

CONTACT

Canadian Aviation Historical Society New Brunswick Turnbull Chapter



Spring 2012

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

From the President's Desk

Hello members,

The Turnbull Chapter is hosting the 49th Canadian Aviation Historical Society Conference in Saint John, on September 5 – 8th of this year. Our Planning Committee, under the guidance of co-chair members Sue Ehrlander and Boyd Trites, together with Pierre Vachon, Harold Wright, and myself have presented the Conference Schedule to National, and are now seeking sponsors in the aviation industry to offset some of the expenses to be incurred.



Members of Turnbull Chapter who are not members of the National CAHS are welcome, and encouraged to attend the Convention. There is a daily registration fee of \$30.00 to hear the speakers, of which \$20.00 pays your dues for the year 2013.

The first event on the Conference Schedule is the dedication of the cenotaph in Millidgeville to the fallen airmen from the area, starting at 10:00am, September 6th. Members and the general public are invited to this dedication. We anticipate a fly past by Vintage Wings WW2 trainers, and RCAF F-18s of 410 City of Saint John Squadron during the ceremony. We hope as many members as possible will attend.

The week prior to the Conference, the Saint John Exhibition Association is dedicating the week to the theme of aviation. There will be many aviation related activities to attend, and the Saint John Airport will host an Airshow on Tuesday, August 28th, and a static display Wednesday, August 29th.

Remember too, the Pennfield Memorial Service, Sunday afternoon, September 9th, followed by a dinner. Full details of this event can be found at:

www.rootsweb.ancestry.com/~nbpennfi/penn8b1PPMHS_MemorialService2012.htm

I'd like to encourage all members to attend these functions if possible. Who knows, with members coming from across Canada, you might meet friends and/or aircrew from days long past. *Cheers, Jim Sulis*



A rare visitor at the Greater Moncton International Airport on April 30th. This small corporate jet, an Eclipse EA500 registered to U-Haul Co. of Portland Oregon has a seating capacity of 4-6, twin P&W Canada Turbo-Fan engines rated at 900lbs of thrust. It has a true airspeed of 370 knots, a service ceiling of 41,000 feet and a range of 825 Nautical Miles.

On my Santa's wish list for next Christmas!! ED.

Content

- From the President's Desk
- Guest Speakers
- Reflections
- Family Visits Crash Site
- At a Glimpse
- Aviation Art
- Aviation Events from the Past
- Other News / Sponsors

Contact

Page 2



Guest Speaker

Marty Plumstead

By Daniel Goguen



The Turnbull Chapter members were privileged to have Marty Plumstead as a guest speaker during the March 24th meeting held at the Moncton Flight College.

His presentation was titled "50 years of Flying 1952 - 2002".

He was born and raised in Cleveland Ohio until the age of 11 when his parents moved to Paris, Ontario.

His interest in aviation started at the age of 10 with the Pacific War in full swing in 1943. His first airplane ride was in a DC-3 from London Ontario to Cleveland.

He joined the RCAF in 1952 and was successful in pilot selection which brought him to Claire-sholm Alberta for 205 hours of ground school and flight training on the Harvard. His class was the last to do so before the RCAF switched to the De Haviland Chipmunk.

Due to his height, Marty could not meet the ejection seat measurements for jet training which resulted in his selection for twin engine aircraft training in Saskatoon. Once again in Saskatoon, he discovered that he could not fit properly in the seat of the Expeditor which was the next twin engine training aircraft prior to proceeding to larger ones such as the B-25 Mitchell. Therefore, Marty became one of the very few to do his whole course which consisted of 120 hours with 25 hours on the B-25.



He was off to Winnipeg at the air navigational school and learning airborne interceptions tactics in the B25K.

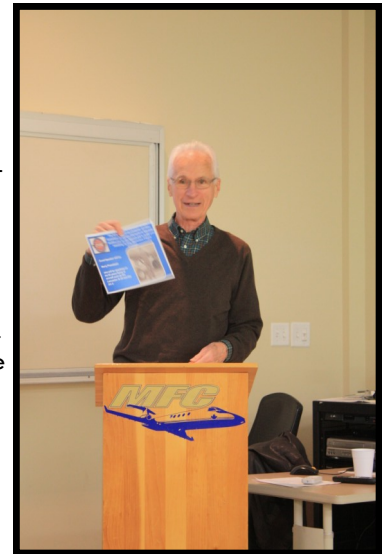
He then proceeded to 407 Squadron in Comox flying Lancaster MK 10s.

Marty converted to one of his favorite aircraft, the Lockheed P2V-7 Neptune while at 407. He states the Neptune was a very good maneuverable aircraft. It had two R3350 engines and two T-34 jet engines developing 3400 lbs of thrust. The jets were mostly used during takeoffs. He explained depth charge bombing tactics.

It was during this time that Marty had the opportunity to sail onboard the USS Sea Devil Submarine.

Marty also flew the Canadair CP-107 Argus.

After retiring from the Armed Forces, Marty worked for De-



partment of Transportation until retirement. He had the opportunity to check out the first pilots to fly the one and only flying Lancaster bomber in Canada during the 80's.

Marty currently resides in Dieppe New Brunswick.





Reflections on my way to work!

By Daniel Goguen



As I drove recently to work one morning listening to Canadian rock legends Rush's latest CD titled Clockwork Angel, my thoughts drifted once again to aviation. Angel made me think of the US Navy's Blue Angels scheduled to perform in Summerside this August and the word clockwork made me wish I could momentarily travel back to 50 years or so in time. If this was possible, the first thing related to aviation I would do, would be to attend the nearest air show featuring the RCAF Golden Hawks.

The thought of having one of the world's best aerobatic display teams based here in New Brunswick makes me realize the wonderful but fragile legacy they've left us even half a century later.



Born after the team was disbanded in 1964, my first introduction to the team was seeing the gold painted F-86 located at the main entrance gate of CFB Chatham in the mid 70's. A few years later, a good friend and I each built a 1/48th scale model of the swept wing fighter in Golden Hawk livery of course! That model hung on strings from my bedroom ceiling until it became time to grow up and move away.

Learning the history of the team came with acquiring my treasured copy of the Canadair Sabre written by Larry Milberry in the mid 80's. Later in the summer of 1990 while attending university in Halifax, I met and had a long discussion with Jim McCombe, team leader for 1961-1962 season. He gave me 3 successive issues of the Atlantic Aviation Museum news letter in which he had written articles about his time flying with the team. I was so thankful and excited, that I forgot to ask him to sign the newsletters!



Move the clock ahead 20 years in 2009 and witnessing Vintage Wing of Canada Hawk One in Beddeck Nova Scotia for the Century of Flight in Canada celebrations was truly the moment it hit me what a legacy they've left.

The team flew from 1959-64 and was seen by over 15 million spectators across North America. Those fortunate enough to have resided within 100 kilometers or so from CFB Chatham

got to see them on an almost daily basis.

For those of us not fortunate enough to have seen the original team, can be grateful to Vintage Wings Hawk One, the only remaining flying F86 Sabre in Canada and performing through out North America since 2009. This year, the aircraft in Golden Hawks livery includes Fern Villeneuve's name (the first team leader) below the canopy.



Even though there is currently very little left to show of the Golden Hawks legacy in New Brunswick other than

several pictures located at the Golden Hawk Recreation Center in Miramichi, it's reassuring to know this is not the case elsewhere in Canada. Several museums across the country have Sabre Jets in Golden Hawks livery on display including the Atlantic Aviation Museum which has the one formerly located at the CFB Chatham gate entrance along with numerous personal items donated by Jim McCombe. For those with computers, 2 short clips of the team's performances can be visualized on YouTube.

One can also purchase at air shows, hobby shops or museums across the country memorabilia such as models, pins, hats, shirts, cups etc..

So the legacy has lasted more than 50 years. Let's make sure it goes another 50.

The current generation of New Brunswickers and the future ones should be aware of how this team based at CFB Chatham influenced, inspired millions and became the pride of the RCAF.

If any of you have photographs, magazines or old Super 8 film locked up somewhere, do your part in sharing the team's history with others.





Family finally visits father's crash site

By Captain K.N. Anderson

After 45 years of waiting, Cathy Lane of Philadelphia, Pennsylvania and Jake Cole of Ottawa, Ontario finally got the chance to see the where their father, Group Captain (G/C) William Robert Cole was killed in a plane crash. He was only 44 years old when his F-86 Sabre aircraft went down while on a low-level solo navigation mission in October 1967.

General (retired) Paul Manson, former Chief of the Defence Staff, recalls the incident,



G/C Cole kneeling in front of Golden Hawk Sabre 23355 upon return to CFB Chatham. The aircraft had been painted in Golden Hawk colours at CFB Trenton, Ontario. (DND photo)

"I was a student at the Sabre Transition Unit at the time, and I was flying the same mission that morning. All told, about ten of us, including G/C Cole, were assigned to fly the same low level cross country navigation training mission, spaced at ten minute intervals. I was next in line behind him. I clearly remember, about half way around the mission, encountering a layer of low stratus cloud with poor visibility beneath. I therefore decided to go above the cloud, eventually resuming low level flight when past the stratus layer. Soon after returning to base and landing, I was alarmed to learn that the



G/C Cole (second from left) during the ground breaking ceremony at the location where the Golden Hawk aircraft would be mounted. (DND photo)

Base Commander's aircraft was overdue. The remoteness of the area prevented confirmation of G/C Cole's death for more than 24 hours. The news stunned all of us at CFB Chatham, because he was a very well-liked commanding officer". The plane went down in a remote, heavily wooded area near Mount Carleton and the site has been virtually inaccessible and untouched since. Recent logging operations in the region, however, have made that area easier to get to and there was

a concern that the site could be destroyed. This led to an investigation of the site by staff of the New Brunswick Military History Museum, the Base Gagetown Environmental Officer and an archaeologist with the province of New Brunswick on June 26, 2012. The Museum Director, Captain Kevin Anderson, had been in touch with members of the family for several months and they indicated a strong desire to visit the site if the opportunity arose. Despite heavy rain forecasted throughout the day, Lane and Cole drove to St Leonard, NB to meet up with the team from Oro-mocto. As it turned out, the crash site was the only area that was dry. After spending a couple of hours wandering around the site and looking at what re-



Jake Cole of Ottawa, Ontario and Cathy Lane of Philadelphia, Pennsylvania review the wreckage of a Royal Canadian Air Force Sabre aircraft 45 years after it was flown by their father, Group Captain W.R. Cole. G/C Cole was killed in the crash. (T. MacLaughlan photo)

mained of their father's wrecked jet, it was time to head out as the rain had started to fall there as well. Lane remarked "I feel a sense of completion – closure, I guess". Cole agreed and said "You've all helped us to complete a missing part of our family's history. It was both a thrilling moment for us and a moment to reflect, one that will be long remembered".

G/C Cole flew in Coastal Command during the latter part of the Second World War and after a brief break to complete university studies, he returned to serve with the Royal Canadian Air Force. After receiving his aeronautical engineering post graduate degree in London, England in 1958, he worked on the Avro Arrow weapons program at Air Force Headquarters. He worked in a number of other staff jobs before taking over as the Commander of CFB Chatham in 1966. While there, he flew a F-86 Sabre in Golden Hawk colours to Chatham from Trenton, Ontario so it could be mounted in front of the Base Recreation Centre as part of the local Centennial celebrations. "Golden Hawk Day" was established on September 17, 1967 to pay tribute to the famous aerobatic team formed in Chatham in 1959. G/C Cole was the last Canadian airman to die in an F-86 Sabre crash as the plane was retired the next year.





At a Glimpse

Obituary

James (Jim) Kupkee:

Turnbull Chapter member Lt. Col. (Ret.) James E. Kupkee sadly passed last April. The 81 year old Saint John resident started his working career as a teacher at Harvey School after High school graduation and then proceeded to have a long and successful military career spanning 35 years. This included 2 years in Paris as radio operator on VIP Dakotas, 18 months on the Korean Airlift, 3 years instructor at RCAF Navigation School in Winnipeg, as an air Assistant Air Attaché at the Canadian Embassy in Moscow. Jim also had several appointments in NATO. The field of military intelligence which sent him to several locations including Washington DC, Ottawa and Europe.



Jim retired in 1985 but kept busy with various organisations such as Men of Fundy, Korean Veteran's Association, Air Force Association of Canada, CAHS Turnbull Chapter and the Royal Canadian Legion to name a few.

He is survived by his wife Kim, his son Dr. Ian Kupkee, sister Margery and several brothers and sisters-in-law.

John Booth:

Turnbull Chapter member John Booth passed last April after a short illness. John was born and raised in Cobourg Ontario. He had a long successful flying career both in the military and civilian aviation. He joined the local militia and was in the artillery reserve before signing up with the RCAF and chosen for pilot selection. He did his training on Harvard's at moose Jaw and jet training on T-33's in Portage LaPrairie followed by CF-100 training in Cold Lake. John spent 4 years flying CF-100 out off Cold Lake and Bagotville. He later flew for Gene Manion for a few years and Lundrigan's Ltd. In Newfoundland. He later went on to fly for Central Trust in Moncton on the Rockwell Jet Commander, Sabre Liner, Lear Jet 35 and the Dassault Falcon 200 until his retirement in 1992. After retirement, he enjoyed riding his motorcycle and bee keeping.



He is survived by his wife Valerie and several children.

Turnbull Chapter Executive

President: Jim Sulis
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 Treasurer: Boyd Trites

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Special Thanks

Jim Sulis, Boyd Trites, Marty Plumstead, Pierre Vachon, Bruce Atkinson, Lise Goguen, Capt. Kevin Anderson, Everett McQuinn.

Aviation Quiz

Answers at the bottom of page 8

1. Which aircraft was taken on strength by the RCAF on July 26, 1939?
2. When and where did the last fatality of the RCAF Golden Hawks occur?



Aviation Art in New Brunswick

By Pierre Vachon

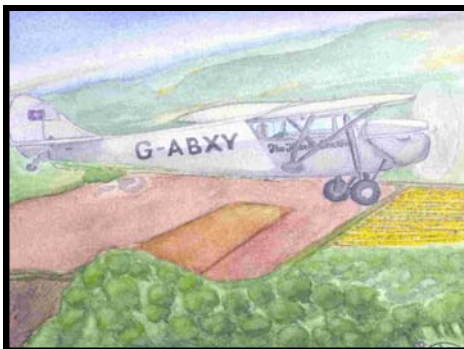


First a little history.

In World War II, Saint John native Miller Brittain was educated as an artist at the Saint John Vocational School before studying at New York's Art Students' League. In 1942 he interrupted his art career to join the RCAF and flew thirty-seven missions as an air bomber with the 78th Squadron of the RAF Bomber Command before accepting an appointment as an official war artist three years later. In July 1945 Brittain was awarded the Distinguished Flying Cross for displaying "the utmost fortitude, courage and devotion to duty". Several of his wartime paintings can be seen at the Canadian War Museum in Ottawa. Hugh Halliday is scheduled to give a talk about Brittain at the coming September CAHS Conference in Saint John.



In May of 1984, during the Montreal International Air Show ExpoAir' 84, held at Mirabel International Airport, the first gathering of Canadian aviation artists took place. The occasion was

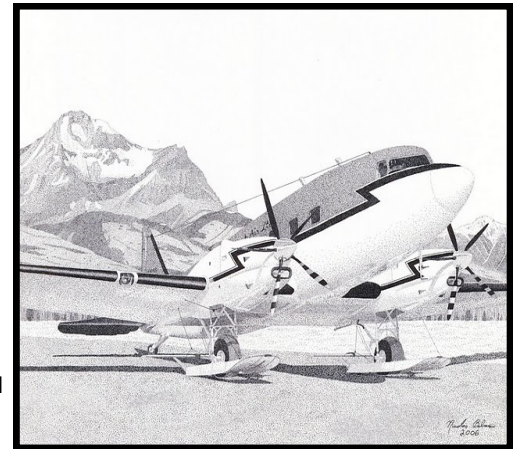


celebration of the 60th anniversary of the Royal Canadian Air Force, and the 75th anniversary of the first powered flight in Canada and some 84 paintings commemorating these anniversaries were put on display by Canadian artists. In May 1992, the National Aviation Museum in Ottawa initiated an annual competition called "ArtFlight". The topic that year was, "Built in Canada". Forty-five paintings were

selected for this first of a series of exhibitions. In May 1996, Canadian aviation artist Don Connolly invited close to 40 aviation artists and enthusiasts to Ottawa to establish a Canadian association dedicated to promote Canadian aviation history through this medium. Their web site can be found here: <http://www.aviationartists.ca/mainnew.htm>

These days, I personally know of only four and possibly five New Brunswick artists who have occasionally painted aviation art, they are non-professionals for the most part although I am sure they do sell the occasional piece. To my knowledge, there never has been an aviation art display in our province but this could be about to change.

First, the Saint John Exhibition Park is celebrating the 100th anniversary of the first flight in New Brunswick by Cecil Peoli from the Exhibition grounds and its board is considering inviting aviation artists to display their work.



(<http://www.saintjohn.nbcc.nb.ca/heritage/Aviation/SaintJohnsFirstAirplaneFlight.htm>)

Second, the CAAA (Canadian Aviation Art Association) recently published a notice in their recent newsletter asking if there were artists interested in displaying their aviation art at the CAHS forthcoming conference in Saint John. (<http://www.aviationartists.ca/mainnew.htm>)

Any NB aviation artist interested in obtaining more details on either of these two venues please contact the author as follows: sarocloud@gmail.com or (506) 757-8423

Cheers!

Pierre Vachon



Contact



New Brunswick Aircraft Events From The Past

By Bruce Atkinson



One of 24 Savoia Marchetti S-55 flying boats in Shediac Bay on July 13th 1933. General Italo Balbo, Minister of Aviation and his aircraft armada crossed the Atlantic Ocean on their way to the Chicago Century of Progress Exhibition.



Royal Navy Seafire
at Blissville Airport 1944
Photo by Eric Peters
Bruce Atkinson collection



Stearman aircraft equipped for aerial spraying "Spruce Budworm"
at Fredericton Airport 1950's Harvey Studios photo
Bruce Atkinson collection

Planes came from as far as California



RCAF Cansos at Clarke-Ruse Aircraft Engineering and Repair Depot
Moncton, N.B.
August 9, 1944
Photo Courtesy Bob Harrison, Fredericton, N.B.
(Bob H. front row left



Supermarine Walrus at Blissville Airport, N.B. 1943 or later
Pilot: Junior Jones

Photo by Eric Peters



Other News

INFORMATION NEEDED FOR HUDSON FK466

My name is Doug Rutley, and I am a retired military member and volunteer in the Restoration Workshop. I am writing to you with the hope that you can help us in finding some information relating to the restoration of Hudson FK466. To date, the restoration is proceeding well, but I'm still trying to find some information relating to the Air-Sea Rescue conversion process. The conversion took place at 21 Repair Depot in Moncton N.B. in 1944. I am also interested in any additional info on Hudsons at Debert N.S. and Torbay NFLD. The lifeboat system was utilized on 6 July, 1945, when an Airborne Lifeboat was dropped to the crew of a B-24D Liberator from RCAF #10 Squadron, Tail Number 595, which had ditched in the Atlantic off Newfoundland, after experiencing flight control problems. We would be specifically interested in which Air-Sea Rescue aircraft from Torbay made the drop.

I am hoping that you could include a request for the above information in an upcoming newsletter for the Organization of Military Museums of Canada. I have also included an article on our Hudson restoration for your interest. You will easily see that I am not a polished writer. If you should decide that you want to use any or all of the article in a newsletter, please feel free to do so.

Thank-you in advance for your consideration of my request.

Sincerely,

Doug Rutley, CD

Hudson Restoration Manager

PER ARDUA AD ASTRA

Restoration Workshop

National Air Force Museum of Canada

Musée National des Forces Aérienne du Canada

Website: *www.airforcemuseum.ca

Phone: 613-965-2864

Email: restoration@airforcemuseum.ca

Quiz Answers

From page 5

1. The first of over 2000 Harvard aircrafts!
2. It happened on February 23, 1961 when the aircrafts of F/L Hubbard and F/O McCann collided in mid air South of CFB Chatham, tragically ending McCann's life.

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

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