



# SAM FOUNDATION NEWS



VOL. 2, NO. 1

WINTER 1991

## ANNUAL GENERAL MEETING HIGHLIGHTS

(Detailed Minutes available to members on request)

Nineteen members attended the 5th AGM called to order by Admiral Robert.H.Falls, at CFB Shearwater, on 21 September, 1991.

## PRESIDENT'S REPORT

### INTRODUCTION

I am pleased to present the following report for information and approval, and I do so with a strong feeling of optimism regarding achievement of our goal to build a new facility for the Shearwater Aviation Museum (SAM). You will recall some of the difficulties the Foundation (SAMF) was in less than a year ago. By title these related to Bylaws, financial management, membership organization, falling membership, relations with Revenue Canada, no progress with government funding, and less than good relations with Atlantic Canada Museum Society (ACAMS). Our Secretary/Treasurer will provide you with details on how some of the problems were sorted out and what a staggering amount of work it took. Were it not for Paul Brunelle, SAMF would probably be dead in the water. We all owe him a vote of thanks for his skill, tenacity and dedication.

### SHEARWATER/SAMF RELATIONS

Relations between SHEARWATER and SAMF are very good and continue to improve. Base Commander Col.Sandy Kerr, Museum Director L.Col. Mark Aruja and Museum Curator Gordon McLauchlan have all been responsive, supportive and action oriented. We continue to work closely together in pursuit of our common goal. Upgrading the level of maintenance of SAM's aircraft stored outside has been implemented by the Base Commander. Specifically overseeing this plan is a well respected and competent flight engineer, M/Cpl Gerry Corrigan.

### ACCOMMODATION FOR SAM

No one is so naive as to believe that SAM's new home will open its doors tomorrow. Interim arrangements needed to protect some of SAM's aircraft, especially the SWORDFISH; to provide desperately needed workshop and display space for the museum; to assure ready access to the museum outside the base secure area; and to provide suitable space wherein the museum could effectively carry out its educational role, had to be found. CANEX vacates building 13 the end of 1991. Response by Air Command to SHEARWATER's proposal that it not be demolished but considered as an interim site for SAM has been positive. It has been surveyed to determine work needed to convert it, and interior design is in progress. Prospects look great!

## JOINT OPERATIONS PROSPECTS

You will recall that in mid-1990 the Nova Scotia Cabinet, while considering SAMF's request for a capital grant, asked for clarification of a key issue. "Is it possible for ACAMS and SAM to operate jointly in a manner acceptable to both of them and to DND?" DND said "Yes", and prescribed the terms and conditions which would have to be met. SAM is happy with this answer and has met with ACAMS to discuss it. ACAMS is happy with the proposal and has committed itself to discussion of the details which must be agreed upon, e.g. space allocation and rental charges.

## BUSINESS PLAN AND FUNDING

On September 9, 1991, I had the pleasure of presenting our Business Plan to a most receptive and responsive Mr. Terry Donahoe, minister of Tourism and Culture, our contact point with Cabinet. The likely deal with ACAMS was of particular interest and satisfaction to him. It would mean that the Government, scared to death about museum operation and maintenance costs generally, would be off the hook for these kinds of costs in relation to both the SAM and ACAMS operations. Needless to say, he was pleased that our proposal for government support is a one-shot capital grant with no slow, lingering, bleeding forever-and-a-day to cover "unexpected" overruns etc., etc. Mr. Donahoe perceived SAMF's request for a capital grant in the order of \$1.84 million as substantial, to say the least, but he conceded that possible Federal/Provincial cost-sharing arrangements not unlike those for HMCS SACKVILLE, Canada's Naval Memorial, might just be feasible. At any rate, he agreed to do all he could to encourage Cabinet to approve our request in principle and set up a mechanism to negotiate a grant to SAMF toward construction of a new Facility for SAM.

## ACTION PLAN - COMMUNICATIONS

Last December our Board approved an Action Plan which, among other things, set up a Communications Board which created the SAM FOUNDATION NEWS, now familiar to all. Of particular interest is the fact that the Maritime Air Group Commander has named two of his staff to this Board! The Action Plan also provides for an Industry and Government Relations Group which is responsible for wielding a heavy hand in terms of fund-raising. Now that we have a Business plan in place, activation of this group will be a priority.

Doug Peacocke, A/Pres.

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## SECRETARY/TREASURER'S REPORT

### MANAGEMENT, MEMBERSHIP

Paul Brunelle, as Secretary, reported in general terms on 12 major projects processed during the year. These comprised studies, planning and reorganization of SAMF operations, and very important interactions with Provincial and Federal Government departments concerning registrations, authorizations and official reports. Once these vital projects had been completed, a new membership drive could be initiated. Recruiting efforts quickly increased the list of members to 234, including 33 Life, 4 Patron, 51 Sustaining, and 146 Regular members.

### FINANCIAL

As Treasurer, Paul read and interpreted the audited Financial Statement. Pointing out that the length of the "Fiscal Year" (FY) of this report is 5 months, he explained that the end of the FY was changed, several years ago, without proper authority, from March 31 to August 31, to permit holding the Annual General Meeting (AGM) during the Shearwater International Air Show. One of the projects mentioned above corrected this. Most of the funds have been placed in Guaranteed Investment Certificates - to grow quite substantially until converted into a new home for SAM. The unusual division of Expenses into "Fund Raising" and "Operating" categories, presents a more useful and revealing report of our cost distribution. Gerald Marshall, having refreshed Paul's rusty bookkeeping skills, audited the books.

#### SHEARWATER AVIATION MUSEUM FOUNDATION

#### FINANCIAL STATEMENT

For the Period 1 April, 1991 to 31 August, 1991 (Note 1)

#### BALANCE SHEET

| ASSETS:                          |              | 1991        |
|----------------------------------|--------------|-------------|
| Cash in Bank 31 March 1990       |              | \$ 2,389.81 |
| Cash on Hand & Petty Cash        |              | 200.00      |
|                                  | Sub total    | \$ 2,589.81 |
| Investment: BMMC GIC @9%:11Mar92 |              | 14,190.00   |
| BMMC GIC @9.25%:13Aug92          |              | 10,000.00   |
|                                  | TOTAL ASSETS | \$26,779.81 |

| LIABILITIES: |  | NIL | NIL |
|--------------|--|-----|-----|
|--------------|--|-----|-----|

#### STATEMENT OF INCOME AND EXPENSE

| INCOME:                                |                             |                 |             |
|--|-----------------------------|-----------------|-------------|
| Memberships                            |                             | \$11,245.00     |             |
| Donations                              |                             | 2,772.93        |             |
| Interest/Exchange                      |                             | 85.74           |             |
|  | TOTAL INCOME                |                 | \$14,103.67 |
| EXPENSES:                              |                             |                 |             |
| <b>FUND RAISING EXPENSE</b>            |                             |                 |             |
| Postage                                |                             | \$ 382.85       |             |
| Printing                               |                             | 2,831.87        |             |
|  | Sub Total                   | \$3,214.72      |             |
| <b>MANAGEMENT &amp; ADMINISTRATION</b> |                             |                 |             |
| Postage                                |                             | \$ 366.97       |             |
| Telephone                              |                             | 80.11           |             |
| Office Supplies                        |                             | 246.67          |             |
| Miscellaneous (wreath)                 |                             | 44.28           |             |
| GST Paid                               |                             | 252.08 (Note 2) |             |
|  | Sub Total                   | 990.11          |             |
|  | TOTAL OPERATIONS EXPENSE    |                 | \$ 4,204.83 |
|  | NET INCOME, 31 AUGUST, 1991 |                 | \$ 9,898.84 |
|  | ADD: Net Worth, 1 April '90 |                 | \$16,880.97 |
|  | NET WORTH, 31 AUGUST, 1991  |                 | \$26,779.81 |

Note 1. This report covers the Fiscal Period of 5 months ending on the changed "End of Fiscal Year" date, 31 August. The change, from 31 March, was authorized by Revenue Canada Taxation letter, File 75556 dated 25 March, 1991.

Note 2. "GST Paid" is entered as a separate account because, as a charitable organization, SAMF can claim a 50% refund. This account, which is subject to Revenue Canada audit, keeps it fully visible in the simplest way.

Paul J. Brunelle,  
Secretary/Treasurer  
14 September, 1991.

### MEMBERSHIP CONTACT

As Editor, Paul reported that SAM FOUNDATION NEWS was inaugurated in April when regular contact with members and potential members could properly be resumed. Two issues, totalling 7,500 copies, were distributed during FY91. Peter Steffin, using his excellent "Mac" computer and laser printer, is responsible for the splendid layout of SAMF NEWS.

### SAM DIRECTOR'S REPORT

LCol. Mark Aruja, representing the SAM, reported in detail on some recent acquisitions of important artifacts and production of video tapes. The Banshee has been beautifully refinished by volunteers, the second HO4S is ready for its planned overhaul to flying condition, and the final problems with the Swordfish are expected soon to be solved, perhaps by mid-November. Acquisition of a (flyable) Avenger, to replace the one which spent many years at the bottom of Bedford Basin, was not successful, but another is sought. "The War and the increased security of the Base highlighted once again the need to make our Museum accessible to the public," said Mark. "The new building...satisfies that objective" but faster progress to solve ongoing museum storage problems "on a base which is expanding and remaining short on square footage" is badly needed. For the short term, adaptation of Building 13 (old Canex) which has been surveyed and recommended, is the most practical solution. It would provide sufficient space immediately for the most sensitive aircraft, greatly improved display space, an art gallery and even a snack bar to provide some income. In the long term, however, its usefulness would continue, long after construction of the new building, as large workshops, overflow storage, and many other uses. That solution would also make mutually beneficial joint operations with the Atlantic Canada Aviation Museum Society (ACAMS), very practical through concentration of the expertise of both. The two museums' functions are complementary; covering fully, together, the civil and the military phases of Canadian maritime aviation.

### NOMINATING COMMITTEE REPORT

The list of nominees for election to the Board was presented by Spike Morris as follows, and were elected by acclamation:

Chairman: Adm. Robert H. Falls,  
Vice-Chairman: LGen. L.A. Ashley,  
President: Doug D. Peacocke,  
Vice-President: Harold Northrup,  
Secretary/Treasurer: Paul J. Brunelle

Directors: Rod Bays, John Bowser (RCAF Assoc'n), LCol Mark Aruja (ex officio), Eric Edgar (CNAG), Gordon McLaughlan (ex officio), Edward Morris, George Ruppert (RCAF Assoc'n), Dennis Shaw (CNAG), Alex Smith.

Spike then presented and moved the following:

### SPECIAL RESOLUTION

WHEREAS because of his great efforts and hard work as the Founding President of the Shearwater Aviation Museum Foundation, and the enthusiasm he engendered in others, BE IT THEREFORE RESOLVED that WALLY WALTON be awarded

### HONORARY LIFE MEMBERSHIP

in the SHEARWATER AVIATION MUSEUM FOUNDATION. Seconded by Alex Smith, the motion carried unanimously with an ovation for Wally.

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### ADJOURNMENT

#### BGEN. BOWEN ENCOURAGES SAMF & SAM

The Commander, Maritime Air Group, Brigadier General Barry Bowen, a former Commanding Officer of SHEARWATER, addressed the adjourned meeting, and raised everyone's spirits with a very welcome message of encouragement. He praised the short- and long term initiatives of both SAM and SAMF in their efforts to provide interim and, later, new facilities for SAM, our "well focussed" efforts toward making SAM accessible to the public, joint action with ACAMS of a type which DND regulations permit, and SAMF's fund raising programme.

To dispel the gloomy contention that SHEARWATER "might" be lost in a government cut-back, General Bowen cited plans for new and increased activities at SHEARWATER, an enhanced Order Of Battle, and the large role of Maritime Operations envisaged for the future locally. Additional coastal patrol and combat support aircraft are being provided. There can hardly be any doubt that "SHEARWATER is here to stay!"

The verbal commitments and positive response by Air Command about Operating and Maintenance costs, and plans for a museum facility, doubtless will be honoured. BGen Bowen is convinced that Air Command will provide all reasonable encouragement and support, as it does to military air museums in western Canada, and as DND regulations permit. Major General Eichel, At the DND level, another former SHEARWATER Commanding Officer, is also very supportive. Certainly, says BGen Bowen, he will continue his personal enthusiastic support, even after his retirement.

P. J. Brunelle, Sec/Treas.

### CARRIER DECK FLAVOUR



#### FIRST RCN AIRCREW TO LAND ON AN ANGLED DECK

L to R: S/Lt. I.T. Bouch, Observer; S/Lt. "Tony" Cottingham, Pilot; AB Carlson, Observer's Mate, on board USS ANTIETAM after an emergency landing due to a rough running engine (23 Aug. '54). "We had just taken off from "Maggie" (HMCS MAGNIFICENT) and declared an emergency. Maggie's deck was still fouled due to aircraft ranged for take-off, but ANTIETAM, in company, was clear. I believe we were the first RCN operational aircraft to land on an angled deck."

(Photo: Ian Bouch)

### ENCOURAGEMENT AND A BIT OF HISTORY

(A letter to SAMF)

Dear Sirs:

At a recent meeting of the EAST CAMP VETERANS organization, it was decided to make another donation to SAMF. Enclosed, please find our cheque.

East Camp Veterans not only continue to support and promote the general mandate of SAMF, but also take particular pride in the efforts being made to preserve Swordfish HS 469 which was one of our 743 Squadron (RN) aircraft at East Camp Yarmouth in the 1943-45 period. Through our associated organizations in various parts of the world we are spreading the word that Swordfish HS 469 is being well safeguarded in the Shearwater Aviation Museum. We hope that in some small measure this translates into the support SAMF needs to meet its objectives. We wish SAMF every success in the future.

L.Farrington



#### MY MOST FRIGHTENING AVIATION EVENT

At about 0340, May 8, 1964, I was co-pilot of Tracker 1553 (with) S/Lt. P. Barr, Crew commander, PO H. Parsons, and AB Gagnon. On final approach to Bonaventure, we encountered turbulence over the "Round-down" causing us to drift to the left, and to engage #5 wire well left of centre. The left main wheel dropped over the edge of the flight deck and, in a shower of sparks from the left propeller, we smashed into the port mirror landing aid. The airplane teetered over the side, broke its back and crashed into the sea.

The longest seconds of my life followed as I tried to release my harness and escape. The decision was difficult: Get out before the airplane sank, or wait until buffeting and rushing water stopped to avoid possible injury. Soon the rushing water stopped and I released my harness, climbed through my hatch and quickly popped to the surface.

After realizing that I was all right, I saw two others and greeted them just as the last one popped up. We were very glad, even giddy from shock and the realization that no one seemed hurt. I lit a flare and we chatted excitedly while we waited for rescue.

The plane guard, HMCS CHAUDIERE, played her blinding searchlight on us and I lowered my visor. Suddenly, the light disappeared, so I lifted my visor and saw the ship's bow, complete with small bow wave, right in front of me. "My God!" I thought; "after all this I'm going to be run over by my rescuers!" But the ship stopped with her side numbers just a few yards from me.

The rescue operation did not go well and some of the whaler crew fell into the water. A net was lowered and we attempted to climb aboard, but a sailor appeared injured. "Let him go" I thought as I pushed myself away, "they can come and get me, I'm equipped for long term survival." Soon, a swimmer came to my rescue and passed me a life-ring on a rope, and the ship's crew dragged me aboard.

It was quite a flight! I was frightened, to be sure, but I also learned about the instinct to survive, the value of hard hats, shoulder harness, survival suits and the benefit of escape training. The "free" helicopter ride back to Bonny the next day was a most welcome trip.

Eric Nielsen



(National Aviation Museum/Musee nationale de l'aviation)

**CNAG PRESENTS NAVAL AIR BADGES TONATIONAL AVIATION MUSEUM**

On August 11, 1991, reproductions of all of the badges of the air station, aircraft carriers, support and operations squadrons of the Royal Canadian Naval Air Section (RCNAS) were presented to the National Aviation Museum at Rockliffe Airport, Ottawa by the Canadian Naval Air Group (CNAG). The project was conceived by the Hampton Gray (Ottawa) Chapter and spearheaded by John Eden of the Tracker (Toronto) Chapter, CNAG.

Admiral Robert H.Falls, Former Chief of the Defence Staff, and Dennis Shaw, past National Chairman of CNAG, representing the operations and maintenance personnel of the RCNAS, dedicated the

symbols to the preservation of the "...traditions of the RCN's Naval Air Arm... a glorious chapter in the history of the Canadian Military" and an "...important contribution to Canada's nationhood by those who were part of Canadian Naval Aviation."

The badge of the Royal Canadian Navy is surrounded by those of Air Station HMCS SHEARWATER, above, and HMC Ships NABOB, PUNCHER, WARRIOR, MAGNIFICENT and BONAV-ENTURE, all flanked by the fifteen badges of the squadrons which formed the ships' aviation complements.

**THE EDITOR'S CORNER**

The Annual General Meeting Highlights take pride of place in this issue. We hope that your close reading of them will convey some of the tangy flavour of the past twelve months of fine challenge.

**SEAFURY FOLLOW-UP**

Our photo of Seafury NAVY 110, in the last issue of SAMF NEWS, prompted Ed Janusas to write that this aircraft was dismantled at Moncton Airport and shipped to the Air Maintenance Depot, SHEARWATER, by Petty Officer Air Riggers (P2AR) Ed Janusas, Stew Mingo and J.B.Adams. Has anyone more to add to this?

**SPITFIRE IN THE RCN.**

"Not many people know that the RCN once owned a SPITFIRE. It never flew but was real none-the-less. It was a Mark IX and its number was JG480..."

Thus does Capt(S) Vernon Howland begin his engaging account of one somewhat unofficial 1946 solution to the problem of providing his new Supply and Secretariat School, at HMCS NADEN, with "hands-on" aviation training aids for Stores trainees.

Look for more complete details of this unfortunate aircraft and the stratagems needed to establish aviation in the RCN, in a later issue of SAMF NEWS.



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