

# CONTACT

## Canadian Aviation Historical Society New Brunswick Turnbull Chapter



**Winter 2011**

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

### From the President's Desk



First, I must apologize for having the November meeting so late in the month. It was due to unforeseen circumstances. I am always concerned when our dedicated members may have to travel in poor weather.

I was happy to see that Don McQuinn had a nice write up in the Moncton Times and Transcript, as this Fall marks 70 years since 1940, when the BCAP was set up in Moncton. It was shocking to read of so

many deaths among the crews in flight training.

Don's brother Everett recalled in his youth seeing Commonwealth crew members in the city, and flying their aircraft overhead. Everett mentioned his scale model of the "City of Moncton" Harvard is now in the Don McClure Gallery.

In Saint John, Harold Wright, historian and Director of our Chapter, was able to get the Province to declare the former Saint John Municipal Airport a Provincial Historical site, and together with Boyd Trites, our Treasurer, members Pierre Vachon, and Warren McKim, as a committee, deserve our thanks for successfully completing the project. Harold mentioned to the Minister of Tourism that he will be pushing for similar recognition of Pennfield, Chatham, and Moncton in the coming year.

Our next meeting will be in late March, hopefully in Oromocto. May you all enjoy a Merry Christmas, and a rewarding New Year.

**Jim Sulis**  
President, Turnbull Chapter  
[www.Turnbull1922.wordpress.com/](http://www.Turnbull1922.wordpress.com/)



**Can anyone identify or has information on this aircraft which flipped in Richibucto?**

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## Guest Speakers

**Everett McQuinn**  
**Bernie Sheppard**  
**Michael Bitten**

The Turnbull Chapter meeting of September 25, 2010 had guest speakers Everett McQuinn and Bernie Sheppard.

Director **Everett McQuinn** introduced a project he's been working on for some time with developers. The project consists of constructing a soda fountain or restaurant on Pointe-du Chêne wharf. The building would be constructed to simulate the former Pan Am terminal building which was located in this community in the late 1930's.

**Bernie Sheppard** was another guest speaker at the September 25 meeting. Bernie is currently associated with the 700 Wing Museum in Edmonton Alberta. He was assisted by Joe Twyman, past president of 700 Wing Museum.

Bernie was in Moncton for the CFL Game played on the 26th.

His first comments and accompanying story related to how much he enjoys Maritimers and has fond memories from spending time here with friends while in the Air Force.

While in Moncton, he took time to visit the Don McClure Aviation Gallery located at the Greater Moncton International Airport. Apart from his wonderful remarks toward the aviation items and history preserved at the gallery, it was a significant observation about the location that caught the attention. More specifically, a museum located within an airport terminal where people can take the time to look at the items while waiting for arriving departing flights. It's there, you don't have to go elsewhere.

His presentation consisted of the history of aviation in Edmonton. He went through a list of aircrafts currently and formerly owned by the museum, including stories, anecdotes for each and everyone of them.



**Everett McQuinn,**  
**Photo by: Boyd Trites**

He also talked about a program at the museum to initiate grade 6 students to aviation history and inspire them in a aviation career.

To conclude the afternoon, Bernie presented a certificate which read "From one heritage wing to another." to Everett McQuinn.



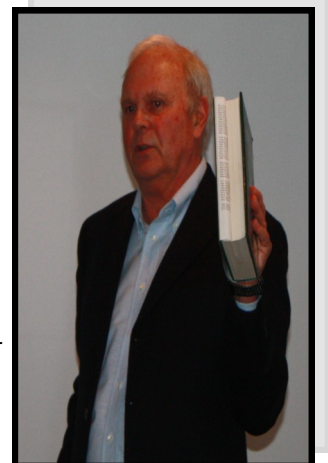
**Bernie Sheppard**  
**Photo by: Boyd Trites**

The November 27th 2010 chapter meeting in Saint John had guest speaker **Michael Bitten**.

Michael's presentation focused on the air campaign by Bomber Command against Germany during World War II. Of specific interest was the role played by Arthur Harris, better known as Bomber Harris.

He explained that certain historians have often questioned the merits of the air campaign, trying to determine if it was really effective and ethical.

Michael explained the various air strategies used during the conflict. He provided facts and numbers such as allied crew and aircraft losses with the purpose to leave his audience to answer and decide the validity of the historian's questions.



**Michael Bitten**  
**Photo by: Daniel Goguen**





## New Brunswick Pilots Flying Elsewhere Michel Goguen

By Daniel Goguen



A native of Notre-Dame New Brunswick, Michel Goguen currently flies CH-146 Griffon Helicopters elsewhere!

In this case, flying troop carrying missions with 427 Squadron at Petawawa .

The focus of our conversation was on his journey to the current flying position he holds.



Michel joined the 4th Air Defence Reserve Unit in Moncton while still in high school. The thought of becoming a pilot had never crossed his mind. Like many young gentlemen of his generation, his future lay with computers.

After graduation, Michel was successful in being accepted for pilot training with the Canadian Air Force. However, the flight training itself would have to wait a while. First, it was off to basic training in Saint-Jean sur Richelieu and then to Kingston Royal Military College for the next four years to obtain a degree in computer sciences.

After completing his first year at college, it was off to CFB Cold Lake for the summer with 410 squadron for on the job training. He was able to



Michel in an F-18 Hornet with 410 Squadron, CFB Cold Lake

accumulate 15 hrs in a dual seat Hornet during this period. The following summer, it was Portage La Prairie for primary flight training on the T67 Firefly. The third summer, it was off to CFB Greenwood for on the job training again with 415 Squadron on multi engine aircraft such as the CP-140 Aurora and C-130

Hercules. In Greenwood, Michel got a chance to get on board a 413 Squadron SAR CH-113 Labrador. This type of flying and hovering was very attractive to him. These on the job training experiences gave him an opportunity to glance the everyday world of the Squadrons and to assess which type of flying he would later choose to focus on.

After completing his degree, he started his fifth year at the Royal Military College doing a Masters degree when he was called to CFB Moose Jaw for flight training on CT-156 Harvard II. The course included the next level in basic flight training with the focus on IFR, navigation, formation flying, also aerobatics. He admits the Harvard II was fun to fly with its glass cockpit. Having an ejection seat was also cool and reassuring.



CH-146 Griffon over Magdalen Islands

Michel was then fortunate to get his first choice for helicopter training. While waiting for his turn at CFB Portage La Prairie, he got the chance to fly in Griffons at Petawawa. His mind was made up! Tactical Helicopter Flying was his thing! So it was off again Basic Helicopter School on the B-206 Jet Ranger and then off to CFB Gagetown for Basic First Officer and Tactical First Officers training on Griffons.

Michel states some of his best flying experiences have been the Mountain Flying Course he took in May of 2009 which provided him with "some of the scariest and best flying I've done". Exercise Maple Guardian at Wainwright along with crossing the country a couple of times was lots of fun. He also located and directed a Search & Rescue aircraft to a downed Cessna and its pilot in the country outside Ottawa .

His future plans include becoming a flight instructor on Griffons at CFB Gagetown and returning to Kingston someday. He spends his spare time with his girlfriend Jennifer, their dog Hobbes and "computers" of course!





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## Sea Hurricanes

By Everett McQuinn



It's Saturday morning September 12, 1942, nothing unusual going on in the tranquil community of Gunningsville, N.B., children playing, dogs barking, the monotonous muddy Petitcodiac River churned by the world famous bore making its way up twice every 24 hours.

One could see across from Gunningsville to Moncton, the dispersal point for all the young airmen of the British Commonwealth Air Training Plan. However it was foggy out at Lakeburn, some distance from Moncton to the East, the home of No. 8 S.F.T.S. where lots of Harvards and Ansons, flew from. But none of these aircrafts were flying due to the heavy fog.

On the Gunningsville side of the river the sky was clear. All of a sudden the air was split with the thunderous roar of the sound of the Rolls Royce Merlin engine of two Hawker Hurricanes, Sea Hurricanes to be exact. What on earth are they doing up here! I thought, as they soared and danced across the sky. Shortly there was a thump and then silence, the two Hurricanes had crashed we thought on top of the hill which served as an emergency landing field. (Lots of Harvards and Ansons had done touch & go's there.)

All we youngsters ran to where the airplanes had stopped, one turned in time to miss the trees, and one nosed softly into the field. (This took place where the Moncton Air Traffic Control Centre is presently located.) Soon lots of people from Gunningsville and Moncton were there to see this exciting event, people were taking pictures but the Air Force Police were taking the film from their cameras, "Don't you know there is a war on and this is off limits for picture taking," a stuffy looking officer exclaimed.

Soon crews from No. 8 and No. 4 depots were there. How excited we were to see them remove the live ammunition from one Hurri-

cane. We had never seen anything like this before, the gun ports had "funny papers" taped over them and bold letters read "LOADED". Soon one Hurricane was refuelled, the pilot climbed into the cockpit, the Merlin engine soon roared to life, the pilot taxied the aircraft down the field, turned into the wind and soon flew over our heads, made a circle of the field and executed an impressive "victory roll". The pilot, Sgt. Urquhart, of the pranged Sea Hurricane, a short, sandy haired fellow in his early twenties was shaken but not hurt. The next day, a flat

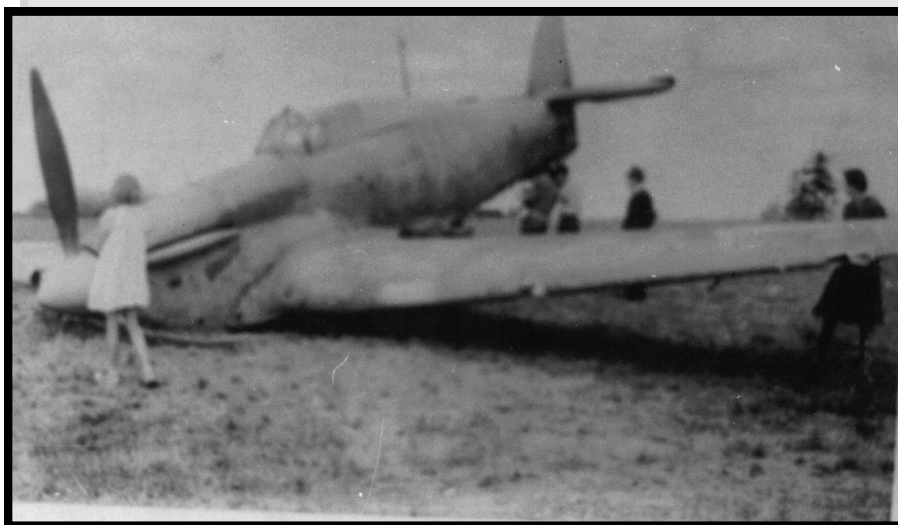


Photo by: Everett McQuinn

bed truck came, the crews removed the wings of the Hurricane, winched it up onto the truck, to haul it away to No. 4 repair depot at Scoudouc a few miles past No. 8, to be repaired.

Thus ends an exciting time in our lives that September. But those of us, who were there, weren't fooled. We knew what type of aircraft it was, the Squadron letters on the side of the Hurricane read SV-Y and under the tail plane it read Royal Navy. Post Script: I searched for more than 30 years, and finally found someone who had taken a picture of the Hurricane.





## At a Glimpse

**Ahhhhh!**  
**The good old days of advertising!**

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## Aviation Quiz

1. During the first Gulf War in 1991, two Canadian pilots from 439 'Desert Cats' Squadron engaged an Iraqi Navy gunboat. Although the pilots pressed home their attack, the vessel eluded them unharmed. What went wrong?
2. There have been many military and civilian aircraft losses in New Brunswick since the early 1900s. What, where and when was the biggest aircraft incident in New Brunswick's history?

Answers at bottom of page 8.

**HEY! TAKE IT EASY, FELLA. YOU'LL BE FREEZING TO THE CONTROLS. JUST RELAX. LOOSEN UP**

**OH CHIEF! IF I ONLY COULD**

**CONSTIPATION, EH? I SEE YOU NEED INSTRUCTION IN SOMETHING BESIDES FLYING**

**I KEEP TAKING ALL THE PILLS AND LAXATIVES THERE ARE, IT SEEMS LIKE. BUT THEY DON'T DO ANY GOOD**

**I DON'T MEAN CATHARTICS. TREAT YOUR SYSTEM LIKE WE TREAT THESE PLANES. DON'T WAIT TILL SOMETHING GOES WRONG. PREVENT IT BEFORE IT HAPPENS. THAT'S THE WAY ALL-BRAN WORKS. YOU TRY EATING KELLOGG'S ALL-BRAN EVERY DAY, AND DRINK PLENTY OF WATER. THAT SOUND EASY?**

**SURE. IT'S EASY ENOUGH TO EAT A NICE, CRISP BREAKFAST CEREAL LIKE ALL-BRAN - BUT HOW WILL THAT HELP?**

**WHY, IF YOUR CONSTIPATION IS CAUSED BY EATING FOODS THAT DON'T GIVE ENOUGH "BULK," IT'S ONLY LOGICAL THAT A FOOD THAT DOES SUPPLY THAT "BULK" WILL DO THE TRICK. TRY KELLOGG'S ALL-BRAN - AND YOU'LL ALWAYS BE OUT OF THE 'OVERCAST'**

**Kellogg's ALL-BRAN**  
 FIBERED WITH REAL, WHOLE GRAIN WHEAT  
**for Constipation**  
 ONE TO HELP EFFECTIVELY  
 OF "BULK"

Try having Kellogg's All-Bran on your breakfast menu regularly. Eat it as a cereal or baked in delicious muffins. All grocers sell All-Bran in two convenient sizes. Restaurants serve it in the popular individual packages. Made by Kellogg's in London, Canada.

**GET YOUR OUNCE OF PREVENTION EVERY DAY**

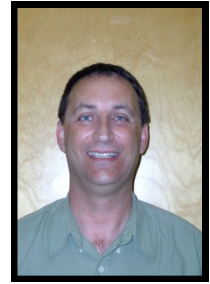


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## Battle of Britain Ceremonies in Dieppe

By Daniel Goguen



On September 12th, a ceremony commemorating the anniversary of the Battle of Britain was held at the J. Laurie Cormier P.O.W. Park across from the old airport terminal location in Dieppe, New Brunswick.

The celebration was organized by the Dieppe Military Veterans Association. The event was marked by the parade arrival, historical notes, the Royal Canadian Air Force



Photo by: Everett McQuinn

March, Fly-past of Hawk One F-86 Sabre, placing of wreaths, benediction etc...

The event honoured the Royal Canadian Air Force for their efforts during the Battle of Britain, the crews involved with the RAF Ferry Command for the numerous aircrafts ferried across the Atlantic Ocean during this period. Also honoured was the Moncton Flying Club (Moncton Flight College) for training allied pilots in Moncton, Chatham and Neepawa Manitoba as part of the British Commonwealth Air Training Plan as well of the people who worked at repairing aircrafts at Clark-Ruse.

Several members ranging from the Federal MP, Consul of France, Mayor of Dieppe, Director of NB Veterans Affairs, Air Forces Association of Canada and Dieppe Military Veterans Association were invited to say a few words .

Pilot Mike Woodfield, of Vintage Aircraft flew the F-86 Sabre in the Golden Hawk livery (Hawk One) directly from Shearwater after performing a series of flypasts and ma-

noeuvres at the Nova Scotia International Airshow.

For this ceremony, Woodfield made three flypasts honoring Canadian Aviation Hall of Fame, the late Al Lilly and Don McClure. The third flypast was for Mike Doiron who recently retired from a successful career as the CEO of the Moncton Flight College.

Of significant importance for this event, was that Heritage Aircraft had earlier this year painted the name Al Lilly be-



Photo by: Al Cunningham

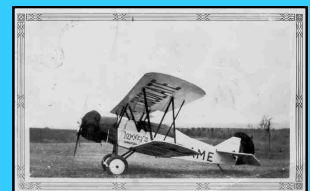
low the canopy. Al was chief test pilot for Canada and was the first Canadian to break the sound barrier in a F-86 Sabre in 1950.

Following the ceremony, at an indoor reception, Mike Woodfield spoke of the history and characteristics of Hawk One.



In the Fall issue of Contact, the mystery aircraft CF-AME (photo inset) was identified by Harold Wright as a Travel Air E4000 owned by the Lowney Candy Company.

It overturned in a swamp after an engine failure in Moose River Nova Scotia on November 15, 1937.

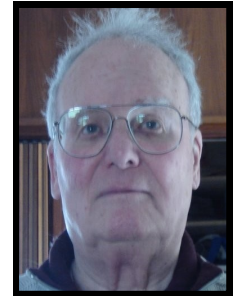


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## Millidgeville Airfield Historical Site

By Pierre Vachon



K.C. Irving was one of the founding members of the Saint John Flying Club, back in 1928, when the now defunct Millidgeville airfield became operational in January of 1929; it was closed in 1951 and replaced by the Clover Valley airport, otherwise known as Turnbull Field and today's Saint John Airport, in Loch Lomond. Millidgeville was actually Saint John's second aerodrome, as airfields were then often called, as the Quin-ton Farm on Manawagonish Road was where local aircraft first took-off and landed.

Because of the important role it played when commercial aviation was becoming of age in Canada, from 1929 to 1951, a public unveiling ceremony of a bronze plaque mounted on a granite cairn commemorating the designation of the Saint John Municipal Airport as a Provincial Heritage

Place was held at noon, on Monday, November 29, 2010, at the M. Gerald Teed School. Nearly three hundred persons, composed of officials, visitors and students, were in attendance. A light lunch was served after the ceremony.

Mark Crowley, Principal of the M. Gerald Teed School was the master of ceremonies; welcoming remarks were made by Harold E. Wright, historian and author, followed by presentations by the Hon. Trevor A. Holder, Minister of Wellness, Culture and Sport, Arthur J. Irving jr., of Irving Oil Ltd., and Councillor Patty Higgins, who all addressed the assembled crowd in the school gymnasium. Later, the Hon. Holder unveiled the plaque situated outside the school, where the main hangar would have been located, and facing the then principal runway, today's Donaldson Street.

In its heyday, because it was such a strategic location for refueling between Harbour Grace in Newfoundland – the jump-off spot for transatlantic attempts, and major airfields



Photo by: Boyd Trites

on Long Island NY, and on the trans-canada flight path between Montreal and Halifax, Millidgeville was visited by many of the most renowned aviators and aviatrix of the period, including: Ruth Nichols - Amelia Earheart's great rival, Amelia Earheart herself, the Flying Hutchinson family, Igor Sikorsky, and James Mollison who made the first East-West solo ocean crossing to America from Ireland.

Notable Canadian pilots who also used the airport included Captain Wendell Rogers, Captain Clifford Kent, Bill Arrowsmith, Scotty Stirling and Captain Jimmy Wade. Buzz Berling, the famed WWII air ace is reported to have flown to and from there after the war. Daphne Patterson – a native Saint John airwoman who was Canada's first female commercial pilot, air transport pilot and air instructor, also flew there, probably on numerous occasions.

During WWII, Millidgeville became a Royal Canadian Air Force Station and the original air force hangar is still to be found on

Woodward avenue. Two pilots crashed and lost their lives there on November 11, 1940. Three of the five New Brunswick pilots who lost their lives in the Battle of Britain trained at Millidgeville: Scandlers, Hamilton and Hewitt.



Photo by: Boyd Trites

For most of its existence, Millidgeville was a general aviation airfield, at first as a destination for Canadian Transcontinental Airways and Canadian Airways aircraft carrying passengers, freight and airmail, then being a station for the passenger and freight operations for Maritime Airways, Maritime Central Airways, and later, being the base for the aviation support requirements of Irving Aviation. Pan American Airways also used the adjoining seaplane base, an integral part of the airport complex, when it was exploring transatlantic flight possibilities in the late thirties.





**Circa 1960s**

During the 1960's, Air Canada and Eastern Provincial Airways provided passenger services to and from Moncton.

The old terminal building had a look-off deck on the second floor (seen in the above photo) which permitted aircraft enthusiasts, the public to observe aircraft servicing, the arrival and departure of passengers.

Visible in this photo is an Eastern Provincial Airways DC-3 followed by Air Canada's Vickers Viscount and Vickers Vanguard.

Welcome to the jet age with Air Canada's DC-8 in the photo below.

Photos by: Everett McQuinn



## Its time for 2011!

You can renew your membership or become a member of the Canadian Aviation Historical Society (CAHS) Turnbull Chapter by contacting president Jim Sulis at:

[jsulis@nbnet.nb.ca](mailto:jsulis@nbnet.nb.ca) or  
[www.Turnbull1922.wordpress.com/](http://www.Turnbull1922.wordpress.com/)

**A special thanks to Jim Sulis, Everett McQuinn and Pierre Vachon for submitting articles.**

**A special thanks to Lise Goguen for reviewing the text.**

**Last but not least, a special thanks to Art Cuthbertson, Everett McQuinn, Bernie Sheppard, Michel Goguen, Boyd Trites, Al Cunningham and Michael Bitten for providing the stories and photos.**

### Quiz Answers from page 5

1. They fired an 'Air to Air' missile.
2. On January 10th 1957, a SAC B-52D from Loring AFB crashed North of Perth Andover (Four Falls) during a training flight. Seven of the eight crew members were killed.