

CONTACT

Canadian Aviation Historical Society

New Brunswick Turnbull Chapter



Summer 2012

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

From the President's Desk

Hello Members,

We are rapidly approaching our hosting the National Conference here in Saint John, September 5-8th, and the Saint John Exhibition's "Centennial of Powered Aviation Exhibit" during the week prior, August 28-31st, on the Exhibition grounds.

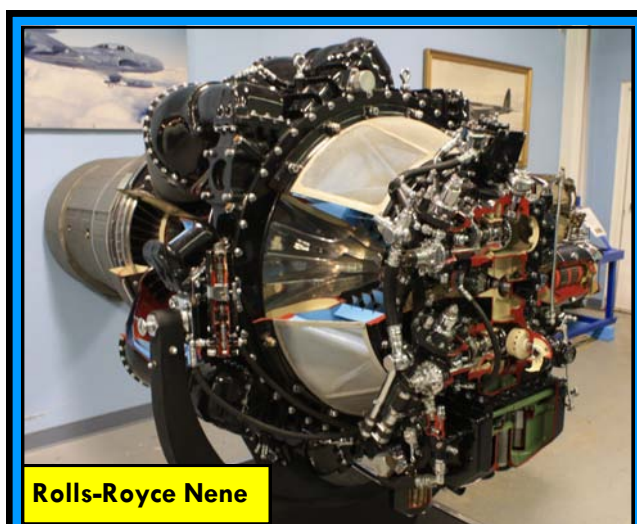
Both events will be a chance to learn of our New Brunswick aviation history through the last 100 years.

We would like to encourage one and all to attend the Exhibition, from noon-9pm, and the Air Show at the Saint John Airport on August 28th, 2-4pm, followed by the static display on the 29th, from 3-7pm.

There will be many interesting presentations by knowledgeable speakers during the Conference that might be of interest to you. We have day passes available at \$30.00 for those who cannot attend the full conference. This actually gives you your next year's membership in the Turnbull Chapter, and covers the coffee/tea breaks between speakers, and access to the Museum's displays.

So come out and partake of this opportunity to hear how aviation has played a role in our Maritime history.

Cheers, Jim Sullis



Rolls-Royce Nene

The Nene, a British designed engine was built under license by Orenda in Canada for the use in 656 Canadair built T-33 aircraft. The turbojet had a dual-entry centrifugal compressor with a two-sided impeller. It had 9 flow combustion chambers producing a total of 5000 lbs of thrust at 12,400 rpm during take off. Source: Wikipedia.org

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Vintage Wings Of Canada Yellow Wings Tour

www.yellowwings.ca



As the Yellow Wings Tour makes its way through Atlantic Canada during July and August, you can follow its progress at the above website.

Below is a description of each aircraft and its history from the aircraft webpage.

VWC Harvard IV The High Flight Harvard

The Harvard is recognized as the greatest advanced training aircraft of the war. With its near fighter-like size and handling, the Harvard was the bridge between primary trainers such as the Tiger Moth and the high performance fighters of the day such as the Spitfire



or Hurricane. Nearly 50,000 Allied pilots received their wings after qualifying on the Harvard at air training bases across the breadth of Canada as part of the British Commonwealth Air Training Plan.

The Vintage Wings Harvard 4 is painted in the markings of a Harvard 2, known to have been flown by John Gillespie Magee, the poet who penned "High Flight", the quintessential ode to flying.

VWC Fleet Finch II No. 4 EFTS, Windsor Mills, Québec

The Fleet Finch (Fleet Model 16) is a two-seat, tandem training biplane produced by Fleet Aircraft of Fort Erie, Ontario. There were a number of variants mainly



based on engine variations. Over several years beginning in 1939, a total of 447 Finches were built, nearly all of them (431) for use as elementary trainers in the British Commonwealth Air Training Plan during the Second World War.

The Vintage Wings Finch will fly in the markings it once wore as an Elementary Flying trainer at No. 4 EFTS at Windsor Mills, Québec.

VWC Fairchild Cornell MK II No. 15 EFTS, Regina, Saskatchewan

As the Second World War advanced, the RCAF needed a more advanced trainer for the

BCATP. The existing DH 82C Tiger Moths and Fleet 16B's used for elementary flying training proved to be a significant step down from contemporary service aircraft. In the spring of 1941, the



RCAF therefore decided on a development of the Fairchild Aircraft (US) Company's PT-19 trainer design. The RCAF version was to feature an enclosed cockpit, an improved heating system, equipment changes along with a Ranger piston engine. This modified version was to be known as the Fairchild Cornell in Canada and it rapidly entered production and found favour at elementary flying schools beginning in 1943.

VWC de Havilland Tiger Moth

No. 2 Training Command, Alberta & Saskatchewan

The Tiger Moth was the primary flying trainer used to instruct new pilot recruits of the British Commonwealth Air Training Plan at training bases across Canada. Descended from a line of lightweight British general aviation and training



aircraft, the Tiger Moth was initially built by de Havilland in England. Soon, de Havilland subsidiaries were churning out Tiger Moths in Canada, Australia, New Zealand, Portugal, Norway and Sweden. More than 1,500 were built at de Havilland Canada's Downsview facility. Canadian Tiger Moths had modifications to the basic design to enable them to function in more difficult conditions. Most evident was the enclosed and heated cockpit that enabled training to continue through late autumn and winter – virtually impossible in an open cockpit airplane. Also, wheel brakes and a tail wheel were added to take advantage of surfaced runways.



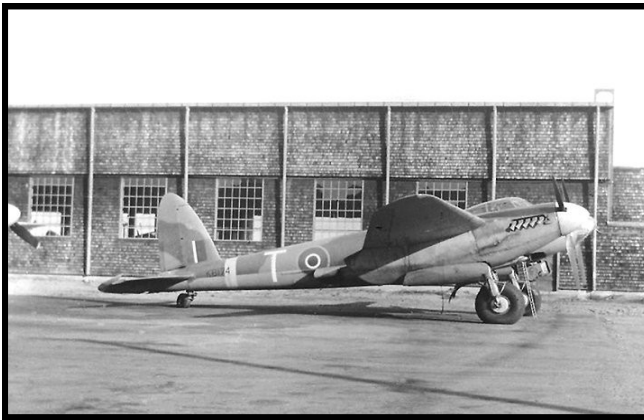


Crash Site of RCAF Mosquito KB278

By Norm Sheppard
(Sackville New Brunswick)



A few years ago, a friend of mine from Amherst, Nova Scotia told me that he knew of some wreckage where a twin-engine aircraft went down during WW2. His uncle offered to take me to the site, since his father had witnessed the crash and had escorted RCAF salvage crews to the area on Higgins Mountain near Westchester, Nova Scotia, which was very remote at the time.



On a routine training flight out of # 7 Operational Training Unit Debert, N.S. on Nov. 30, 1944, Mosquito KB278 impacted hard during bad weather, killing both occupants. Pilot P/O Donald Lloyd Breadner, Ottawa, Ontario 20 yrs. (son of AVM Lloyd Breadner), and navigator F/O Kenneth Brian Bennett, Raymond, Alberta 22 yrs.

Two bodies and salvageable equipment were removed from the scene, including the aircraft's engines.

On November 9, 2011, I was escorted to the area and surveyed the terrain. There were two large depressions, where I suspect the engines hit the ground, and there was a debris field at least 400 feet long where wreckage was found. One of the parts was a de Havilland Canada aileron pulley and cast mounting, still



bolted to a piece of wooden spar, which gave a positive identity of the wreckage. Since local hunters began taking pieces of this aircraft home over the years, I decided to recover as many parts as I could find, and find a permanent home for them in a museum. I am planning a memorial display for the Atlantic Canada Aviation Museum near Halifax, which will include a model of the aircraft as it looked while in service.

While at the site, I placed two small poppies for the crew, and a larger one as well, on a tree which had amazingly grown around an aluminum piece of the wreckage. Shortly after returning home, I posted a photo of the poppies on a cemetery website in Ottawa where Donald Breadner's remains were buried. Several months later, I received an e-mail from a member of the family, thanking me for such a touching tribute to her relative. She sent me some family history about the Breadners, which gave me some insight into the people that were affected by this



tragedy, which took the life of Air Vice Marshal Breadner's only son. Lloyd Breadner was a colourful and imposing figure, as described by his family, who tragically never recovered emotionally from his son's death. He died of what is described as a broken heart in the early 1950's.

I am also planning a small memorial to be erected for these two brave young men, if funding can be procured, on the side of the dirt road which now passes near the crash site.



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Chris Cormier A Rare Opportunity

By Daniel Goguen



Saturday August 4th was a beautiful day weather wise for aviation enthusiasts heading to the Moncton Flight College. There, one could take in the sights, smells, sounds and (for the fortunate) a ride on one or more of the Yellow Wings aircrafts on display during its Atlantic Canada Tour this summer.

The 4 aircrafts, a Harvard, Cornell, Fleet Finch and Tiger Moth are beautifully restored in their original yellow livery just as they were during the WWII when flying with the British Commonwealth Air Training Plan.

Of particular interest was the Fleet Finch. This biplane of American design, built in Fort Erie, Ontario and operated out of Windsor Mill, Québec is mostly constructed out of wood, has tandem cockpits for instructor and student. It receives its power from a seven cylinder radial engine. Not only is this aircraft a rare sight in our skies but the pre engine start up is something uncommon today as well! The pilot must hand rotate the engine prop a few times to redistribute the oil in the cylinder prior to boarding the aircraft. A rare sight indeed in today's computerized world!



Also of interest is the aircraft's pilot for this summer. The lucky pilot accumulating hours on this rare bird is Moncton native Chris Cormier. Chris is currently employed at NAV Canada's

air traffic control center located in Riverview as an air traffic controller. He went through flight school at the Moncton Flight College and flies as a hobby. He's currently active in the Air Cadets glider program by instructing and flying the tow plane.

Chris first learned of the opportunity to fly with Yellow Wings from a colleague at the glider program. The Yellow Wings was looking for pilots to volunteer flying its aircrafts during the 2012 summer Atlantic Tour.

According to his wife Stephanie, Chris received his first email last winter from Vintage Wings of Canada explaining the Yellow Wings Tour experience. This is a general email sent to all interested parties volunteering for the program. She goes on to say that his first reaction was one of awe at being on the same list as distinguished Canadian pilots and astronauts.

In April, Chris spent some time in Ottawa learning to fly the Fleet Finch. Again, Stephanie states "Chris was so excited when the hangar doors were opened" revealing vintage aircrafts, one of which he would be able to fly during the summer.

The next thing for both, was arranging vacation time to coincide with the flight schedule so both could be together as much as possible during the summer months and in promoting the program whenever possible.



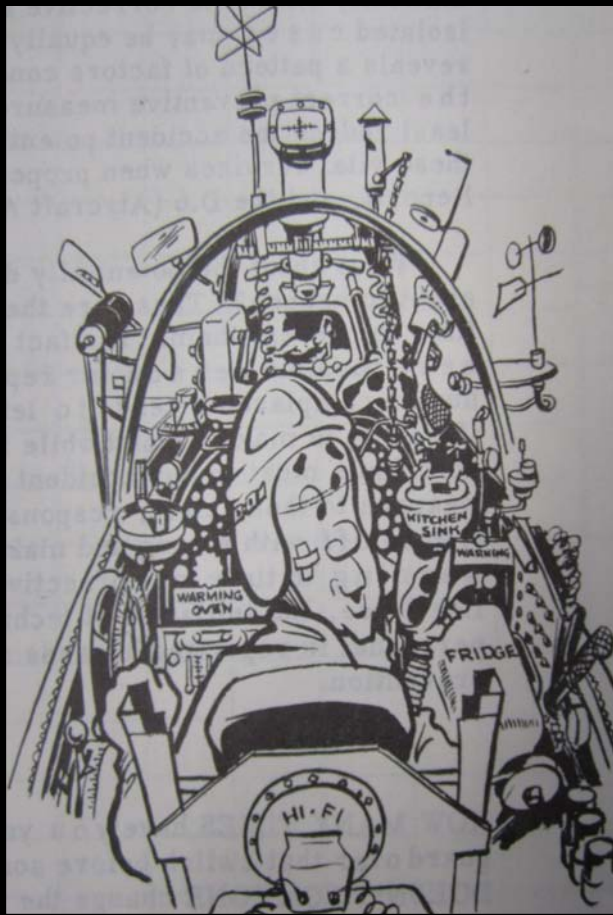


At a Glimpse

A COMPLEX PIECE OF EQUIPMENT

This cartoon was part of a course manual at the F-86 O.T.U. in Chatham during the early 50's.

Source: Copied from Leonard (Sam) Eisler's log book. Pilot with Sky Lancers and Golden Hawks.



For those who have internet access, please take the time to look at one of the best airport and aircraft model displays ever made! It's well worth your time and can be seen at:

http://www.youtube.com/watch_popup?v=g_n1qMYfFro&feature=related

Turnbull Chapter Executive

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Special Thanks

Jim Sulis, Boyd Trites, Norm Sheppard, Chris Cormier, Stephanie Reid, Pierre Vachon, Lise Goguen, Everett McQuinn, Serge Richard, Mark Borghorst, Jess and Sheila Eisler.

Aviation Quiz

Answers at the bottom of page 8

1. From what year to what year were the TBM Avengers used for aerial insect control in New Brunswick?
2. What was the first 4 engine airplane to fly and when?

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Aviation Art News

By Pierre Vachon



Since our first column on this subject appeared in the last issue of Contact, we have received eleven pieces of artwork submitted by seven artists, all from the Maritimes, who have agreed to take part in New Brunswick's first ever aviation art exhibit organized by the New Brunswick Museum (NBM).

A jury of three professional aviation artists, provided by the Canadian Aviation Art Association (CAAA), is, even as we write, selecting the pieces that will be exhibited on a wall adjoining the Turnbull Workshop in Market Square.

The opening of the aviation art exhibit will coincide with the opening of the Canadian Aviation

Historical Society's (CAHS) annual conference being organized by our Chapter and it will be taken down when the cruise ship season ends, in early November. The artwork exhibited will not be advertised for sale by the NBM but can be purchased by contacting the artist directly. Obviously, however, all artwork on display will remain on show until the end of the exhibit.

While we are writing about art exhibits and good aviation art, may we suggest a web site worth a 'look see' for those of you who are excited by good aviation art eye candy?

There are many aviation art societies, most corresponding with artists of a given country, but the one whose web site and

gallery display we are most likely to visit is that of Guild of Aviation Artists (<http://www.gava.org.uk/>).

The GAVA traces its roots to the United Kingdom back to 1954 with the formation of a number of early aviation art groups that eventually provided the basis for its creation.

It has worldwide affiliations with fellow societies including the USA, France, Holland, Canada, Australia, Italy and Brazil.



Painting: Paul Thurston

The following painting by Barry K. Barnes, a member of the GAVA, is featured on their web site in the 2011 gallery collection.

It is listed as sold and is reproduced here only as an example of the quality of the artwork these artists are capable of.



Painting: Ken Rush



Painting: Barry K. Barnes



Painting: Philip E West



Skydive Moncton Gravity Powered Flight Festival (Boogie) 2012

By Daniel Goguen



Skydive Moncton had its annual Gravity Powered Flight Festival (Boogie) on New Brunswick Day long weekend. It went from Thursday through to Monday. The school located in MacDougall a few kilometers North East of Moncton had approximately 65 jumpers from across Canada. The festival provides sky divers with various diving and social activities such as competitions, group jumping, advanced training from various local professionals and distinguished guests from across North America. It is also a social weekend where participants exchange and share the experiences of a common passion. Many choose to stay at the school's campground at the MacDougall location.



Current owners Serge and Louise Richard were very happy with the turnout and grateful to have the services of a Twin Otter available for this event. The Otter can carry up to 20 divers at a time and at altitude of 14,000 feet. Over the weekend, 560 jumps were made. This would not have been possible with the regular use of 2 Cessna. As a result, they were also able to offer tandem jumps at an altitude higher than normal during this weekend.

The company Skydive De-land which operates the Otter is based in Florida. The aircrafts migrate to Canada each summer for 2 to 3 months providing services to



skydiving clubs throughout the country. The pilot for this weekend, Mark Borghorst will spend 2 months this year in the eastern part of the country. He's been flying sky divers since 1972 and has accumulated approximately 9500 hours of flying sky divers on DC-3s alone prior to flying Twin Otters.

He states that all Twin Otters, 100, 200 and 300 series were built in Canada between 1968-70. This particular aircraft was

built in 1968 and is an original 100 series. He points out that the aircraft is an evolution of the single engine Otter. "The fuselage is practically the same"! The endurance is approximately 5 hours and has to refuel at The Greater Moncton International Airport after every 5 or 6 jumps.

During the rest of the season, Skydive Moncton is a professional school with



25 licensed instructors that provide training to people who want to learn sky diving. The school trains between 400-700 new skydivers per year in accordance with strict safety standards.

The basic training is a 6-hour course that allow the student to do 1 jump at 3000 feet with the chute opening upon exiting the aircraft. During this jump, an instructor guides the student from start to finish.

The second level of training available is called progressive free fall and comprises of 6 jumps from 11,000 ft under instructor supervision. The student must also pass a written test in order to receive a solo certificate.

Thereafter, a person can progress to 4 categories of sky-diver licenses from A to D.

The A license requires a minimum of 25 jumps. Type B allows to do group jumping, type C is instructor and D is expert.



To learn more, visit www.skydivemoncton.com or call 1 800 566-jump.

Mark Borghorst





Other News

The Turnbull Chapter of the Canadian Aviation Historical Society cordially invites you to attend the ceremony commemorating the centennial of powered aviation in New Brunswick with the dedication of the Wade-Myles Park and Cenotaph and the retaliation of 410 (City of Saint John) Squadron, RCAF, with the City of Saint John.

Thursday, September 6, 2012
9:50 am to 12:00 noon
(includes reception)

M. Gerald Teed School
151 Black Street, Millidgeville,
Saint John

Quiz Answers

From page 5

1. The aerial insect control program started in 1958 to 1993.
2. A Sikorsky Bolshoi (The Great Russian) had four 100 hp engines and first flew in 1913.

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

