



Turnbull (NB) Chapter

Canadian Aviation Historical Society

Chapitre Turnbull (NB)

La Société Canadienne de l'histoire d'aviation

TurnbullNBChapter@gmail.com

#4 December 2020 Issue

Visit our Facebook page at: <https://www.facebook.com/TurnbullNBChapter>

President's Message

In late October I had a long brunch with Past President Jim Sulis (Member # 8) and Secretary Harold E. Wright (Member #6). We had a good discussion regarding our Turnbull (NB) Chapter of the CAHS



We are the envy of the country in the projects we support, especially Dan Goguen's (Member # 207) plaquing of aircraft crash sites, our McClure Gallery in the Moncton terminal building, our support of the Pennfield Ridge remembrance services, with 250 (Saint John) Wing, RCAF Association, and our Wade-Myles Bursary project (see last page).

We generally have three general meetings a year, all with interesting topics, in three different cities. This year has made things quite a bit different for all of us.

Most interesting is the variety of experiences our members have that make you interested in aviation history. Some have had careers in flying, military or civil, some work in the industry and some have private licences. Others are like me who were just smitten by the bug! This issue of CONTACT has two member biographies.

I hope to introduce general membership discussion on topics such as aviation books and movies, and our aviation museums. We could put it under an agenda item—for the good of all Turnbull. Members. That membership discussion begins in the next column.

Hopefully we will get through this COVID pandemic and be able to meet in person again soon. In meantime we can communicate through our "CONTACT". Stay safe everyone,

Bruce Lockhart, MD (Member #180)

An updated reprint from our last issue #3

We have almost run out of lapel pins. We found about a dozen CAHS pins. These will go to those who joined this year. This was of our old logo and a few years ago we transitioned into our current logo which more prominently exhibits our Turnbull name. Our current logo is on the front page which shows a propellor. New members were given a pin when they joined.



We will order new pins in 2021.

Members Profile

We would like to get an idea of your interests and background in aviation. Please send your answers to our Secretary so we can compile an anonymous profile of our members.

1. Did you work in the aviation industry?
2. If yes, what was your occupation/trade?
3. Are you a private, commercial or RCAF pilot?
4. Were you an air cadet? Which Squadron and how many years?
5. Did a parent or other family member serve in the RCAF?
6. Are you a member of your local Legion or of the RCAF Association or other Veterans organization?
7. Do you think it is important for us to install commemorative plaques at crash sites?
8. Do you think we should have a special program of events for 2024, the centennial of the RCAF?
9. Do you have a favourite aviation book or movie?

More to follow.

Member Profile Dr. Bruce Lockhart #180

I would like to introduce myself to all of our members. I am a family doctor, working full time office practice in Bath. For years I did hospital work, on-call, deliveries, ER work and enjoyed every minute of it!

I grew up in a medicine/flying family, my father John and grandfather James were both doctors and my father was also a flying enthusiast who got his private pilot's licence in a 40 hp J-2 cub with tail skid in 1942 in St. Catharines, Ontario.

Dad went on to own 23 different aircraft ranging from Aeronca Super Chief on floats, to Seebee (3) to Beech Bonanza /Debonair (5) and various Cub, Cruisers, Tri-Pacers and Cherokees. John was an aviation medical examiner, and also held maintenance licences M and B and eventually represented NB on the COPA Board for several years.

In my father's later years, when he was confined to home due to end stage diabetes, he was able to get a complete set of CAHS magazines from Larry Milberry of CANAV Books getting at the time 160 issues. I doled them out at about two issues per week and he in turn loaned them to friend and Turnbull member Gerald Greer (member #126) of Hartland, who very kindly visited him on a nearly weekly basis.

My first flight was in a SeeBee when I was age two. My first remembered flight was a little later at 3 and a half years old, strapped in the middle of the back seat between my two older brothers with Dad flying, mother in the right front seat and new younger brother in a basket on the floor at my mother's feet headed to our camp in central NB.

During my school years I helped my father in his shop with whatever rebuild project he had going – rebuilding, overhauling recovering and a little bit of painting. I soloed at age 16 on a PA 18 on floats CF-XOT and got my licence at 17 on our then rebuilt PA-28-180C CF-NXZ which had been previously owned by the Saint John Flying Club. I also soloed in SeeBee CF-HTW in the fall of 1970.

Studying intervened and I quickly learned that flying was expensive on a college budget that would barely allow reading about flying. I worked four summers as a pointer with Forest Protection Ltd. and one summer working in restoration department of the National Aeronautical Collection at Rockcliffe (great summer job). The Rockcliffe job gave me a love of aircraft museums. On any trip with my family .. any aircraft museum was on the agenda!

My first work as a doctor was in Melfort Saskatchewan where I practiced from July 1980 to December 1984. With two partners I purchased a 1964 C172 CF-VBY which we flew at the flying club. The aircraft flew over 100 hours per year. Then we upgraded to a 1964 PA 28-180

CF-RHG, which I still own.

Also in this time during the 70's and 80's I had 4 trips to Oshosh, the first I the SeeBee CF-HTW the second in a 172 CF-VBY, the next in Cherokee 180 CF-RHG and the last trip in a Bonanza C-GRUJ in 1988. All were memorable trips.

By this time the responsibility of family and practice severely wore into time to fly and maintain aircraft and for several years the Cherokee flew only 6-10 hours. I still own the aircraft now it is now hangared in Woodstock, where it is licensed and with current C of A though the owner does not have a current medical !

One last connection to aviation is that I am a Civil Aviation Medical Examiner which I enjoy very much, meeting many of the pilots in North West New Brunswick. Definitely an aviation enthusiast with a strong sense of history.

Captain Roy Brown Society

Captain Don McKay (member # 223), retired Air Canada and RCAF pilot, is a Director of the Roy Brown Society in Carleton, ON. Recently the Society unveiled a beautiful bronze statue of Captain Brown, the pilot who shot down the Red Baron. Congratulations to the Society and our own Don for his role in recognizing this aviation hero. <https://www.captroybrown.ca/statue.html>



Don wrote his own autobiography 'My Dream and Beyond'.

State of the Air Cadets in NB by Edgar Allain Past Chair - NB Air Cadet League – Chair of the Atlantic Flying Committee

The Air Cadets in New Brunswick have been active since the early 1940s and is responsible for having trained and guided thousands of youth in our communities across the province. The National Air Cadet Program is without doubt one of the best Youth Programs in the world and can also boast having one of the most extensive Aviation programs to not only introduce our Cadets to the theory and topics related to flying, maintenance and Air Traffic Control; but also, has also provided a number of Cadets the opportunity to receive a Transport Canada Glider Pilot License and a Transport Canada Private Pilot License. Annually some 15 Cadets from NB receive their Glider Pilot Wings and approximately an equal number receive their Power Wings.

Currently we have 21 active New Brunswick Air Cadet Squadrons and albeit much of the program is being done via on-line training at this time due to COVID, the Air Cadet League, our DND partners and all the volunteers and parents are doing their utmost to keep the program moving forward. 2020 saw for the first time in as many years since the inception of the program, the cancellation of all In-house summer camps; and even in spite of this, there has been an amazing effort in keeping some of the courses running through on-line platforms and keeping summer Cadet Staff employed and engaged by participating in National work groups during the summer, designed to maintain continuity and tap into these amazing resources on hand to brainstorm ways on improving and growing the program.

One area that was most affected was the actual flying program. Cadets who would normally achieve their certification in getting either their Glider Pilot Licence or Private Pilot Licence were unable to do so. Some Cadets who were on either course will possibly have the opportunity to participate again in the summer of 202, but will be limited by either reduced slots available or aging out and getting outside the criteria.

Two further challenges beyond COVID for the flying program in the medium to long term are firstly, the requirement to replace the tow planes used in the Gliding Program here in NB and all of Atlantic Canada and secondly, the lack of Instructor candidates in the system to sustain the National Gliding Program. In the Atlantic Region, the L-19 Bird Dog is our tow plane in use. It is an exceptional tow plane built in the late 1950s but it is no longer supported by its manufacturer "Cessna ". A DND study projects that life span remaining on our fleet due to our inability to acquire spare parts is approximately 5 to 6 years, commencing when the program becomes active again. Two prospects are the Cessna 182 and the Scout

tail dragger. A study being done by DND will decide our direction on this decision to be released by May 2021.

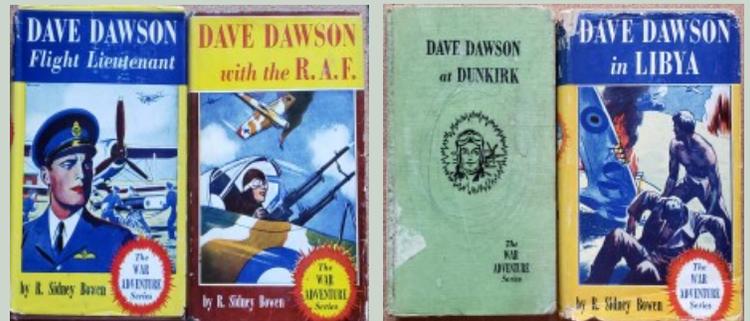
Currently the Cessna 182 is the front runner and albeit more costly, it being a four seat airplane would allow it to be utilized in giving familiarization flights to our Cadets. Essentially, Cadets Flying Cadets is our goal and that is achieved once the Cadets meet the minimum license, time experience, currency and competency requirements in order to participate. To remedy the first challenge of replacing our tow planes, the Atlantic Region's Flying Committee in collaboration with the four Atlantic Provincial Chairs re currently assessing viable solutions for the funding of an aircraft replacement plan and expect to have a plan in place by Spring 2021, in time for the DND announcement of the aircraft type to be used.

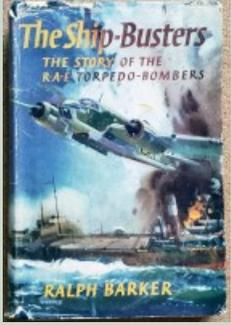
On the second challenge of a shortage of Instructors called "forced generation ", DND is dedicating much of the Summer Gliding Program to the training of new Instructors nationally and only having a small number of Glider Pilot Candidates on course for the summer of 2021. This move in the short to medium term is absolutely necessary in order to have the required number of trained Instructors available to run the Summer Training schools. The number of schools is being reduced from five to two locations in Central Canada for this summer only.

In closing, the program is certainly being strained at this time, but the dedication of all the stakeholders including the Cadets themselves is a strong indication that the Air Cadet Program is here to stay for many years to come and your continued support is appreciated at all levels.

Aviation Books for You

Turnbull was given several aviation books a few years ago to sell for a few \$\$ each. I have been given books from Warren McKim (Member #9) and George Quigley. Here are five books - four in a Second World War series and one single. If you wish the set of four, the donation is \$20 and for the single it is \$20. This money will go into our Chapter Bursary as noted on the last page. More books will be posted in each issue.





This is a first edition 1957.

New Member

Mike Adams of Saint John recently joined. In fact so recent that he hasn't been assigned a member # yet. Mike came to your editors attention when he viewed a video which Mike did on the Musquash landing craft wrecks - <https://www.youtube.com/watch?v=iy8HedHh7FI>

Mike has a keen sense of history and in addition to shooting videos with a history interest, he also has his drone license and is a certified scuba diver. Your editor met with Mike and discussed several aviation related projects—other wreck sites and presenting to our members in a Zoom meeting.

Mike has finished a two part series on the Marston TBM crash site. Turnbull placed a plaque there a few years ago. Go to Youtube video and search for:

- TBM-3 Avenger | Crash Site in New Brunswick, Canada | PART 1
- TBM-3 Avenger | Crash Site in New Brunswick, Canada | PART 2



Original Member Renewals

One of the original founding members of Turnbull has renewed. David Russell (Member #3) recently re-joined after a few years absence. David was at the first organizing meeting of the Chapter on April 28, 1996 at Saint John City Hall. At the meeting were Bruce Atkinson, Don McClure, Stan Price, Jim Coughlan, Harold E. Wright (Member #6), Jeff Noakes, Chris Waldschultz, Christianne Vachon standing in for her father Pierre, and Wayne Harasimovitch. He and the Secretary are the only two left of the organizers.

David did not have any direct involvement in aviation. His formative years were spent on or near RCAF stations. His father Arnold G. Russell, known as "Russ", joined the RCAF in 1937 and initially trained as an Air Gunner. He served during the Second World War in Canada, Europe and North Africa. Russ remained in the RCAF post-war. He died as a Flight Lieutenant while serving at RCAF Station Chatham in 1957.

David was a lawyer, practising with Gilbert, McGloan and Gillis in Saint John. He served on the Court of Queen's Bench (Trial Division) from 1985-2010.

While David did not fly, he and his wife Margot have a son who is currently an Airbus 320 Captain with Air Canada. A few years ago their grandson Colin had to do a high school project about a veteran. They were to imagine they had discovered a trunk in their attic and, upon opening it, discovered material - uniform, letters, medals etc. - relating to a particular Canadian veteran of the Second World War. David sent Colin his fathers RCAF materials for this assignment. Over the next few newsletters David's father Russ RCAF story will be shared.



David and his brother Arnie (on bike) at Picton, ON with Anson #11926 in the background.

At the 1997 meeting of the Chapter in Fredericton, David (outlined in red) introduced our speaker Stan Price, DFC.

Membership

Do you have a friend who has an interest in aviation? Yes? Why don't you give them a gift membership. **Annual membership dues are \$20.00**

We now accept internet email transfers for membership. Send to turnbullnbchapter@gmail.com

Some related Moncton, Fredericton and Saint John Organizations

- 250 (Saint John) Wing, RCAF Association.
- Royal United Services Institute, Saint John.
- Friends of the N.B. Military Museum, Base Gagetown.
- Royal Canadian Air Cadets, Fredericton.
- Riverview Veterans & Armed Forces Association.
- Airforce Veterans Club of Moncton.
- Royal Canadian Legion, Provincial Command.
- CASARA NB

Canadian Aviation Historical Society

The Society's objectives, as stated in our Federal Charter, are:

*To support and encourage research into Canadian aeronautical history, to foster the collection and dissemination of knowledge.

*To stimulate interest in and to further the appreciation and understanding of the influence of aviation on Canada's development and in the world.

Executive and Directors

- Gary Williams, President
- Gord McNulty, Vice-President
- Dr. Rachel Lea Heide, Treasurer
- Jim Bell, Secretary
- John Chalmers, Membership Secretary
- Jerry Vernon, Kyle Huth, Dr. Richard Mayne, Mathias Joost, Bert Furlong, Bill Zuk.

There are ten chapters of the Society. They are Montreal Chapter, Ottawa Chapter, Toronto Chapter, Manitoba Chapter, Roland Groome Chapter in Regina, Calgary Chapter, Medicine Hat Chapter, Vancouver Chapter and the Canadian Aviation Artists Association (as the first virtual chapter).

Our own Chapter is named for W. Rupert Turnbull, the builder of Canada's first wind tunnel and who patented a modification to the variable pitch propeller.

For further information about CAHS National, visit their web site: <https://www.cahs.com> .

Special Offer – purchase a complete set of the CAHS Journals (from the first issue in 1963 to the 2018 issues) for a special price of \$325 (postage included). This would make a great gift for an aviation literature collector, for a young person with a budding interest in aviation history, or for a local school, public, or museum library.



It's almost the end of 2020 and the tax year. If you make charitable donations, consider a gift to our Turnbull Wade-Myles Bursary managed by the Greater Saint John Foundation. Details on the last page.

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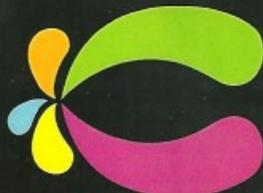


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Our Wade Myles Bursary - Consider A Donation



THE COMMUNITY
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The Turnbull (NB) Chapter of the Canadian Aviation Historical Society Fund

Since its beginnings in the early 1800s, aviation has evolved a great deal in Canada. In fact, Saint John played a significant role in the growth of Canada's aviation heritage. Canada's first manned balloon aircraft flight took place in Saint John in 1840. As manned flight continued to grow, Saint John remained at the forefront. New Brunswick's first airplane flight also happened in Saint John in 1912.

As the industry began to change and grow, the innovation from the Greater Saint John area continued – with the inventor of the electric variable pitch propeller, the late W. Rupert Turnbull, hailing from Rothesay, and the founder of Canada's largest aircraft flight simulator company, the late Wing Commander (ret'd) Ken Patrick, from Saint John.

It is because of this connection to the aviation community that the Turnbull (NB) Chapter of the Canadian Aviation Historical Society established The Turnbull (NB) Chapter of the Canadian Aviation Historical Society Fund with The Community Foundation.

The Turnbull Chapter plans to use monies raised from this Fund for its own educational awards.

In 2013, the Turnbull (NB) Chapter created the Wade-Myles Bursary. Named for two prominent members of the Saint John aviation community; Captain Jimmy Wade, BEM (British Empire Medal) and Flight Lieutenant Jack Myles, DFC (Distinguished Flying Cross).

One award will recognize the 410 City of Saint John Squadron, RCAF. The Squadron was adopted by the City of Saint John in 1944. In 2012, the City of Saint John renewed its affiliation with our Squadron and granted it the Freedom of the City of Saint John. This Squadron is nicknamed "The Cougars."

As the Fund grows, the Turnbull (NB) Chapter will give other awards; one for former students of the M. Gerald Teed Memorial

School as well as an award named for the late Don McClure. McClure served with the Royal Canadian Air Force during the Second World War, and later operated the Moncton Flying Club. He was one of the founders of the Turnbull (NB) Chapter and a long-time advocate for the Royal Canadian Air Cadet movement in New Brunswick.

The Fund has been established by the members and supporters of the Turnbull (NB) Chapter, and will support the educational work of the Chapter, as well as interest in the aviation industry in Greater Saint John, and throughout New Brunswick, for years to come.



Captain Jimmy Wade, BEM



F/Lt Jack Myles, DFC, RCAF



410 (City of Saint John) Squadron CF-18 Hornet

FOR MORE INFORMATION
www.thecommunityfoundationsj.com