GLORIES OF THE PAST.

Joseph Howe, August 31, 1871



And a wise aircrew remembers the guys who pushed the aircraft.