

# CONTACT

## Canadian Aviation Historical Society

### New Brunswick Turnbull Chapter



Fall 2011

<http://turnbull1922.wordpress.com/>

### From the President's Desk

Hello members,

Our final meeting for this year will be in Fredericton on November 19<sup>th</sup>, at 01:30pm, at the Wil-mot United Church Hall, corner of King and Carleton Streets. Our guest speaker will be Jim Cogle.



At this past meeting we were introduced to the National Mascot, 'Avie', or 'Avy' (photo at right), who will stay with us until our National Convention next September when it will be turned over to the next Convention host Chapter, Ottawa. Our Convention Committee, guided by member Sue Ehrlander, is making steady progress organizing the many details leading to the Convention in September. It will be an event well worth attending.



Avie or Avy

You may have read the Canadian Air & Space Museum at Downsview Park have been asked to remove their displays from their former DeHavilland Canada heritage building so it can be demolished and be replaced by ice rinks. This must be heartbreaking for those members who built the Avro Arrow replica. We have been asked to write the Honorable Rona Ambrose, Minister, asking her to reverse this plan. If you can take the time to write, the aviation community in the Toronto area would appreciate it.

Our aviation heritage needs to be preserved for future generations.

*Jim Sulis*

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## Guest Speakers

L Col. (Ret) Dan Dempsey

Bob Yeoman

Harold E Wright



LEST WE FORGET

The Turnbull Chapter hosted a special evening at the Hope Centre, St. Joseph Church, Loch Lomond with a great guest speaker during the Saint John Airport open house event of August 23-24.

LCol. (Ret.) Dan Dempsey, one of the most famous aerial performance pilots Canada has ever produced and no doubt, the leading expert on the RCAF's rich history of aerial performance teams gave a wonderful presentation on Canada's rich aviation heritage.



He's currently the team leader and one of only a handful of qualified pilots to perform air demonstrations with the Vintage Wing of Canada's F-86 Sabre jet known as Hawk One.

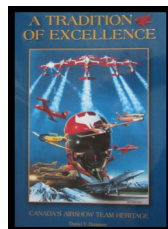
What makes Dan such a marvelous speaker is the combination of his experience in the cockpit and his historical knowledge.

What is less known about Dan is he has roots in New Brunswick. His father is a Moncton native.



Dan's presentation started with a 15 minute video done by the National Film Board on the famous Chatham based RCAF air demonstration team the Golden Hawks. This was followed by a presentation that covered the beginnings of flight (Silver Dart), to include the various aerial performers of the past such as the Golden Hawks, Golden Centennaires and today's performers such as the Snowbirds, the F-18 Hornet Demonstration team as well as Hawk One.

Added to this was the level details about the intricacies of formation flying. For example, when flying in the Big Diamond formation, the air currents from an aircraft will affect the others. While team leader with the Snowbird, Dan would recognize when first line astern pilot had positioned himself in the correct spot by feeling the air raise the back of his aircraft momentarily.



It was indeed a privilege to listen and learn about Canada's aviation history through the eyes of such a distinguished

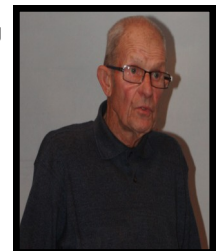
guest.

For anyone interested in this subject, you can learn more on Canada's aerial performers by getting your copy of Dan's book, "A Tradition of Excellence, Canada's Airshow Team Heritage" at:

<http://www.canadasairshowheritage.com/>

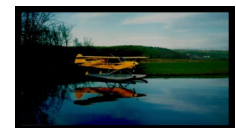
The October 22 Chapter meeting held in Saint-John had Bob Yeoman, who spoke of bush flying in Atlantic Canada as well as Alaska.

Most of his stories had to do with flying float planes with limited instrumentations in hazardous weather conditions.



Bob made the stories very entertaining by concentrating on the lighter side of the events such as the time he crashed a J-3 Cub in Sherwood lake or the time a friend borrowed his aircraft, lent it to another person who broke through the ice near les Iles de la Madeleine and severely damaged it.

He also told about his experience flying in Alaska.



On this same afternoon, following Bob's presentation, Turnbull Chapter member, author and historian, Harold E Wright, made a presentation of WWII photographs recently acquired of No 8 in Moncton, Saint John as well as other Maritime locations .



The photos showed a variety of subjects such as aircraft mishaps, special guest speakers such as Billy Bishop and other wartime special events.

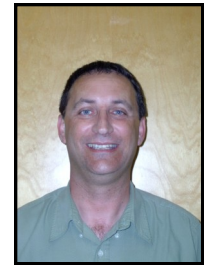


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## Frank Burnham

By Daniel Goguen



On Friday evening July 22, I picked up Turnbull Chapter Director Everett McQuinn at his residence and headed to the Moncton International Airport. The purpose of our destination was to meet a very important guest who was arriving to our Province from England via Toronto.

While waiting for Porter Airline flight to arrive, Everett took myself, Chris Larsen and Brenda Ferguson from the Pennfield His-

torical Society for a tour of the Don McClure Aviation Gallery located on the second floor of the terminal building. His superb knowledge of



From left to right: Brenda Ferguson, Mayor George LeBlanc, Frank Burnham, Chris Larsen & Everett McQuinn. Photo: Daniel Goguen

every artifact on display made it a worth while visit for all.

At 7:30 PM, the Bombardier Q400 was at the gate on time and the above mentioned group with the addition of Moncton Mayor George LeBlanc were anxiously waiting to meet our British guest Frank Burnham.

The purpose of Mr. Burnham's first visit to Canada and New Brunswick on this day was two fold. The first and most important was to visit and pay his respects at the gravesite of his older brother, nineteen year old Sgt. Hubert John Burnham. John lost his life as well as two other airmen in a crash on February 8 1943 while flying a Ventura bomber near Richibucto.

His second was to attend the Pennfield Ridge War Memorial Service and following events at the Saint George Legion celebrating the 70th anniversary of the Pennfield Airfield and Camp Utopia.

It is my understanding that Chris Larson along with Mr. Burnham's cousin were successful in convincing him to make the journey to Canada.

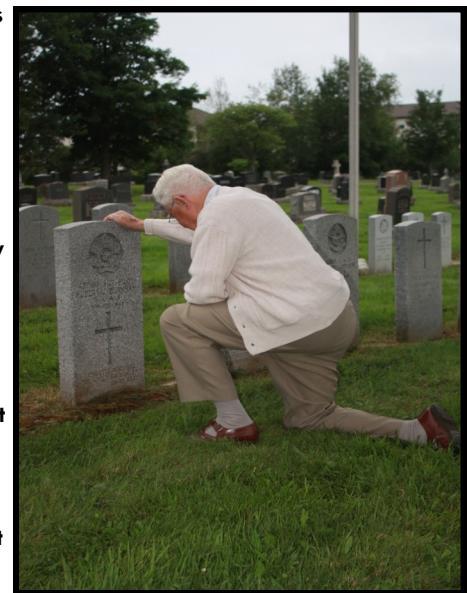
After a heart felt welcome from the greeting party, Mr. Burnham's next stop was at the Elmwood Cemetery where after 68 years, he was able to see the final resting place of his

older brother. Upon spending several minutes kneeling at the gravesite, Frank got up and addressed those present by saying he had mixed feelings. On one hand, there was a sense of relief finally being here, while on the other, was a feeling of how senseless war is with so many lives lost.

After spending several minutes at the site and doing interviews for the media, the party headed for the St-Bernard's Catholic Cemetery to the burial site of the third airman lost in this incident.

On Sunday afternoon July 24th, we all met again with additional members of the Turnbull Chapter at the memorial service and at the Saint George Legion afterwards for a reception.

It was during this reception that Chapter President, Jim Sulis presented Mr. Burnham with a gift on behalf of the Chapter. It consisted of a montage of photos representing the location, the grave markers of all three airmen, the type of aircraft and an aerial photo of Pennfield during the war.



Turnbull Chapter President Jim Sulis presents to Frank Burnham a framed composite of photos commemorating the tragic event of February 8th, 1943.



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## Aircraft Crash Havelock 1941

By Wayne Vail



On the 20th of June, 1941, a seven passenger Travelair monoplane crashed into the residence of Mr. and Mrs. Bliss Seely near the community of Havelock, Kings County, New Brunswick. While the house sustained limited damage and the aircraft had to be shipped home, the pilots were only shaken up and no injuries were experienced by any members of the Seely household.



Photo courtesy of Charlie Ryder

Donald Whiteford of Newark, New Jersey was the owner and pilot of the aircraft and he and his co-pilot Ed Pangburn of East Orange were headed to Moncton on route to Halifax with a rush order of films (possibly Movietone News) when

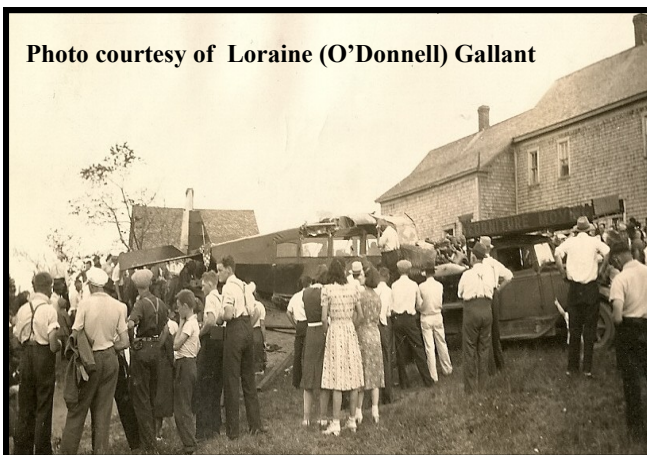


Photo courtesy of Loraine (O'Donnell) Gallant

the accident occurred. By the time the aircraft had reached the Havelock area, it was dark and foggy and the pilots

confronted by a low fuel state, commenced a series of unsuccessful attempts to contact the Moncton tower to advise them of their situation. The pilot was aware of the emergency airstrip at Havelock and given his fuel status, opted to attempt an emergency landing at this location.

Delbert Alward, a local resident and pilot, in an interview in 2003, recalled the pilot started a search for Havelock and was following the road in from Canaan Bridge (Route 885) when he experienced fuel starvation and was forced to land. The write-up in the Kings County Record said the fog



The Seely house in 2010  
Photo by Daniel Goguen

had settled over the area and the pilot had lost his landing lights. On approach to what appeared to be a flat piece of ground the pilot spotted something ahead at the last moment and attempted to pull up, but hit a shed and about 50 feet further along struck the house. The engine and part of the cabin punched through the kitchen window and wall and one blade of the propeller ended up over the stove. Fortunately the port wing took the brunt of the crash when it struck the house and prevented the aircraft from penetrating further.

The nine members of the Selly family, asleep upstairs at the time, were awakened by the crash. Fortunately none of them were injured. Dr R.J. Coldwell of Petitcodiac attended to the two flyers who were shaken-up but unhurt. The aircraft wreckage was transported to Moncton on a moving van owned by Polly Govang and was shipped back to the United states by freight.

**Sources:** The kings County Records, June 26 1941, Havelock Our Proud Heritage 1809 - 1989, Havelock Women's Institute and Delbert Alward, Havelock NB, Interview.



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## At a Glimpse



LEST WE FORGET

If "Be...In This Place" didn't do much for New Brunswick, maybe having a license plate such as this one with a picture of a F-86 could do quite well in terms of awareness for our provincial aviation heritage.

(Now, before anyone jumps to conclusions, I did talk with the owner of this vehicle and yes he's a true Sabre fanatic and no, it's not the sword!) Ed.



### Turnbull Chapter Executive

President: Jim Sulis  
 Vice President: Garry Maclean  
 Treasurer: Boyd Trites  
 Secretary: Daniel Goguen

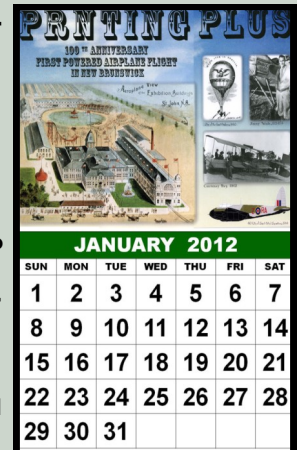
### Directors

Gerald Greer Frank Gale  
 Harold Wright Bruce Lockhart  
 Don McQuinn Everett McQuinn  
 Jean-Marc Thériault Bob Mulhern  
 Ken Barss Charles Baxter Jr.

### Contact Editor

Daniel Goguen dlca@nb.sympatico.ca  
 (506) 859-7680

Next year is the 100th anniversary of the first airplane flight in New Brunswick. A limited edition commemorative calendar is now available for \$10. Only 100 will be sold. The calendar shows various images ranging from the 1840 first aircraft flight in Canada, to Thomas Baldwin's Red Devil which took off from the Exhibition Grounds in 1912. There is also an image of Jimmy Wade of Sussex Corner, who trained at the Moncton flying club, and flew from Moncton and Saint John for most of his career. The last image is of a Mosquito flown by 410 (City of Saint John) night fighter Squadron in 1944.



The calendar was done for Harold Wright and the funds will be donated to the 2012 Wade-Myles Aviation Park development on the site of the former Millidgeville-RCAF Station Saint John airport. Some calendars will be available in Fredericton on Nov. 19th.

If you wish your calendar mailed to you, it will cost an extra \$7.00 for postage and packing materials. Please make cheque payable to the Aviation Historical Society of NB and mail to:

Boyd Trites  
 21 Broadway St  
 Rothesay, NB  
 E2H1B3

## Aviation Quiz

Answers at the bottom of page 6

1. What year & type of aircraft completed the first flight to Antarctica in the Winter season?
2. Chuck Yeager was the first man to break the sound barrier, who was the first to fly at twice the speed of sound?

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## Other News



LEST WE FORGET

On September 10th, Turnbull Chapter members were invited to the Moncton Flight College to celebrate the life of Clark Sheppard with his family.

At the event were examples of Clark's love: building model airplanes .

After the ceremony, everyone headed to the Don McClure Aviation Gallery at the Greater Moncton International Airport where Clark's sons Graham and Norm attached a wonderfully built scale model of a de Havilland Mosquito.



Above: Graham and Norm Sheppard

Below: Clark's Mosquito



### Special Thanks

Jim Sulis, Jean-Guy Dugas, Boyd Trites, Bruce Atkinson, Lise Goguen, Dave Bugge, Wayne Vail, Frank Burnham, Chris Larson, Harold E Wright, Charlie Ryder, Dan Dempsey, Bob Yeoman, Everett McQuinn.



Above: A French Dassault-Breguet Atlantique long range patrol and anti-submarine aircraft during the opening of the Charlo Airport in September of 1980.



If anyone has information:

-on the owner and aircraft in the above photo (Seabee CF-DLN)

-on the five Carty brothers of Saint-John / Fredericton who served during WWII. One may have been the Black pilot in the RCAF!

Please contact Harold E Wright at [saintjohnheritage@yahoo.ca](mailto:saintjohnheritage@yahoo.ca)

### Quiz Answers

From page 5

1. An LC-130 aircraft from the US Navy Air Development Squadron 6 lands at McMurdo Sound on June 26, 1964.
2. Scott Crossfield flew the Douglas Skyrocket at Mach 2.01 (1291 mph) on November 20, 1953.

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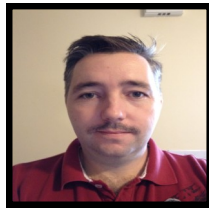
## David Bugge

By Daniel Goguen



Dave Bugge is a St John's Newfoundland native living in Moncton with his wife and son.

Dave currently works for CHC as an aircraft maintenance engineer. He completed his degree in 1998 at the College of the North Atlantic in Gander Newfoundland. During the Summer of 1997, he worked at Cougar Helicopters in St-John's on 332 Super Pumas. On graduation day, he learned a new job was waiting for him and with 3 days notice he was off to Halifax with Canadian Helicopters.



David shares a funny story on his first day at CHC. He presents himself at work and is right away asked by another engineer to help him at the top of an aircraft. So he does and a few hours later the person who hired him walks in and sees Dave sitting on top of the main rotor blades. He looks up at the other fellow and says "this must be the new guy! Maybe you should get him down from the top of that helicopter and get his paperwork done!" Technically, he wasn't hired yet but was already doing work.



During the next 5 years in Halifax, Dave goes from apprentice to engineer to supervisory engineer working on Sikorsky S-61.

CHC are mainly used to provide off shore shuttle service for petroleum companies word wide.

Therefore, after Halifax came Baku, the largest City and Capital of Azerbaijan. The main economic



activity of the city is petroleum and oil fields of the Caspian Sea. Even though the work location is far from home in Moncton, the working schedule was and still is 6 weeks on and 6 weeks off period. While in Baku, he mostly worked on Sikorsky S-61, S-76 and on Pumas, one of which was actually with Cougar Helicopters in 1997.

One of the remarkable things Dave mentions about Baku is the beautiful architecture of the old city.

From Baku it was off to Thailand for another 2 years at Songkhla. The transfer to Thailand gave Dave the chance to live in a tropical paradise with extraordinary scenery along with amazing Buddhist temples. Dave also got reacquainted with motorcycle riding as that is the main mode of transportation.



He states, "The culture is always interesting and funny at time; I recall walking down a street and turning a corner to see a domesticated elephant in front of me" or during holiday festivities, where one time, monks covered with fire crackers went dancing in the street as the small explosives went off.

From Thailand it was off to Turkey, first at Samsun and then at Trabzon where he is currently based until the end of this year. Then its off to Romania.

Working abroad at times has some disadvantages such as being away from family for long periods of time, the challenges with local authorities for working permits as every country is different and long travel times such as the 48hrs (36 hrs flight) needed to get from Moncton to Thailand. However, the job can also provide opportunities like training in Norway, Scotland and Vancouver on a new aircraft. There is always the satisfaction of working on smaller jobs like he did in Aberdeen and Germany, plus flying with the helicopter to Turkey to set up a new base and contract. Furthermore, there is always an odd chance of meeting celebrities such as was the case when Harrison Ford Parked his Bell 412 on the CHC tarmac in Halifax during the filming of U-571.



Dave is already looking forward to the next transfer and learning to work on a new aircraft, none of which are determined as of yet. However, his preferences would be to work on the 225 Pumas somewhere in South East Asia.



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## Other News



LEST WE FORGET



The Friends of the N.B. Military History Museum at CFB Gagetown have entered into an agreement with Forest Protection Ltd. to purchase their sole remaining Avenger. The Friends will pay \$35,000 over seven years, or sooner if monies become available.

Turnbull has pledged \$500 for this year and six of the Directors have each pledged \$100. Our contribution this year will be at least \$1,100. If any members of Turnbull wish to make their own contribution please let our Treasurer Boyd Trites know.

The Friends of the NB Military History Museum have several options for the aircraft. One is to repaint it in the RCN livery and use it as a static display at the Fredericton Airport. Another is to enter into discussions with the Shearwater Naval Museum who appear interested in keeping the aircraft flying. The first step is to acquire the aircraft to keep it in the Province.

Here are some of the aircraft details:

C-GLEL #23

Airframe Hours = 3821.0

Engine Hours = 447.1

Prop Hours = 36

Previous US Registry = N9010C

Annual Inspection Due = 18 Dec 2010



The Turnbull Chapter of the Canadian Aviation Historical Society would like to thank the following sponsors for their generous donations.

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