

Supermarine Seafire 15 883 Squadron, 1948.

SAM FOUNDATION NEWS



Hawker Sea Fury FB 11 VF 870, 1953



OFFICIAL NOTICE OF THE



1994 ANNUAL GENERAL MEETING

The 8th Annual General Meeting of Members of the Shearwater Aviation Museum Foundation will be called to order at 0830 hrs on Saturday, 17 September 1994, in the SIKORSKY ROOM, Warrant Officer's and Sergeant's Mess, 12 WING SHEARWATER.

THE AGENDA

- | | |
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| 1. CALL TO ORDER AND WELCOME. | 8. REPORT OF THE MUSEUM DIRECTOR. |
| 2. APPROVAL OF THE AGENDA. | 9. ELECTION OF DIRECTORS AND OFFICERS. |
| 3. APPROVAL OF THE MINUTES OF THE 7TH AGM. | 10. APPOINTMENT OF AUDITOR. |
| 4. BUSINESS ARISING FROM THE MINUTES. | 11. APPOINTMENT OF NOMINATING COMMITTEE. |
| 5. REPORT OF THE SECRETARY/TREASURER AND
PRESENTATION OF THE FINANCIAL STATEMENT. | 12. NEW BUSINESS. |
| 6. THE PRESIDENT'S REPORT. | 13. DATE, PLACE AND TIME OF NEXT AGM. |
| 7. REPORT OF THE FUND RAISING COMMITTEE. | 14. ADJOURNMENT. |

A GRUMMAN "GOBLIN" BASED AT RCAF STATION DARTMOUTH - CIRCA 1941.



STORY PAGE 5

PRESIDENT'S REPORT

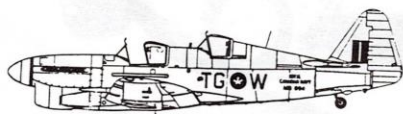
For members unable to attend the 1994 AGM, the main details of my AGM report are set out below. As you will see, this is a GOOD NEWS message.

On 4 Aug 94, the SAM Foundation Board received a detailed briefing from Col John Cody, 12 Wing Cdr, and LCol Brian Akitt, the outgoing museum Director, on how the changes arising from the Ottawa Feb '94 defence statement might affect Shearwater and the museum. I'm delighted to report that PROJECT 75 remains a "GO".

A few changes will affect us, but they are not show stoppers. Lost, effective Aug '95, will be the SAM's Curator position. The question of how to fill this important post is being addressed jointly by 12 Wing and our Foundation Board. A draft proposal is already in preparation by the new SAM Director. We WILL survive this loss, but volunteerism must become an increasing feature in the day to day running of SAM.

Members will be pleased to know that a non-governmental organization, the Shearwater Development Corporation Ltd., has been hard at work deciding how Shearwater's surplus potential, following downsizing, can be integrated into the local economy. The corporation's Executive Director, Mr Wyman Benjamin, attended our Board meeting on 4 Aug. He told us his corporation has already identified specific areas of strong commercial potential for the base and considers the museum a key player on the tourism side. Funding for the corporation comes largely from federal grants to communities affected by base reductions or closures.

SAM's fund raising plans have been on hold for a variety of reasons, e.g., the persistence of the recession, cancellation of defence contracts, and the details of Shearwater's downsizing. However, now that the museum's place in Shearwater's future has been clarified, the Board has decided to launch the campaign for both PHASE TWO (the structural addition to the converted CANEX) and PHASE THREE (the upgrading and integration of the entire complex). Adm Harry Porter will provide specific details at the AGM.



Tactical weapons trainer T-62



I am pleased to report that the Foundation's first golf tournament was a most successful event. SAMF's public exposure was enhanced and a profit of around \$4,000 went to our building project. SAMF is most grateful to Ken Whitehead, Ab Brownell, Doug Fairly, David Russell and Eric Edgar who put all the details together. Thanks too to others who "worked" the tournament as volunteers, especially Denny Shaw, the masterful MC at our wrap-up dinner and celebration. Numerous sponsors served us well with many fine prizes being awarded to winners and non-winners alike. High praise and thanks go from SAMF to the Hartlen Point Golf Club for generously providing an outstanding facility. I, of course, was given full credit for arranging the absolutely appalling weather. Most importantly, SAMF extends thanks to all the participants and celebrities who enjoyed a truly pleasant tournament. Plans are underway for #2 in 1995.



LCol Brian Akitt



LCol Joe Hincke

On behalf of the SAM Foundation I express deep appreciation to LCol Brian Akitt, the retiring SAM Director, who gives up command of HT 406 this summer to become the Shearwater Base Operations Officer. During his time as museum Director he has made an outstanding contribution to our cause. His cheerful enthusiasm, coupled with his direct and concise manner of dealing with the many problems we confronted, is a credit to his training and abilities. At the same time I extend a warm welcome to LCol Joe Hincke, as he takes command of HT 406 and replaces Brian as the new museum Director. Deepest thanks also go to Col John Cody, whose leadership through these difficult times has been a key factor in progressing both PROJECT 75 and the future expansion of SAM.

(Con't on Page 3)

(Con't from Page 2)

Sincere appreciation is extended to the other members of the Board of Directors, the volunteers, and to all the faithful who continue to support SAMF with their sweat and financial contributions. I continue to be encouraged by our financial position. Needless to say, contributions from those who have become Life Members are especially appreciated. Donations to mark an event or an anniversary, bequests, In-Memoriam donations, etc., are all additional opportunities which I hope everyone will consider.

I would be remiss if I did not personally thank Bill Johnson and George Hotham, both mentioned elsewhere in this issue, for their exceptional fund-raising efforts. Thanks also to the Naval Aviation Rendezvous, held annually in Ottawa, for their contributions to date of over \$1,000. The CNAG organization also continues to be one of our strongest backers. Most recently, the Hamton Grey VC Chapter donated \$2,000, the proceeds from "Capitol Muster 93".

Alf Bristow continues to be a very generous benefactor. Profits from his video, The Tracker Years, have thus far added \$1,130 to our cause and copies are still available for \$34.50 from: A. Bristow, #44-100 Burrows Hall Blvd, Scarborough, ON, M1B 1M7.



Doug
Doug Peacocke
President



Adm Bob Falls is shown above presenting Col Sandy Kerr, former Shearwater Base Commander, with a Certificate of Appreciation for his tremendous support of the SAM Foundation and PROJECT 75.

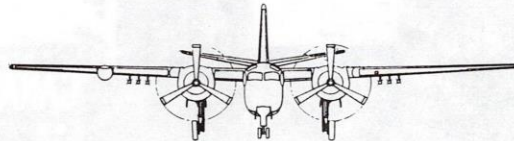
ARTIFACT SPOTTERS



Many thanks to the readers who've written in about items of possible interest to the Search Committee. The overall response to our search activity has so far been promising but we've still got to spread the word more widely. Everyone is asked to do this wherever possible, verbally, through letters to friends, or through clubs and organizations. Overseas contacts could prove especially valuable, and CNAG sources could be pure gold.

The SAMF Spotters Club welcomes tips about any item connected with any Air Force, Army Air or Naval Air activity, anywhere in the world, including such things as log books, diaries, photos, engines, props, training aids, safety equipment, entire airplanes, hulks.....anything, no matter its condition. Take no action on the item itself, just tell us about it and the Search Committee will proceed from there, keeping everyone informed.

Please continue to address all "sightings" to: SAMF Spotters Club, BOX 577, Dartmouth, NS, B2Y 3Y9.



SWORDFISH RESTORATION



In the last SAMF NEWS we promised more information on the Swordfish restoration. To help us keep this promise, the Shearwater WARRIOR has kindly provided 100 copies of a special issue featuring the Swordfish project and certification flight on 13 April 1994. Free copies are available by writing: The Editor SAMF NEWS, Box 577, Dartmouth NS, B2Y 3Y9.

To better understand this legendary warbird's place in history, try WAR IN A STRINGBAG from Arrow Books Ltd, 3 Fitzroy Sq, London W1P 6JD. Written by Cdr Charles Lamb, who flew the Swordfish continuously during WW II, including the Battle of Taranto, this 339 page action account is guaranteed to leave the reader with a healthy respect for the people who flew and maintained the Stringbag. After reading this yarn, you'll never again stand alongside the SAM's Swordfish without seeing it through different eyes.

CNAGGERS AT WORK

The SAM Foundation wishes to thank BILL JOHNSON and GEORGE HOTHAM, both members of the Toronto CNAG Chapter, who voluntarily spend most spring and summer weekends travelling at their own expense to air shows and hobby shows throughout Ontario, raising funds for the SAMF by selling a wide variety of military badges, crests, books, prints, caps, etc. At last year's CNAG Reunion in Ottawa, a substantial cheque from this enterprise was handed to Adm Bob Falls. Similar annual contributions are planned.

In the photo, George Hotham is shown manning the project booth. BRAVO ZULU and sincerest thanks to George and Bill for such an outstanding effort and for the example they set for all of us. Thanks also to that other great friend of the SAMF, John Eden, for the photo and story.



CHURCHILL AGAIN

On a damp, chilly evening in London's Green Park, an 85-yr old colleague of Winston's was discovered flagrante delicto with a 21-yr old lady of the evening.

Seeking to embarrass the government next day in the House, an Opposition member asked if Churchill cared to comment on the matter.

Striking an exaggerated Parliamentary pose, Churchill rose and said, "Egad Sir, it makes one proud to be British!"

Canadian Naval Air Group (CNAG) Reunion 17-20 November 1994 Sand Key, Florida

Contact: John Eden
19 George St
Trenton ON K8V 1R3
(613) 394-0316

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"Flash-Back"

THE GRUMMAN GOBLIN

Of all the aircraft ever based at Shearwater, perhaps the least auspicious was the Grumman (G-23) GOBLIN.

The following flashback to the GOBLIN is summarized from a magazine article provided by Sandra Penney of the Shearwater Aviation Museum.

The Grumman GOBLIN was first offered to the RCAF in 1936. It was immediately rejected as obsolete.

However, in 1938, Canadian Car and Foundry (CCF) found itself with 16 GOBLINS stranded on a Montreal dock when a connection was made between the GOBLINS it was then assembling in Canada, and illegal exports to the Spanish Civil War.

CCF turned to Ottawa to help find a buyer. In turn, Ottawa apparently directed an unhappy RCAF to at least test fly the unwanted GOBLIN, even though it was now even more obsolete than when rejected 2 years earlier.

The Air Force reluctantly had 11 of its most experienced pilots conduct an evaluation. Despite confirmation that the aircraft remained unsuitable, 15 of CCF's 16 GOBLINS came into the RCAF inventory in the fall of 1940.

In November 1940, 118 Sqn was re-activated to operate the aircraft as an air defence fighter against German long range flying boats thought capable of attacking the key wartime port of Halifax.

After working up in Rockcliffe, where enormous technical difficulties were encountered, all 15 aircraft arrived in Shearwater (Dartmouth Air Station) on 16/17 July 1941.

Within a week of arriving, one pilot was killed in a crash near Lawrencetown Lake. Shortly thereafter, two other GOBLINS suffered minor accidents and were reduced to spares.

After only two months in Shearwater, 118 Sqn learned it was to be re-equipped with KITTYHAWKS. On 12 December 1941, only 5 months after their arrival, the last GOBLIN was taken off strength.

Seven went directly into storage at Scoudouc, NB. The remaining 5 had earlier been sent back to Rockcliffe to provide air cooperation training for the Canadian Army. However, they proved unsuitable even in this role and soon followed the others into storage.

Finally, to provide radial engines for technical training, the 12 stored aircraft were broken up in early 1942, thus bringing the GOBLIN saga to an inglorious end.

Perhaps the world's only surviving GOBLIN (not one of the RCAF's) is on display at the US Naval Aviation Museum at Pensacola, Florida.

Ironically, a GOBLIN - or any part of one - would today be much welcomed in Shearwater, over 50 years after the last one was cheerfully waved goodbye.

We would very much like to hear from anyone having flown or maintained the Canadian GOBLINS, wherever the location, or having photos or yarns to tell about it.

NOTE: The Goblin on our cover page is in USN livery.



SUSPICIONS CONFIRMED

A keen grouse hunter returned to one of those upscale lodges where the fields are stocked with birds and a sound dog supplied to flush them out.

Hunter: "...and I'd like the same dog I had last time - Major, I think he's called."

Manager: "Oh, surely not Major. He's gone very odd."

Hunter: "Pity, such a good dog. What happened?"

Manager: "Well, after you left, another chap - military type I think - took out old Major. He liked him so much he jokingly began to call him Colonel. Well Sir, being called Colonel must have gone to old Major's head because all he does these days is sit around on his arse and bark!"



PLEASE CHECK YOUR ADDRESS LABEL

The highlighted symbols on your address label indicate the last membership year for which we received your dues or donation. The membership year expires 31 August. If your label does not indicate Aug/95 please use this tearaway form and mail it with your cheque to: SHEARWATER AVIATION MUSEUM FOUNDATION, BOX 577, Dartmouth, NS CANADA, B2Y 3Y9.

SAMF TEARAWAY MEMBERSHIP/DONATION FORM

NAME:.....

ADDRESS:.....

..... POSTAL CODE

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



FINANCIAL SUMMARY AS AT 31 MAY 94

ASSETS:	
Cash in Bank:	\$3,737.13
Cash on Hand and Petty Cash:	200.00
GST Receivable:	17.10
Sub-Total:	\$3,954.23
Investments:	\$109,500.00
TOTAL ASSETS.....	\$113,454.23
LIABILITIES.....	NIL

STATEMENT OF INCOME AND EXPENSES

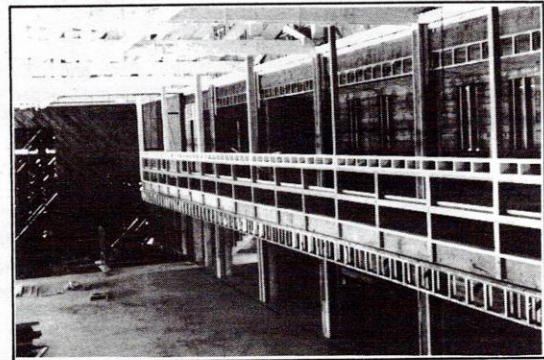
INCOME:	<u>This Qtr</u>	<u>This FY</u>
Memberships:	\$1,560.00	\$9,690.00
Donations:	1,650.01	29,427.29
Interest/Exchange:	330.02	2,727.13
TOTAL INCOME:	\$3,540.03	\$41,844.42
EXPENSES:	540.96	1,507.04
NET INCOME:	\$2,999.07	\$40,337.38
Add: Net Worth on 1 Sep 93		\$73,116.85

NET WORTH ON 31 May 94.....\$113,454.23


Eric G. Edgar
Secretary/Treasurer

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

UPDATE: As of 11 Aug 94 the NET WORTH figure has increased to \$116,293.79. See NOTE above.



Pictured above is a view of the new SAM's interior, showing construction underway on the Gallery Deck. Much of the other interior work has been roughed out and sheetrocked, and the exterior siding is well advanced. Watch for a major photo/writeup on the new SAM in the next issue (Dec 94) of SAMF NEWS.

LIFE'S LIKE THAT

An old Tracker pilot was having a haircut when the barber asked, "What caused all those scars on your nose?"

The pilot said they were caused by glasses.

"Why don't you wear contact lenses then?"

"They don't hold enough beer", was the reply.

(Stolen from SLIPSTREAM, Australian FAA Assn)