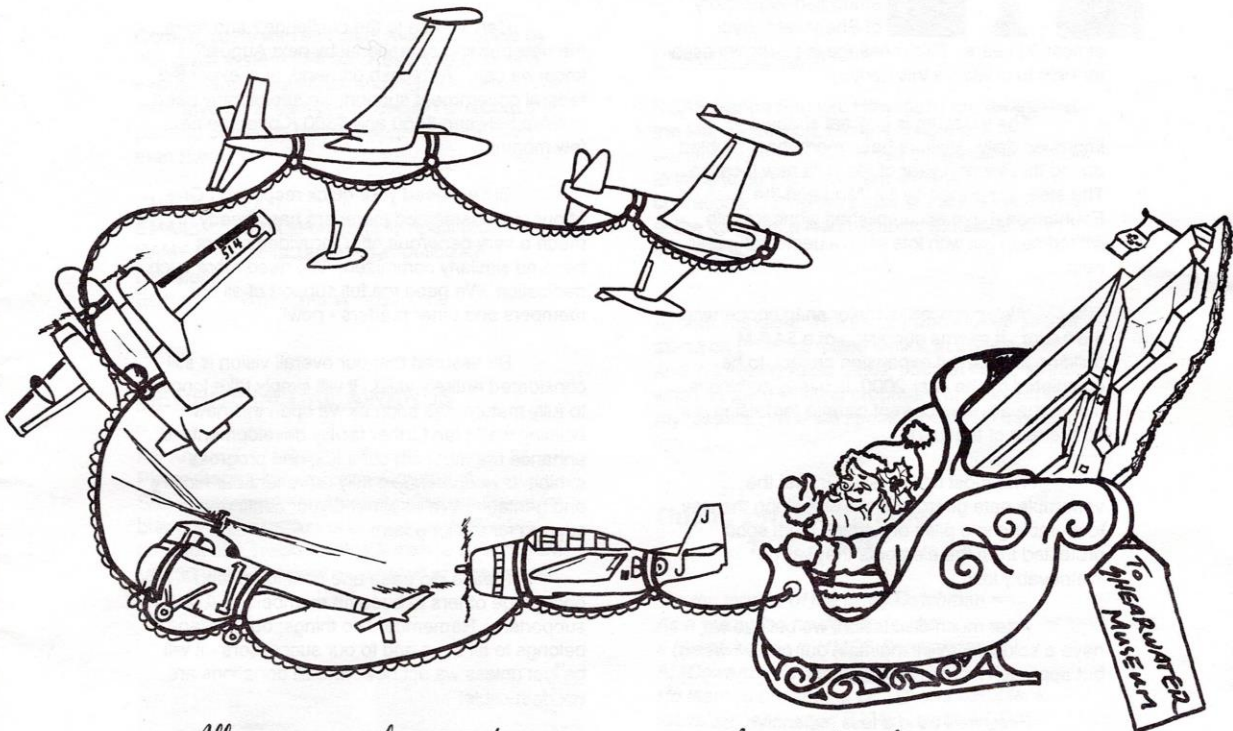


Shearwater Aviation Museum

Foundation Newsletter

Winter 1997



*All we want is a place somewhere
Far away from the cold wet air
With heaters everywhere
Oh wouldn't that be lovely?*

*A rain tight roof to protect our skin
And solid walls we would be safe in
New paint, new wheels, new high gloss shine
Oh wouldn't that be lovely?*

*We would rest at last in our cozy lair
And it can be done if you give your share
This would prove to us that you really care
For the way we were in Naval Air*

NOW WOULDN'T THAT BE LOVERLY!

(With apologies to Eliza Doolittle et al) CH anon

President's Message



Greetings from SAM and the Foundation. We trust that all are in fine shape for the coming season. We also hope everyone gives a bit of thought to our heritage as embodied in the story of Shearwater over almost 80 years. This message is an urgent pitch for help to preserve this heritage.

The museum is in great shape and improves daily. Visitors have more than doubled during this second year of life in its new location. The staff, supported by 12 Wing and the Foundation, have accomplished wonders with limited cash but with lots of invaluable volunteer help.

We've run into a major snag concerning the future. It seems our vision of a \$4.5 M building and exhibit expansion project, to be completed by the year 2000, is overly ambitious due to the adverse current climate for raising our 50% share of the funds.

The most critical issue is that the venerable gate guardians are well along the way to crumbling into piles of rubble. If not soon protected from the elements they will be irretrievably lost!

After much discussion, we believe we have a solution. We'll maintain our overall vision, but approach it one step at a time.

First, we'll build a less expensive but decent new building, using a pre engineered design, and integrate it with the existing building and annex. It will be a bit smaller and somewhat less grand, and short of a few facilities such as a dedicated restoration area, galleries and display lighting.

However, it will provide a very attractive display space where the buffed up gate guardians can be properly protected. Along with other exhibits intermingled with the aircraft and on the walls, the result will be interesting, informative and pleasantly viewable.

We estimate that we can do this for about \$650 K. We'll devote almost all of our collective efforts to this first step in order to have it open in time for the 80th birthday celebrations in August 1998. Except for the gate guardians, plus the H04S and Firefly restorations which are proceeding very well, we'll keep other facility and exhibit development on the slow burner.

Can we rise to the challenge? and have the new building operational by next August? I know we can. With cash on hand, plus expected federal government support, we should only need to raise between \$250 and \$300 K over the next few months.

But we need your quick response. One of our most esteemed members has already made a very generous offer, provided others become similarly committed. We need more such dedication. We need the full support of all our members and other readers - now!

Be assured that our overall vision is still considered entirely valid. It will simply take longer to fully mature. As soon as we open this new building we'll plan further facility developments to enhance the museum complex, and progress exhibit developments to fully represent our history and heritage. We'll still need your continued support for the long term.

Please dig deep and contribute, and encourage others to become members or supporters. Remember two things: our heritage belongs to all of us and to our successors - it will be lost unless we act now, and all donations are tax deductible!

Best wishes to all for a very Merry Christmas and a Happy New Year, and may 1998 see another large part of our dream become reality.

Frank Willis
President



STAY IN TOUCH - DAILY

Do you have a computer? Are you on Email?
Check out the Museum Homepage at
<<http://ww3.ns.sympatico.ca/awmuseum/>>. Send
us your Email and snail mail address for posting
on the Homepage.

Communicate with ex-Naval Aviation people by
that great system - Email! Read about coming
events. Find great Naval and Aviation Links. We
also have an In Memoriam Section to record the
passing of friends (which happens more often
than liked).

CHECK US OUT:

EMAIL: awmuseum@ns.sympatico.ca
SAMF Scy: kcollacutt@ns.sympatico.ca
Newsletter
Editor: firefly@ns.sympatico.ca

GEORGE MEDAL AWARDS

AB Angus K. MacLean (left) and AB Jacques
Pierre Georges Bouchard, stationed at
Shearwater, were awarded the George Medal for
bravery in the rescue of Lt. George A. Caldwell,
the pilot of a Tracker anti-submarine aircraft from
VS880 which crashed on take-off at Shearwater,
20 Aug 59.



UNSUNG HEROES

RCAF Marine Section: How many are aware that
the Marine Section, using a couple of small
wooden-hulled ships, carried out a supply mission
to Iceland, in support of anti-submarine air
operations, during the Battle of the Atlantic? This
at the height of a North Atlantic winter! More in
the next issue.

Aircraft Handlers: The sailors who moved aircraft
about on pitching, rolling decks, in tropical heat
and in freezing arctic gales, often at night, all the
while dodging whirling propellers, will forever have
my respect. Who will speak for them in the next
issue?

Ode to a Naval Air Fitter 1956 - 1986

*'Tis the legend of the flying Dutchman =
As a young lad he decided to be
a Naval Airman in HMCS Shearwater,
At "Coward's Cove" Base by the sea.
He learned of carriers, DDH's and aeroplanes;
tolerated paperwork, BAMEO's and FOD.
Now the last day of his "Enrolment",
We're shipping him home to the sod.
Take one last look at your kit, Boy,
After thirty years, everything's old.
Burn it all but your sea boot stockings,
For the Nova Scotia nights, they are cold.
And should you dream of old Naval Airmen,
of Unification and who was the best,
Laugh at the Crabfats and Pongos who tell you -
"A Change was as good as the rest".*

PO R.A. Fralic, MMM, CD
26 Mar 80

OUR NAVAL AVIATOR FORBEARERS

By Rodney Bays

The history of some of our Naval Aviator forbears is perhaps not as well known as it might be. The formation of the Royal Air Force, amalgamating as it did the former Royal Flying Corps and the Royal Naval Air Service on 1 Apr 1918 was accompanied by an attempt by the new Service to establish itself as a full equal to the other two "old" Services. This was natural and to be expected but one unfortunate result was that much of the history of Naval Aviation in the First World War came to be ignored or simply forgotten. Histories are written so that the part played by the RNAS is submerged, perhaps not as much by design as by a desire to tell the "whole air" story. Even Arthur Marder, in his history of the Royal Navy in WW1, devotes only twenty-two of 1,866 pages to aviation! The official air history, "The War the Air" is sub-titled "Being the Story of the Part Played by the Royal Air Force", a Service which only existed for seven months before war's end! It is unfortunate perhaps that there has been so little separation between the RFC and the RNAS in this regard.

Aviation in war had been tentatively addressed in earlier wars most usually in the reconnaissance role. This was by means of balloon observation though some brave souls had tried bombing in French suppressions of North African tribes and the Americans against the Mexicans in that war. Use of aircraft as WW1 began was therefore almost totally for reconnaissance. The RFC is credited with alerting the British Expeditionary Force to German movements at the first Battle of Mons. The RNAS remained largely a reconnaissance force for most of the first two years of war. In 1915, it occurred to a Frenchman, Roland Garros, that he might deal with enemy reconnaissance machines by shooting at them with pistols, rifles and eventually machine guns, sometimes shooting off one's propeller or holing some other part of the machine!

The projection of sea power by means of the flying machine was a natural enough adjunct to the Navies of 1914. The term "flying machine" is used advisedly because at first, the Lighter Than Air aircraft was widely thought to be the only useful sort by Navies, largely in the reconnaissance role. In addition of course, the Heavier Than Air machine, the aeroplane, was in

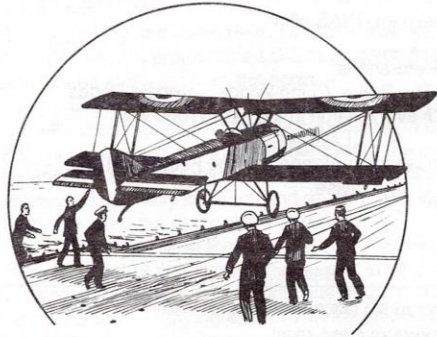
a very embryonic state in 1914. At the beginning of the War, Germany enjoyed a considerable advantage in the use and possession of a number of rigid airships, usually known as Zeppelins, for this purpose. The German Admiral Pohl wanted them to scout ahead as cruisers, and frigates before them had done. His successor, Scheer, went so far as to say that he would not sail his battle fleet unless the airships had reconnoitered beforehand. The British were far behind and never produced a satisfactory rigid airship during the war although they managed to produce and use with some success, non-rigid, ie blimps. (It is said that that word comes from the test on the skin of an inflated balloon, when a stick was gently whacked on it, the appropriate sound was "blimp"!)

The development of the Zeppelin as a fighting machine was mainly undertaken by the German Navy.

It has often been alleged that the "Battleship Admirals" inhibited the advancement of the Naval Air Arm. A reading of "Naval Aviation in the First World War" by R.D. Layman points out that the prospect of having a vastly better means of reconnaissance than the prevailing cruisers, entranced the Admirals and that they proposed many, sometimes outlandish, schemes to try for better air coverage and therefore better reconnaissance. After the Zeppelins were used as bombing machines, the RNAS was initially charged with the defence of Britain from these aircraft, presumably on the principle that 'Navies fought Navies'! The Zeppelin was to be used as a strategic bomber. To counter these raids, the RNAS considered interception, initially from seaborne platforms. This was not possible at first, indeed until about 1917, because the aircraft were seaplanes and generally had to be hoisted outboard, launched and recovered on the water. For several reasons this was largely impractical - rough seas, poor floats, and poor engines or propellers. Several ideas to launch wheeled aircraft were proposed but the problem of recovery at sea remained unsolved until near the end of the conflict.

The next, and better, thought was the attacking of the Zeppelin bases. A number of early attempts were made by the RNAS but only one, at Cuxhaven, was successful and that enjoyed only limited success. It was not until July, 1918 that seven Sopwith Camels with four bombs each, flying from HMS Furious managed to destroy two Zeppelins in their sheds at

Tondern that the first design and construction of some rather large aircraft for the RNAS flown from shore bases with the intent of making bombing raids deep into Germany.



The RFC were slow to grasp the importance of this effort. The penny dropped though when it became obvious that if they were to remain solely as a reconnaissance and an 'anti-reconnaissance' force, ie fighters, they would be forever at the beck and call of the Army. If they were ever to achieve independence, they would have to become a fighting arm in it's own right. They seized on the idea of an "Independent Air Force" of 1917 and claimed it as it's own though the aircraft had been designed initially for the Navy. These were the Handley-Page V/440, the later V/1500, and the Vickers 'Vimy'.

Winston Churchill was a great proponent of the Navy's Air Arm, pushing schemes, sometimes wild, but always with the thought that aviation might be a less expensive use of manpower while carrying the war to the enemy. He promoted strategic bombing, anti-submarine warfare and the development of long-range aircraft. The RNAS took up his challenge and indeed some of it's officers designed some large and often quite successful flying boats which were used in the anti-submarine role but attempts at bombing were largely abortive. As is still true, the mere presence of aircraft was an inhibiting force against the submarines. Robert Leckie, a Canadian, was one of the most successful of the flying-boat pilots. Despite the obvious handicap of an ungainly flying-boat, he managed to shoot

down a Zeppelin, two seaplane fighters, sank a submarine, and was acting as an observer in the DH4 when he shot down another Zeppelin. One of his sons was "Scratch", the Captain's Secretary, in **Shearwater** for a time.

While these schemes were being developed, the 'flat-top' carrier, HM Ships **Argus** and later **Furious** were also being tried out, often with the false steps inherent in the learning curve. These were so largely experimental that they accomplished little of consequence except that there appeared to be distinct possibilities of success in the future. Apart from the Tondern raid noted above, land plane successes were limited. Seaplane carriers though were employed in several theatres. During the confusion of the Battle of Jutland, aviation was called on but through a mix-up in communications the seaplane carrier HMS **Engadine's** sailing orders were never delivered! The Germans though used their Zeppelins extensively in that battle, and the British Commander Jellicoe became convinced that there were not only twice as many Zeppelins as were in fact used, but also that they were reporting his movements extensively. His fear of this intelligence reaching the High Seas Fleet and the concomitant fear of mines and submarines seems to have been a factor in some of the decisions reached. He had lost three battleships, a couple of cruisers and some destroyers to these weapons at various times!

By the late stages of the War, the RN was in a fair way to have a respectable torpedo-plane force. Unfortunately, production fell badly behind and the great torpedo raid that Admiral Beatty had proposed on Wilhelmshaven, came to nothing. As Layman says, "Perhaps even a moderate success might have resulted in 'Wilhelmshaven' being a symbolic synonym for 'Taranto'!"

The RNAS figured in what were considered "side-shows" in the Mediterranean and East Africa. The sinking of the German raider, a cruiser, **Konigsburg**, in East Africa was totally an RNAS effort and contributed mightily to the eventual winning of the War in that theatre. The use of aircraft at the Dardanelles was almost totally Naval though it's proponents expectations vastly outstripped the capabilities of the aircraft extant. A scheme for bombardment spotting which was developed which became very useful. The Russian Navy also used aircraft extensively

though activity was restricted to a limited geographical area in the Black Sea whereas the British naval aviation exerted influence from Scapa Flow to Aden.

The result was that".... the Royal Navy was the world's foremost leader and pioneer in virtually every facet of naval aviation - strategically, tactically, technologically and administratively....". The Smuts Report concluded that the air should be separated and the royal Air Force was born. (Layman calls it "Smuts Revenge"! Beatty, rather astonishingly, acquiesced though he came later to bitterly rue his decision. Then began what someone has called "Nineteen Years of Friction" after which the RN regained control of it's air arm, but only the ship-borne part.

Layton's summary points out that although reconnaissance had been the driving force initially, it never achieved the same prominence at sea as it did on land, due to the poor machines generally available. Great expectations and undue optimism by the Admirals created anticipations beyond fulfilment at the time. Paradoxically, some of the influence of air power was exerted negatively, that is in what aircraft were unable to do and what pessimism about what it was thought might be accomplished, inhibited actin by both sides. He concludes: "It is the paradoxical and frequently negative influence of 1914-1918 Naval Aviation that has caused it to be so ignored, discounted or denigrated. In the study of history it is usually easier to determine why something happened than it is to discover why something did not happen, and Naval Aviation prevented a number of things from happening. It is in this respect that it vitally affected the nature and duration of the First World War, exercising an influence parallel to what aviation in general exercised. In the absence of naval aviation the conflict would unquestionably have taken different turns in several places and at several times, with an outcome which through the haze of history can be only the subject of wild surmise."

The Canadian connection in the efforts of the RNAS was large. By the end of the War, no less than 963 aircrew in it were Canadian, something like 7% of the entire RNAS! Of these, Robert Leckie, W.A. Curtis (13 victories) and L.S. Breadner (8 victories) were to become Air Marshalls of the RCAF. Raymond Collishaw was

one of the outstanding aces and rose to Air Vice Marshall's rank to command the RAF in the Middle East during the Second World War. R.H. Mulock also 'did everything' and not only served with distinction in the RNAS but headed the RCAF immediately after the War. The man who shot down the Red Baron, Roy Brown, was also an RNAS pilot.

References:

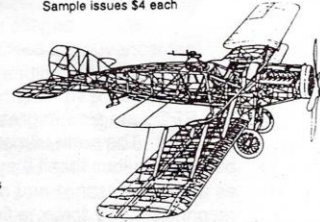
- "The Brave Young Wings" - Ronald Dodds
- "Naval Aviation in the First World War" - R.D. Layman
- "Canadian Airmen and the First World War" - S.F. Wise

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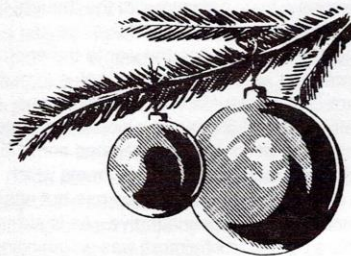


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VICTORIA CROSS RECIPIENT

F/L David Ernest Hornell was a member of RCAF 162 Bomber Reconnaissance (BR) Sqn which was formed in Yarmouth, NS in May '42 and subsequently moved to RCAF Station Dartmouth before being transferred to Reykjavik Iceland. As a convoy escort and anti-submarine patrol squadron, flying PBV-5A Canso aircraft, 162 Sqn was transferred to Iceland as part of the RCAF contribution to closing the mid-Atlantic gap where German submarines were out of range of patrol aircraft based in Newfoundland and Great Britain.

In May and June 1944, Hornell's crew was one of several from 162 Sqn to be forward based in Wick Scotland to protect allied D-Day invasion fleets, crossing the English Channel, from German submarines attacking from the north.

During a patrol from Wick to Canso 9754 on 24 June, Sgt Bodnoff, a Wireless Air Gunner on Hornell's crew, spotted a German submarine on the surface and Hornell immediately turned to attack. Two large holes were torn in the starboard wing, the engine caught fire and the flames spreading along the wing endangered the fuel tanks. The Canso was vibrating so violently that it was difficult to control. Hornell descended to a very low level and released his stick of depth charges in a perfect straddle. The bow of U-1225 was lifted out of the water and sank.

With the fire in the starboard wing growing more intense, the vibration increasing, the Canso was difficult to control and Hornell was forced to ditch the aircraft in a heavy swell. The ordeal by air now became an ordeal by water. Only one of the two dinghies inflated and the crew was forced to take turns in the cold water. Enduring 45 knot winds and 50 foot waves two crew members succumbed to the cold and their bodies were slipped overboard. Remaining crew members became very weak and discouraged but they carried on exercising as much as possible. Hornell offered encouragement, took off his jacket and gave it to others and took more than his share of turns in the frigid ocean. Finally, after 20 hours and 35 minutes in the water a rescue launch arrived. Everything possible was done for the survivors, although the rescue crew worked on Hornell for about three hours, he never regained consciousness and was later buried in Lerwick cemetery in Scotland.

Hornell was posthumously awarded the Victoria Cross, the commonwealth's highest military award, his citation reading "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."

The Hornell Centre, the building at 14 Wing Greenwood, NS is named in Hornell's honour. Also, in recognition of Hornell's service at RCAF Station Dartmouth with 162 Sqn, the Shearwater Aviation Museum will add a Hornell exhibit to its Victoria Cross Gallery, joining that of Lt Hampton Gray, RCNVR.

Col E. Cable (Ret'd)
SAM Historical Researcher





FROM THE SAMF SECRETARY

Hi there! I had hoped to hear from some of you who are not members and some who are. Don't tell me you haven't any good stories to tell - I know better than that! Even if you don't want to tell them, just drop a line and say hi. I'll blame it on Canada Post because I haven't heard from you.

We have just passed the 747 mark in our membership. There are over 2250 of you handsome devils (ex naval air types - FAA/CNAG) who are not members of the Foundation and who I think of often - well maybe not all 2250 but close.

Can't forget my civilian friends either. Secretaries always have good stories to tell. Call me sometime and we'll compare notes.

By the way, check out our newsletters - who knows you may see your picture there.

Hope you have a great holiday season!

Bye for now, Kay

FINANCIAL SUMMARY

(For period 1 Sep 97 to 12 Nov 97)

ASSETS		
Cash in Bank		12,024.55
Petty Cash		200.00
Receivables		14,352.23
Investments		70,888.54
Other Assets		4,187.00
TOTAL		101,652.32
LIABILITIES		
		7,331.18
INCOME		
		14,571.29
EXPENSES		
		26,393.11
Net Income		(11,821.82)
NET WORTH	12 Nov 97	94,321.14

CANADA'S NAVAL AVIATORS

The sale of Canada's Naval Aviators as a SAM Foundation fundraiser has been a roaring success. Marketing activity began in July, the books published in September and by end October copies were shipped to buyers. Orders are still arriving, so don't miss out. Call toll-free 1-888-497-7779 Fax 461-1610

Special thanks go to our project volunteers and especially to Robbie Hughes both for creating this quality book and donating it to the Shearwater Aviation Museum Foundation. Comments on the order forms expressed much personal appreciation for Robbie's work, reflecting the high regard in which he is held as a friend and aviator. On behalf of all of us, thank you Robbie for your marvellous contribution.

ARTIE'S FACTS



On 1 Dec 48, the operational control of the Air Station at Dartmouth, NS was transferred from the RCAF to the RCN and the establishment Commissioned as HMCS SHEARWATER.

At the same time, 19 CAG, comprising 825 Sqn and 803 Sqn, carried out deck landing training in HMCS MAGNIFICENT. 883 Sqn was finishing a tactical course at the Joint Air School, Rivers, Manitoba.





While test flying a Panther jet over Patuxent, Maryland, Naval Air Test Center, Lt. J.C. Sloan, RCN, was forced to bail out when his aircraft burst into flames. He landed in the river and shortly after presented himself, sopping wet but uninjured, at a nearby house for the purpose of calling his Base. The house proved to be that of Admiral Pride who had just taken over as Commanding Officer of the Center. This cartoon, made by a WAG at the USN Base, represents Lt Sloan taking the opportunity of leaving his official calling card at the same time.

NAME THAT TUNE

The bugle call in the previous issue was **FLYING STATIONS** not, as some guessed, Hands to Prayers - though the latter title might have been appropriate at times.

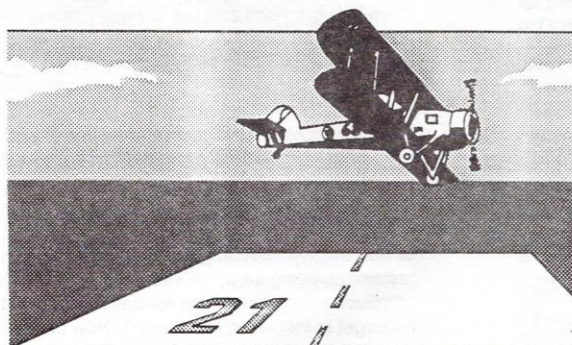


AUSTRALIAN FAA & HMCS ALBATROSS REUNION AND AIRSHOW NOWRA, NEW SOUTH WALES, AUSTRALIA 28 OCT - 2 NOV 98

Go "down under" next year and help the Aussies celebrate the Golden Jubilee of their FAA! It is understood that CNAG are conducting a "Down Under" Tour and attending the reunion. Contact your local Chapter for details.

Many exciting activities are planned, including tours (Dolphin Watch, Kangaroo Valley, Sydney, South Coast, etc) a big Air Show, 50th Anniversary Ball, Horse Races, Golf Day and the Shoalhaven Spring Festival.

For more information, contact:
Secretary, FAA 1998 Reunion
PO Box A15 Naval PO
Nowra, NSW, 2540
Australia



TOP GUN

One writer states that the Swordfish accounted for a greater tonnage of enemy shipping than any other Allied aircraft type. Readers's comments please.

SAMF GOLF TOURNAMENT



The Museum Building Fund is now richer by \$10,000+ as a result of a sell-out event staged on a beautiful day with a private air show as the aircraft arrived in a continuous stream for the hugely successful weekend NS International Air Show. To those of you too late applying, we say thank you but please enter earlier next year for the 11 Sep 98 Tournament.

SAMF extends sincere thanks to the 144 golfers who joined in on the fun as well as the celebrities who graced the event with their presence.

To all our sponsors, volunteers and participants - for their generous support in helping to make our golf tournament such a success - thank you! Not only did they contribute financially or with products, but added substantially to the fun through personal participation of some of their reps.

Major sponsors were:

MT&T Mobility
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Labatt Breweries
Saturn Saab Isuzu of Dartmouth
Hartlen Point Forces Golf Club



"What happened to the ball - did I hit it?"

L-R Lcol Mike Murphy, Mr. Ken Rowe,
President IMP Group Ltd
Col Mark Aruja, Commander 12 Wing



MARITIME AVIATION THE 80TH YEAR

In 1998 Col Mark Aruja and his team at 12 Wing Shearwater will be hosting and coordinating numerous events to acknowledge the 80th Anniversary of Maritime Aviation in Canada. Indeed, it was at Bakers Point on 16 Aug 1918 that Lt Richard E. Byrd - USN Flying Corps established a detachment of six HS2L flying boats and several kite balloons to start the long and proud tradition of anti-submarine and maritime operations at what is now 12 Wing Shearwater.

The events planned in 1998 to commemorate this significant milestone include, but are not limited to:

- | | |
|-------------|---|
| 14 - 16 Aug | Fly in
Meet and Greet
Freedom of the City
Parade/Commemorative
ceremonies
Dinner - dance etc |
| 23 - 25 Aug | Shearwater hosts 4th Annual
Air Force Historical Conference |
| 12 - 13 Sep | The 80th Anniversary serves as
the "Theme" for the 1998
edition of the NS International
Air Show |

Maj McCarthy, 12 Wing Heritage Off., is the OPI for this event. He may be reached at 460-1011 ext 1903 - recommendations or comments are welcome.

FROM THE EDITOR

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

Special thanks to Rob LePine for his cover page drawing and to Kay collacutt, Bill Gillespie and Chuck Nelson for their continued support with the Newsletter.

SHEARWATER CHEERLEADERS

L to R: Sam S3mczyszym, Ruth Redmond, Peg Harmes, Sue Robb, Paula Galloant, Mary Euctace and Ernie Mireau. (Do you recognize the Eastern Passage Post Office employee?)



LIMERICK CORNER

THE MIRACLE OF MARINER

How many remember OPERATION MARINER? This was a large scale training operation (in 1953) involving, amongst many other warships, our own "MAGGIE" and the American carrier USS WASP. A failure to forward a message reporting the approach of thick fog left forty or more USN and RCN circling the ships above an impenetrable barrier of North Atlantic fog. There was no way to get down, Iceland and Greenland were out of range and fuel tanks do eventually run dry. For a story that will have you on the edge of your seat, read Stu Soward's book "Hands to Flying Stations, Volume One". The museum may have some copies left - if you're quick!

We can't print the actual words here - good taste (if we had it) forbids and the law might have something to say - but the cognoscenti may have their memories tickled by the following quiz:

What handicap did the young fellow from Kent overcome by resorting to a 180 degree alteration of ---'course?

Was the machine fashioned by the moribund stoker, as described in his valedictorian testament, powered by an internal or an external combustion engine? What essential control did he forget to include in his design? How did this lead to the contamination of the entire machine?

"A MUSEUM IS A WALK DOWN MEMORY LANE"

Dear Colleagues:

This is an open letter to members and prospective members who may not yet have been contacted. The SAM (Shearwater Aviation Museum) has the task of displaying and maintaining all exhibits and artifacts associated with the museum proper. The SAMF (Shearwater Aviation Museum Foundation) is tasked with the all important membership, supporting SAM through provision of new space as appropriate, recruiting volunteers and fundraising to maintain and improve the buildings. SAMF is now 10 years old (1987-1997).

The new mission statement of SAMF is "to raise \$600,000 by 31 Aug 98, to fund the construction of an appropriate expansion to accommodate the current inventory of vintage aircraft (commonly referred to as the Gate Guardians along Bonaventure Ave). The present museum would be increased to double its size (this includes the chapel area and new atrium.) This is a necessity to provide space for all the artifacts not yet out for public viewing.

Membership is the most significant source of support. There are various categories from yearly to life membership, and are the cornerstone for achievement of all the objectives. Your membership status is shown on your address label. The fiscal year for the Foundation is from 01 Sep to 31 Aug each year. If you have been a member, payment of the current years dues puts you back in good standing, and if you wish, you may upgrade to a higher level, or perhaps make an additional contribution - many have done this as well. Present membership is 747 with the Peacocke family currently membership champions with 20 members. All membership fees and contributions are classified as charitable donations, and are treated as such for income tax purposes. One area not to be overlooked is a bequeath to your chosen charity (in this case SAMF) or through the payment of an annual life insurance premium which would leave a substantial financial gift, and both types of donations are income tax friendly.

Membership is your opportunity to be remembered as part of the history of Base Shearwater and all that it has accomplished. They all help to support such things as archival research - one recent example being a request from a woman whose father was at Shearwater in the 1950's and she had no idea what he did - could the Foundation provide an answer? (Currently being researched.) Giving memberships can be great gifts, a fitting tribute as a memoriam to late comrade/spouse etc, and a pleasant surprise to someone for Christmas. It is a gift that lasts all year. Our membership can be a valuable source of contacts for old friends/buddies with whom you may have lost contact (I personally have been of assistance in one situation.) We should not overlook the desire of the Museum to obtain donated (or loaned) photos, artifacts etc that are appropriate, regardless of condition (it may be one of a kind!) with proper donor recognition.

There were approximately 10,000 visitors to the Museum during '97, the majority during the summer months. Comments in the guest book were varied and highly commended what has been achieved to date. One remark made to me that stands out, is that the museum is not for you but about you - the people who were part of the history of the Base, and will remain so in the future. It is particularly appropriate to gain the support of all those connected with the Base in the late 1940-50's, the so called 'glory years'. In time, these people will slowly be gone- if you were a part of that era now is the time to become part of the Base heritage and future public memory. The Newsletter will continue to be the key to updated knowledge of the museum and it's progress. We invite comments and suggestions.

Garth Hodgson
C1AT4 (Ret)
Chairman, Membership Committee

RESCUE AT SEA – BY SEA KING MAINTAINERS?

Over the past 34 years, embarked maintenance personnel have been called upon to do many unusual tasks in support of the venerable Sea King.

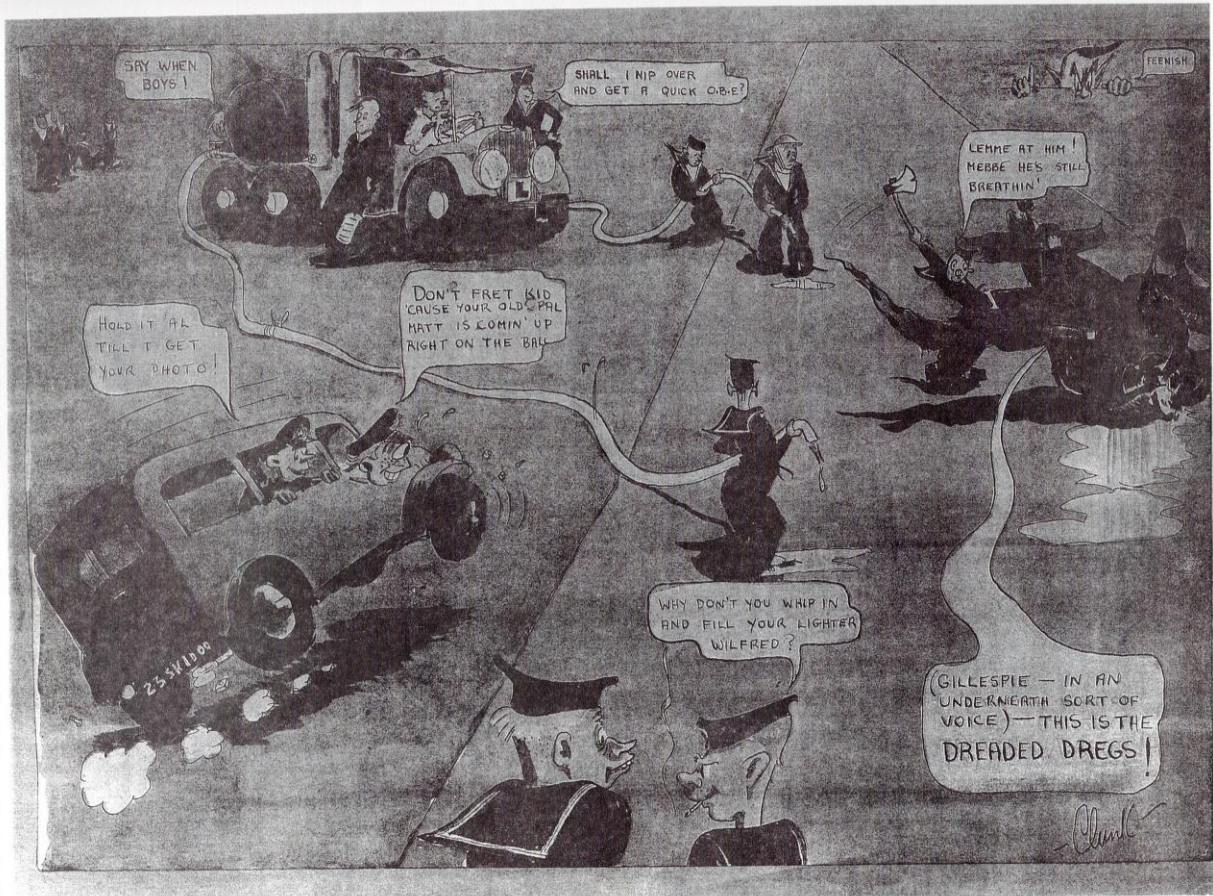
PROVIDER sailed from Esquimalt 29 Mar 90 for a two phased deployment. On June 19, 200 Miles East of Vietnam, a small Vietnamese vessel in distress was encountered. On closer inspection it was discovered that there were 90 people crammed onboard the leaking wooden boat. During their attempt to flee from Vietnam, the engine had quit and they had been drifting for 21 days, the last 10 without food or water. All of the passengers were suffering from various states of malnutrition, dehydration and infectious disease; 15 in critical condition.

The Air Officer and the rest of the aircrew had previously disembarked to the American Naval Base at Subic Bay in the Philippines on a medevac. The empty hangar was converted to an emergency room and critical care facility. There being an absence of Sea Kings to nurse, the maintenance personnel, quickly adjusted to their new duties as "care-givers". The HELAIRDET worked many long hours attending to the needs of the Vietnamese; exposing themselves to infectious diseases such as Tuberculosis. Since most of the hangar was filled with cots and medical equipment, launching, recovering, and maintaining both helicopters posed unique challenges, The aircrew were kept busy ferrying badly needed medical supplies and US Navy nurses from Subic Bay to the ship.

The professionalism displayed by each and every member of the ship's company was instrumental in successfully saving the lives of the Vietnamese. PROVIDER was awarded a Chief of Defence Staff Unit Commendation for their, "...ingenuity and initiative...as well as their exceptional outpouring of generosity and humanitarian assistance [which]...brought great credit to Canada and the Canadian Forces." The HELAIRDET also received a Maritime Air Group Commander's Commendation for their exceptional and unique contribution to the rescue effort.

by Maj Sukstorf, SAMEO 423 (MH) Sqn





<< **CARTOON:** This half-century old cartoon is the naval equivalent of a **dead sea scroll**. The cartoonist, "Clunk" Watson was, in 1944, a Corsair pilot. This cartoon (original in colour) comes to us from Alastair Gillespie, himself a Corsair pilot. The succinct notes locate, in time and place, the incident and capture the character of a well-remembered comrade.

"As you observed, "Clunk" was a skilful cartoonist as well as a wonderful colleague and mentor. In 1944 at St. Meryn when I landed a Corsair on its back "Clunk" organized the salvage party. He pulled the unconscious yours truly out of the wreck and I have a wonderful signed cartoon depicting the adventure. He is, and always will remain one of my most unforgettable characters.... he was a man of enormous energy, courage, enthusiasm, generosity and talent."

Editor's Note: Post-war Clunk commanded 803 Sqn (Seafires) until his untimely death in a mid-air in 1949.



FROM THE EDITOR

The winter issue is, for truly incredible reasons, a bit late - and may be later yet for credible if not creditable postal union reasons.

We had a bit of feedback, not all of it castigatory, from readers and now have a better sense of what you would like to see in these pages. Bear in mind that the mission of the SAMF is the preservation of MARITIME MILITARY AVIATION history. Your editor interprets this stated mission as a mandate to reach back to, through and beyond the RCAF and USN operations here at what we have know as Shearwater this past half-century. Accordingly, I commissioned (for one beer) Rod Bays to do an article on Canadians in the Royal Naval Air Service in the 1914-1918 war. It may surprise some to learn that Canadians in navy blue were heavily involved in the air fighting before the RAF came into being in the closing months of that war.

Responses indicate a hunger for nostalgia, for

articles and photos of "the glory days". Without losing sight of the stated mission, we will include a few contributions that should evoke memories of the camaraderie of the good old days.

You will find these pages peppered with appeals for financial support (call it money). Sorry about that - but look at it as a golden opportunity to make us volunteers more effective in preserving **your** memories...for you, your progeny and our nation large.

This editor's personal dedication to national unity led to his request for contributions from Francophones. He expressed a hope that he would receive a supply of french letters for this issue. None, so far, have been forthcoming. One reader suggested, referring to that request, that he should buy a condominium...surely a puzzling response?

So read, enjoy, carp and contribute.

Non-recognition of previous editor. We have been enjoined by T.C. to refrain from expressing our gratitude for his carrying the ball so well for so many years and for providing guidance and assistance as we get our feet wet in our first efforts. Accordingly, we will remain silently grateful.

LOST TRAILS It is our understanding that the pilot sketched here had a long and successful career, ending up as CAS. Can anyone identify?



R E M E M B E R I N G

The LCGs Diaster

(406 RCAF Sqn) (In part)

At 1030 hrs 25 Apr 43 Beaufighter X8024 of 406 RCAF Sqn based at RAF Valley in Anglesey, was scrambled following a report that two landing craft were "adrift in the Irish Sea."

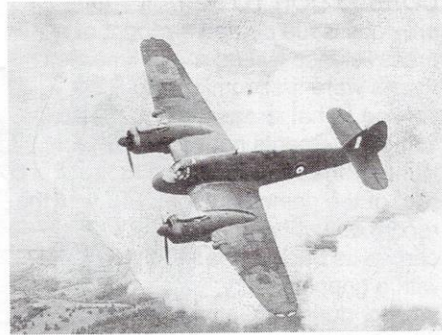
Although 406 was a Canadian Sqn, its navigators were RAF personnel trained to operated the new AI (Airborne Interception) radar equipment installed in the Beaufighters. Sgt Charles "Red" Headley, a 22 yr old Yorkshireman from Hunslet, normally flew with Sergeant Pilot Garth Fairchild MacEwen from Prince Edward Island, but on this stormy morning the pilot's seat was occupied by Sergeant "Tommy" Tucker.

Headley recalled: Visibility was so poor we couldn't fly very high to see a long way, and the sea was full of white horses which made the search an eye-straining job. The AL MK IV radar gear which was on board at the time was no good for low level searches, unlike the later MK VIII, so there was nothing to help our eyes. We tracked back and forth across the Irish Sea for two hours, working from North to South. Several times we were advised to call it off but decided to continue. Our efforts were unavailing and eventually, with some reluctance, we obeyed the request to return to Valley and landed safely despite bad conditions.

We were deeply saddened the following morning to learn from our Flight Commander, Sqn Leader Dave Freeman, that the landing craft had overturned there with great loss of life, especially as we must have finished very near to where they were.

Whether we would have been of any benefit though, is a matter for speculation.

(Provided by Sgt Headley's widow, Doris, who is a LIFE member of the SAMF. Doris has donated Sgt Headley's medals and other artifacts to the museum.)



DID YOU KNOW.....

In 1928, a small private seaplane landed at Eastern Passage just off Bakers Point. The pilot, Amelia Earhart, had to be directed up the harbour to the Imperial Oil's Imperoyal Refinery for refuelling. In May 1932, Amelia Earhart would become the first woman to make a solo flight across the North Atlantic from Harbour Grace Nfld, to Londonderry, N. Ireland. The following August she became the first woman to fly a non-stop transcontinental flight across the USA from Los Angeles California to Newark, New Jersey. She later disappeared somewhere in the Pacific in an attempt to become the first woman to fly around the world.



CORRECTION TO DETAIL: Our previous issue carried a reprint of a press release issued at the time Sea Furies were first coming into RCN service. That release, we find, had some statements not based on fact. Jim Hunter, the Air Group Commander and pilot of the demonstration Fury sets the record straight and at the same time carries us back to the 1939-1945 war with a gripping story, with a hospital setting, during a German air raid. Enjoy this trip down memory lane.

Press Release 681 HQ of 3 Apr 48, was a little on the wild side when it came to providing data on the Firefly IV and the Sea Fury. My memory of those days (can it be almost fifty years ago?) is not the best, but the following is offered for consideration by those who may have actual flight records of those times.

The Firefly IV may indeed have approached "400 miles an hour", but not exactly in straight and level flight - and the Sea Fury may have had an initial rate of climb of 5,000 feet a minute, if it were held down to gain speed after take-off; it could have indeed get to 40,000 feet, but it was a long struggle to get there.

Both were quite satisfactory aircraft for their day, but as an anti-submarine aircraft the Firefly I was easier to handle on the deck than the Firefly IV (the IV's initial manual wing folding was a disaster). The fury was a beauty to fly, as long as the engine kept on going - but a trip to Rivers, Manitoba, that 19 CAG attempted together in June of 1949, made it seem wise for us to ground all Sea Furies until some quite severe lubrication problems were cleared up. These problems had forced four aircraft to land with engine trouble, and one to crash land.

Press Release 906 HQ of 11 June 1948 takes even more liberties with the truth. Although I was a Signalman in the destroyer St. Laurent (1930's vintage, formerly HMS Cygnet(?)) in 1940, the way in which fate led me to a career in naval aviation was far less heroic.

We were alongside in Gladstone Docks, Liverpool, when volunteers were called for to fight a fire in a lumber yard not too far away. Since it was a Sunday, and nothing doing onboard, I borrowed a gas mask (required for the job) and hopped ashore. A few days later, it seemed that the owner of the mask had had a nasty case of

impetigo (a skin disease) which cheerfully transferred itself to my face.

Being highly contagious with something like that was no place for anyone in the close quarters of the fore-lower mess deck of Sally Rand (as she was affectionately known) so they shipped me off to hospital in Liverpool. Quite luxurious, the only other person in the room was a big sailor, formerly on minesweepers, sweeping mines in the approaches to Liverpool harbour, who had been sunk three times, and it seemed his nerves were shot. We got along well, and as I was an impressionable twenty-year old, his tales of minesweeping were quite enthralling.

However, during an air raid one night, I awoke to find him straddling me, with both hands gripping tightly around my neck. Not too sure how I got help, but he was removed from the room after that.

And the raids went on. After a while, I thought that it would be much better to be on the delivering end of things, then the receiving end. I had always been keen on flying and in fact the only reason I was in the Navy was that there was a very long waiting list for the RCAF in Toronto, in October of 12939. so when I got back to Sally, I put in a request to see the Captain (Lt Cdr H.S. Rayner) to transfer to the Fleet Air Arm.

The occurred one of those events that change the course of one's life. When I stood before the Captain, and had explained why I wanted to transfer to the Fleet Air Arm, he looked at me for a few moments and then said: "Before I can approve your request, I want you to show more leadership on the flag deck. I just cannot see you leading a flight of Hurricanes. Not granted".

Just the boot in the backside that I needed - so I became even more obnoxious at first, then at least partially learned how to give orders without being too offensive - thence to the Naval College in HMCS Royal Roads, HMCS Kings, and finally to flight training in early 1942.

It's a strange life. Admiral Rayner's grave is not too far from where we live, the cemetery being on the way to a favourite shopping place of ours. So, from time to time, I stand by the marker that serves as his headstone, offer thanks, and wonder what my life would have been if he had not been the fine, conscientious gentleman that he was.



SONGS OF THE BEER-YODELLING CHORUS

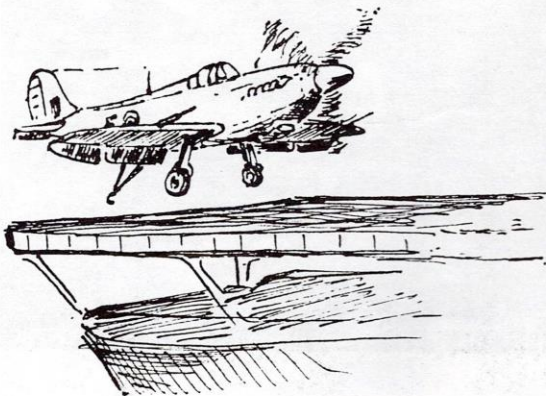


They say in the Air Force a landing's okay,
If the pilot gets out and can still walk away,
But in the Fleet Air Arm the prospects are dim,
If the landing's piss poor and pilot can't swim.

CHORUS:

Cracking Show! I'm alive!
But I still have to render my A25.

(Editor recalls an A25 rendered by a Barracuda pilot explain his failure to successfully complete a night deck-landing: "I was making a normal approach when (99% of A25s began with those words) my cockpit began to fill with a liquid which, upon tasting, I determined to be saline. Assessing that this meant that I had a flooded engine, I exited the cockpit".) (Further editor's note: This RN pilot was then reassigned to fly Canadian Observer trainees.)



STAY IN TOUCH - DAILY

Do you have a computer? Are you on Email?
Check out the museum Homepage at:
<<http://ww3.ns.sympatico.ca/awmuseum/>>
Send us your Email and snail mail address for
posting on the Homepage.

Communicate with ex-Naval Aviation people by
that great system - Email! Read about coming
events. Find great Naval and Aviation links. We
also have an In Memoriam Section to record the
passing of friends (which happens more often
than liked).

CHECK US OUT:

Email: awmuseum@ns.sympatico.ca
SAMF Scy: kcollacutt@ns.sympatico.ca
Editor: Firefly@ns.sympatico.ca

PLEASE NOTE!

The Atlantic Chiefs and Petty Officers Association
advised that C1AT (Ret'd) William (Bill) Shorten is
under permanent care at the following address:

RR#2
Marshal Road
Kingston, NS B0P 1R0

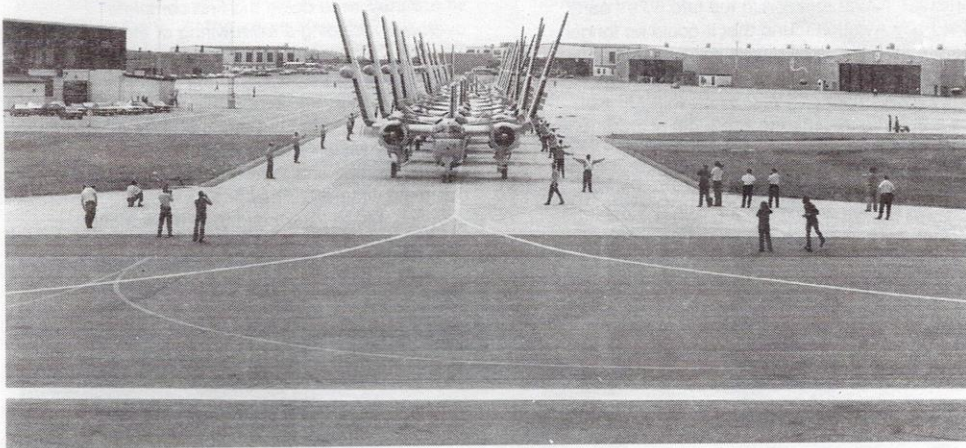
Bill would appreciate hearing from old shipmates.



REMEMBER WHEN

TRACKERS TO SUMMERSIDE - 1981

Farewell to Nova Scotia...



Quiz for the cognoscenti:

A cleric's daughter in an ancient and famous mid-east city is said to have once launched a sailor, dart-like, to the suburbs of that city. Was the propellant a compressed gas, a combustible gas or a gas that was both compressed and combustible?



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 Burdale Rd
Gloucester, ON K1B 3Y4

PARTNERS IN MAINTENANCE

(By A.W.G.)

During the short, but illustrious history of Naval Aviation at Shearwater, many Civilian Contractors have assisted the military personnel maintaining the aircraft that were in service for that period. Predominately among them was Fairey Aviation of Canada who was involved with every aircraft that passed through Shearwater, from Sea Fire to Tracker. From the painting to reconfiguration of various types of aircraft, to the design of the "Bear Trap" for hauling helicopters to the decks of destroyers. Fairey Aviation provided both engineering and technical skills.

With the down-sizing of the military and in particular, Naval Aviation in the late 60's - early 70's, Fairy Aviation found that it could no longer operate as a viable business and consequently closed up in the early 70's. A group of former Fairey Aviation employees, along with Mr. Ken Rowe of Industrial Marine Products of Dartmouth, formed a company to be known as IMP Aerospace Ltd and took over the Fairey Aviation property at the Halifax International Airport. They

quickly won the contract for third line maintenance on the Tracker aircraft, and held that contract until the aircraft was removed from service in the late 80's. As they grew in experience, IMP offered other services to Shearwater, including Engineering Services, MRPs for both Tracker and Sea Kings.

In the early 80's, the civilian contractor for the Sea King Helicopter withdrew their services and IMP was asked to assume this responsibility, which they did under the most trying conditions. From the time they were awarded the first contract on the Sea King, they went from zero to where they were doing the first complete overhaul, including a full rewiring of the helicopter. This programme was completed on schedule.

As the personnel at IMP became more familiar with the Sea King, their services became more in demand to the point that they were able to completely rebuild the helicopter used for water landing training and that was thought to be a complete write-off. They provided both

(continued next page)



IMP Maintainers who were instrumental in the success of this turbo conversion project. (Names upon request.)

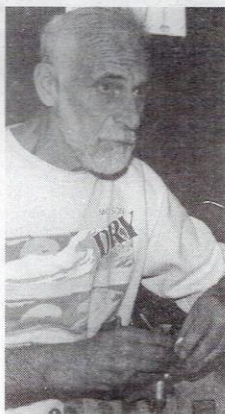
Partners in Maintenance (continued)

engineering and technical support personnel in preparing the five helicopters for the Gulf War. Through IMPs expertise, part of the Sea King Fleet was updated with modern electronic equipment to allow the helicopter to perform on even terms with the modernized fleet.

While this work on the Sea King was going on, IMP like their predecessor, Fairey Aviation, was carrying on with research and development, with the major project being the re-designing of the power plants on the Tracker from recip engines to turbo prop. Using an aircraft on loan from, DND. IMP completely re-designed the power plant unit to accept a Pratt and Whitney turbo engine. This aircraft successfully flew at the SIAS in 1989. At the same time, IMP won a contract to modify a prototype for the Brazilian Navy. This aircraft was completed and delivered to the Brazilian Navy in 1991 by our own Tom Copeland. With the retirement of the Tracker Fleet the project was shelved, but it can be seen around the world...as civilian users of the Tracker convert their aircraft to turbo engines.

From a relationship formed at the beginning of HMCS Shearwater with Fairey Aviation, it can be seen that the relationship is still required today, only the names have been changed from Shearwater to 12 Wing and Fairey Aviation to IMP Aerospace. The partnership is still working.

FIREFLY RESTORATION



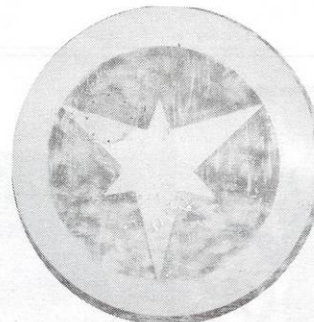
Ross Archer, CWO (Ret'd) at work on a part of a flap-jack (not to be confused with a pancake). Ross served in the RCN for 31 years. He tread the decks of WARRIOR, MAGNIFICENT, BONEVENTURE, SAGUENAY, PROVIDER, PROTECTEUR and PRESERVER. Squadrons were VT40 and HS50.

EXCELSIOR: A mainplane with a strange device. This came to light as Ross stripped away paint.

Center disc is red.

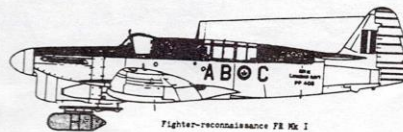
Outer ring and star-like shape is yellow.

Any amateur heralds out thee?



The restoration moves ahead - with challenges and set-backs, but still advancing. The crew is currently addressing two major items, a cracked cylinder head and a propeller replacement. FRANK TRIPP made a valiant and determined effort to get the prop serviced by Hartzell and a company in Germany. Alas, forty years in the desert sun had had their evil way the wood! We have located a set of still-in-packing-case blades in the UK but lack the funds to buy them - we're looking at about \$20,000.

Your editor has been enjoined by the Board of Directors to give fundraising for the museum extension top priority in the Newsletter. Accordingly, he cannot make a special appeal for a "Firefly Fund" but can't help wondering if there is some Naval Air Group out there enthusiastic about seeing PP462 try her wings again - to hear a Griffin growl once more? Any ideas anyone? Adoption?



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SAMF Newsletter - Pg 24



GHOSTS OF CHRISTMAS PAST - 1950

Captain for the day, OS Chuck Nelson, and entourage. Taken at the old Shearwater Wardroom.