Avenger Preparations Well Under Way at ACAM

Top Left and Right: Raising the Canso tail assembly up on the fuselage of the Canso was completed on May 8th. This operation represents a major step in both the Canso’s restoration and in the Museum’s preparations for the Avenger’s arrival in the next year.

Bottom Left: The T-33 wing has been moved from a walkway to a storage location under the Canso in preparation for the opening of the Museum.

Bottom Right: The Oleo locks were installed on the CF-100 raising it higher in the air in preparation to moving the Sabre closer to the CF-100 to gain floor space in the hangar.

Photos by: Rob MacIlreith
The Day Balbo Came To Shediac
By: John Edward Belliveau

General Italo Balbo
Shediac Bay, New Brunswick
July 1933

Our ACAM Archives are the source of several articles and photographs describing an interesting aviation event of the early thirties.

Italy was governed by the dictator Mussolini, and with Balbo, His Minister for Air, Mussolini wanted to demonstrate to the world Italy’s aviation prowess, by flying 25 Flying Boats from Italy to the Chicago World’s Fair.

Balbo’s fleet of 25 Savoi-Marchetti SM.55X’s were an improved version of the S.55 flying boat flown by Colonel Marquis de Pinedo who landed at Shippagan, N.B. May 18, 1927 (See ACAM Newsletter Sept/Oct. 2003).

The article chosen for our newsletter was provided by Don McClure of Moncton, which contained most of the local related events. This story by “Ned” Belliveau appeared in The Atlantic Advocate, March 1977 issue. This magazine is now defunct.

One of the twenty-five SM. 55X’s riding at anchor in Shediac Bay, N.B. (ACAM Collection)

Ron Cunningham ACAM

For one brief and glorious hour in the 1930’s Shediac, N.B., had its moment of glory in aviation history. Its highest point was the arrival of General Italo Balbo’s air fleet in July of 1933, and its culmination was the establishment of the Pan-American overseas air base.

The first aircraft ever to land on Shediac Bay was a single-engined ski-plane which dropped onto the ice in 1927. However, the bay’s quality as an airbase was reported even earlier than that by Squadron Leader James Ashton, RCAF, who was on a projected flight from Halifax to Montreal. He had been dogged by fog all the way from Halifax until he was over Shediac Bay and it disappeared. As a result, the air force studied the bay and determined that it was ideal for seaplanes.

Two RCAF craft came down on the bay in 1929, and a pilot named Dean arrived the same year, putting his plane upon the waters to establish an airmail service.

He was cheered by a large crowd, and several local men were daring enough to brave a flight. Up went George Leger, Dr. Emery Robidoux, Paxton Fairweather and unnamed others – presumably one at a time. Afterward, from 1931, Shediac served as a central seaplane base for the Canadian Government Airways and as a refueling base for private aircraft.

When Italy and premier Mussolini decided to mark the tenth anniversary of facism with the first massed flight of aircraft across the Atlantic which would land in Shediac, the townsfolk and other New Brunswickers were convinced that the old transportation center was at last coming into its own. It had been frustrated when the lumber ships, the sailing vessels and the P.E.I. ferry had vanished, and frustrated again when the railroad terminus was transferred to Moncton. There was further discouragement when potato shipping collapsed and the transportation era seemed gone forever.

Now, in 1933, a great resurgence appeared imminent. Jubilantly, the Moncton Transcript crowed: “Shediac is destined to become the chief North American terminal for trans-Atlantic air traffic”.

The rushing technology of the air age brought that prediction to evanescence, but, before the faster landcraft replaced the slow and cumbersome flying boats, Shediac did indeed come for a brief and wonderful time into its own. It was a heady moment when Balbo, the Minister of Aviation for Italy, announced that “the most efficient air force in the world” (and just then it may have been) with many notable flying exploits behind it, would send by way of Shediac 25 Isotta-Marchetti-powered flying boats from Orto bello, near Rome, to the 1933 Century of Progress Exposition in Chicago.

It would be the world’s first massed flight over an ocean, and when the fleet was ready to take to the air at Orto bello, General Aldo Pelligrini, Balbo’s second-
in-command, boasted “Our crews are 100 persons of flesh with 100 hearts of steel”. With that, 25 flying boats took off in threes after that piloted by Balbo himself soared alone into the blue. Over the Alps then went to Amsterdam where the only mishap of the flight occurred. One of the flying boats crashed, with one crew member drowned and two others injured. But the other “hearts of steel” were undeterred. Then to Londonderry, Northern Ireland.

From there they went to Rekyjavik, Iceland, and from there set out on the non-stop journey to Cartwright, Newfoundland, on the southwest coast of Labrador.

As they flew out from Londonderry, clouds were low and visibility so poor that the pilots had to “skim the water” almost literally for two hours. Then, for another two hours, they flew in dense fog at only 300 feet above the ocean. After that, they managed to rise to 2,400 feet and for another two hours they lumbered onward in clear skies.

When they reached Cartwright, newspapers in Rome rushed special editions onto the streets as word of the illustrious feat was flashed.

The fleet had been expected in Shediac on July 14 and arrival plans had been in the making for months. A base was set up for fuel and equipment, telephone and telegraph lines installed, with 25 stone anchors put down. These had been cut and fixed with ring bolts at the Smith quarries in Shediac, with cables attached to the rings and buoys carrying the cables to the surface where they would be attached to the flying boats. The moorings were permanent and intended to serve the ocean-crossing traffic of the future. Each of the anchors weighted 2,200 pounds.

Captain Campanelli of the Italian air force had been in Shediac for weeks arranging the arrival when, at 10 o’clock on the morning of July 13, all was thrown into confusion. From Cartwright, Balbo had radioed him that the fleet was leaving by noon that day and would be in Shediac before 5 p.m. a day earlier than planned. There was a panicky hustle to get gasoline and other stores from the sheds to the dock. The local reception committee members rushed home from wherever they were to change clothes, spruce up and be ready for the big event.

Thirty-five to 40 Royal Canadian Mounted Policemen were rushed in and some went on duty to keep any craft from sailing on the bay until all the flying boats had been moored, and then to keep their distance.

The Canadian National Railways had advertised special fares from all over the Maritimes, but, with such short notice, decided to cancel the special train from Moncton. Outsiders not already in Shediac were left to make their way by automobile, private planes (a few did), by horse-and-buggy or by fishing boat.

A native New Brunswicker, Mildred Herridge, the sister of Prime Minister R.B. Bennett, and wife of the Canadian ambassador to Washington, raced from her summer home at St. Andrews, “a fast 200 miles”, The Daily Times reported. She made it to the reception in Weldon Square. The reception committee of Dr. H. Murray McLaren (fortunately he’d come the night before), federal minister of pensions and national health, and Premier L.P.D. Tilley from Saint John, Dr. J. Clarence Webster, Mayor Alphonse Sormany and various others including MPs, senators and local notables, were hurriedly advised and managed to be on hand and all dressed up for the reception.

Beginning at 4:27 p.m., the flying boats touched down on the bay between
the two wharves, and by 5 o’clock all were bobbing at anchor. They made a thrilling sight and, in spite of the short notice, the area was thronged with excited sightseers. A pinnace (naval tender) shot out from the R.C.N. destroyer H.M.C.S. Saguenay, on hand for the occasion, to pick up Balbo and Pellegrini, and when Balbo stepped onto the jetty to walk between a naval guard of honor, he was given the general salute. In Weldon Square, the reception was “rendered for the intrepid flyers” and General Balbo and his men gave the fascist cheer, “peculiar to Canadian ears”.

After the formalities, General Balbo said he was impressed with Canada’s beauty, “what I have seen of it. I have not had time to inspect Shediac Bay but it proved to be a splendid landing place.” The Italian consul-general to Canada, Signor Petrucci, translated that less than earth-shaking pronouncement and Balbo raised his arm in Il Duce’s famous salute and went off to telephone Mussolini. He was so excited that he himself gave the upraised arm salute even though television had not been available in 1933.

The 800-mile flight from Cartwright to Shediac had been made in five-and-a-half hours, which was considered great speed. The leg from Amsterdam to Iceland had taken 12 hours and 28 minutes. David Pottinger, 90 years old and once the chief of the Intercolonial Railway (he had a summer cottage at Shediac Cape) was in Shediac for the arrival. Seventy-nine years earlier, he told reporters, he had watched the last spike driven in the railhead of the European and North American Railway at Shediac. Now, he had watched another historic occasion. “In the old days.” He said, “it took the train an hour to come the 18 miles from Moncton, and now planes have come 800 miles in six hours. Pretty smart. I’d say.”

Next day, the flotilla left for Montreal. The return flight across the Atlantic was by way of Harbor Grace, Nfld., across Spain and back to Italy but one flying boat had engine trouble and came down on the water at Victoria Harbor, P.E.I. Since no one there could be found to understand either Italian or French, the crew had to await the arrival of a Father McIntyre, summoned from Charlottetown, to explain their problem in French. Engine parts were flown from Shediac and the aircraft made its way home safely.

On this return flight, the Balbo fleet carried the first bag of mail to be conveyed from Canada to Europe by air. As if to confirm the coming of the transatlantic air age, the very day after Balbo’s armada first reached Shediac, Col. Charles Lindbergh and his wife, Anne Morrow Lindbergh, landed at Botwood, Newfoundland, in “a big red and black monoplane after a flight from Bay Bulls Big Pond near St. John’s.”

In June of 1937 an Imperial Airways Caledonia flying boat made a transatlantic run from Foynes, Eire, to Botwood in 15 hours with Capt. A.S. Wilcoxon and Captain Gray in a test run for commercial flights. They did not come into Shediac but, the next month, Pan American’s Clipper III came in after a 900-mile non-stop jump from west to east and concluded surveys which showed that across-the-water flying was now feasible.

Shediac knew it was on the world air map when Capt. Harold Gray, commanding Pan-Am’s clipper and crew came into the bay on July 19, 2937. A promotional luncheon was held at the Shediac Inn with Mayor A.W. McQueen as host. The Clipper had made a flight from Long Island, N.Y., to Eire and stopped at Shediac on its return “Shediac,” Gray said “is strategically situated on the main flying course from Europe to America.”

The occasion was so auspicious that Premier Allison A. Dysart attended along with many other notables. Commander Edwards, chief of Canada’s federal aviation branch, represented R. Hon. C.D. Howe, minister of transport, and said: “Today we are making history.” Others who spoke were Alderman F.J. Robidoux, Hon. F.C. Squires, leader of the New Brunswick Opposition, and Hon. H.R. Emmerson, MP for Westmorland, who commented that “this was not a stunt flight and it will put Shediac on the map.” However, Dr. J. Clarence Webster (later the donor of the Webster Trophy) proved
Balbo’s Historic Flight

In 1933, a world almost jaded by a surfeit of TransAtlantic flights was jolted out of it’s ennui by the spectacle of an entire fleet of Italian planes speeding from Italy to Chicago’s World Fair and back again. The man responsible for this achievement was Italo Balbo, Benito Mussolini’s flamboyant Minister of Air, who had conceived the project to demonstrate the aerial might of Fascist Italy.

With Mussolini’s blessing, Balbo spent more than a year in intensive preparation. Twenty-five Savoia Marchetti SM.55X flying boats, each of them outfitted with the 750 hp Isotta-Fraschini Esso engines, had to be thoroughly tested. More than 100 pilots and crewman had to master the tricky techniques for using water as a runway and had to become such expert formation pilots that they could keep together even though the murky weather that awaited them over the North Atlantic.

On the ground, servicing equipment had to be positioned and monumental supplies of fuel had to be stockpiled at stop-overs. For weather reports of the latest weather, a chain of six trawlers had to be strung across the Atlantic. Balbo’s fleet took off from Orbetello seaplane base, some 100 miles North of Rome on July 1, 1933. At the first stop, Amsterdam, one aircraft struck a dike on landing and capsized, drowning a mechanic. The remaining 24 aircraft left for Ireland the next morning and from there flew on to Iceland through 955 miles of rainstorms and dense fog, but the meticulous preparation paid off the two dozen aircraft would hold their formation and, after landing at Reykjavik, continue onto Chicago, arriving on July 15th, after stops in Cartwright, Labrador, Shediac Bay: and Montreal.

For four days at the Chicago World’s Fair and six days in New York, celebrations of Balbo’s feat continued unabated until the armada started back to Rome on July 25th. The fleet took a different route that included a stop in Lisbon here a crash killed another crewman but that final misfortune hardly dampened the tumultuous welcome when 23 of the original 25 flying boats touched down near the mouth of the Tiber River on Aug. 10th.

Balbo’s remarkable achievement earned him not only the rank of Air Marshall of the Italian Air Force but a Distinguished Flying Cross from the United States.
Italo Balbo Flight
Rome to Chicago

The source of this part of the Balbo story is: from the Life-Time series of books called “The Epic of Flight” and the edition covering the Balbo flight is called “The Pathfinders”.

Route of Flight – (*indicates stops)

Return Flight – Chicago – New York * - Boston (Cosco Bay) * - Shediac Bay * Shoal Harbour (Harbor Grace Nfld.* - Ponta Delgado * (Island in middle of South Atlantic) – Lisbon* - Rome *

Above: Balbo Arrives as depicted by local aviation artist, Rob Horan. His work appears in our newsletter with the permission and help of the Red Door Gallery in Fall River, N.S.

About the Artist:
Rob Horan (below right) was born in Shediac, New Brunswick, and currently resides in Dartmouth, Nova Scotia. His interest in art came at an early age from watching his grandfather paint in oils. Horan joined the Air Force after graduating from high school, and was trained as an aircraft electronics repair technician. He has always been fascinated with aircraft, and his work environment influences his interest in Aviation Art. Rob has worked with a variety of mediums including acrylics, pastels, and oils, with which he has found to be the best medium to work with. Rob enjoys recreating aviation scenes from bygone era’s, especially WWII aircraft. He has a website which displays many works he has done during the past few years; the site can be viewed at www.robhoranart.ca. He accepts limited commissions and commission orders each year. Rob Horan’s artwork is available exclusively from The Red Door Art Gallery in Fall River, Nova Scotia.

S.M. 55 X Specifications:

- Engines: Two 800 hp Isotta-Fraschini “Asso” 18-cylinder, water-cooled engines.
- Wingspan: 79 ft. 11 in.
- Length: 54 ft. 2 in.
- Height: 16 ft. 5 in.
- Wing Area: 990 sq. ft.
- Empty Weight: 11,440 lbs.
- Gross Weight: 16,940 lbs.
- Max. Speed: 173.8 mph
- Cruise: 145.9 mph
- Max. Range: 2,794 miles
Balbo’s Fall From Grace

This story is taken from a book called “The War in the Desert.”

The transatlantic triumph and the world fame that it brought Balbo were not without price. The jealous Duce’s secret and dangerous enmity, Mussolini, gave Balbo a publicly warm welcome, a kiss on the cheek and the Gold Eagle insignia of Italy’s first Air Marshall but three months later Balbo was sent packing off to Libya to be Governor of that Italian colony. The post was an ignominious quasi exile for a man of Balbo’s stature and popularity but he was stoic about it. “I obey orders”, he said. “I am a soldier”.

Although Balbo was an ardent Fascist – he was a founding member of the movement and was reported to have devised new methods of torturing anti Fascists – he did not share the Duce’s enthusiasm for the war. His objections undoubtedly irritated Mussolini when the Duce warmed to an alliance with Hitler. Balbo protested, “You are licking Germany’s boots”. He was convinced that the Italian troops in Libya were no match for the British forces in Egypt but he would not live long enough to see himself proved right.

Flying over Tobruck on June 28th, 1940 – only 18 days after Italy declared war on Britain, Balbo was shot down and killed by his own anti-aircraft guns. Italian gunners had, apparently, mistaken Balbo’s plane for the enemy (a British plane did apparently fly over the city later but only to drop a note of condolence from Middle East RAF Commander Sir Arthur Langmore). Suspicion still exists that the highflying Balbo was killed not by accident but on secret orders from the resentful Duce.

Editor’s Notes:
My thanks to Ron Cunningham for researching the required material to run the Balbo story. Ron also pulled photos from the ACAM archives for this article. Additionally, my thanks to Astrid Herron of the Red Door Gallery for contacting Rob Horan and obtaining his permission to reproduce his paint Balbo Arrives in this issue.

Rob

More Flight Announcements

Cracks Found On Military Helicopter Blades
Received by E-mail from Danny Price

This image is of cracks found during routine inspections of the Kaman Aerospace SH-2 Seasprite helicopter. Pilots and crew of these helicopters were seriously alarmed (and rightly so) when this information was released. They were especially concerned because the cracks weren’t found in just one location - they were all over the airframe with no real uniformity to it.
Museum Notes

Facility:
Despite some hurdles and minor issues, the Museum opened for another season as planned on May 17th. We welcomed back Jennifer Parsons from last season and brought on Meghan O’Neil and Candace Spencer as new staff. The girls have been hard at work cleaning the facility and doing a great job. Well done ladies!

As part of the preparations for opening, a new water filter was installed by Barry, Don and Rob. Also, the Canso tail was put on the aircraft and the staging brought down. The T-33 wing has been moved and safely stored under the Canso fuselage as planned. A major cleaning was undertaken by many members, including making up new sign brackets for many of the engines in the Silver Dart Room, a major improvement. Thanks to Danny, Bill, Don, Gene, Dave M, Dave P, Barry and Rob. The lawn mower was repaired by Barry. The computers have also been re-installed in the Museum and are up for the season.

Altogether I cannot praise enough all the hard work that went on by many of our members in the weeks leading up to opening. So to all the members who worked so hard, especially to those of you that found a few extra hours of time in the weeks leading up to opening a well deserved THANK-YOU!

In late May, Conservative Leader Stephen Harper and his accompanying media visited the Museum. Thanks to Mark Peapell for being able to give a tour at the last minute.

Our May General Meeting was very well attended with 21 members coming out for hamburgers and hotdogs that were cooked up by Danny and Ron. Thanks to Gary for arranging for all the food and drinks. We were very well fed! Also, thanks to Dave M for bringing his barbeque and tank and to Mark for providing the DVD we watched. Gary, Mark and Rob cobbled together enough A-V equipment to show a decent movie on. I believe that the evening was enjoyed by all. If nothing else, it was a great chance for people to get together and socialize at the Museum and share some food. Therefore, we are going to repeat the format in August at our next General Meeting. We hope you’ll join us. Thanks to the entire team of people that made the evening a success.

I am sure that somewhere in the list of acknowledgements I have missed someone. If I did, I apologize.

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T-33 Funding Campaign
Additional contributions to the T-33 Campaign continue to come in. Our thanks to the following members for their donations this issue:

Andrew Burns
Gordon Boyce
Bill Leeming
Jim McCombe

The fund has reached $7040.00. We are closing in on our goal of $10,527.77. When we reach this figure the T-33 will become a zero cost artifact to the Museum. Donations can still be made to the fund and tax receipts will be issued for all donations over $10.00. Your support is appreciated and needed.

Editor’s Note: My apologies to Robert Schamper, whose name I spelled wrong in the March/April issue of the newsletter.

The T-33 wing is now stored under the Canso fuselage. It was moved there in mid-May and is protected from the public until we are ready to reassemble the aircraft.
Left: This photo of our CF-5 was found in Anthony L. Stachiw’s book Canadair CF-5 Freedom Fighter. Note the fact that 116748 has the CCS-1 Reconnaissance nose on the aircraft. The photo does not reveal which squadron the aircraft is attached to at the time it was taken, although the picture does appear with a spread of 433 aircraft. As well, the 425 Squadron Voodoo (101044) does leave the one with the feeling that the picture may have been taken at Bagotville CIRCA 1972. The editor purchased the book from Chapters On-line for $29.95. Soft cover, 111 pages. A mix of black and white / color photos and line art. While it covers the basic CF-5 history, it does lack a pilot’s commentary of flying the Tinker Toy in Canadian service. (Stachiw Photo from Canadair CF-5 Freedom Fighter, page 31.)

Bell 47 J-2 Restoration

The Bell 47 restoration has been focused on buffing in the last month. Dave Powell has managed to buff all the major marks out of the bubble of the helicopter. The buffing has been a lot of hard work and the results are nothing short of awesome. Well done, Dave!

Next up on the restoration list is repairing the floats and painting the pipes to which the floats attach. The Bell 47 continues to come together moving towards completion.

Above: Dave Powell has been working at trying to get the float bags to hold air. He has been making some good progress at getting the floats patched.
Above Right: The bubble has been polished up and looks sharp.
Right: The Bell 47 in the Silver Dart Gallery is gleaming. Restoration work continues on the project.
Canso Restoration

The Canso restoration took a big step on May 8th. The tail assembly was raised up onto the fuselage of the Canso as planned. The entire operation went off without a hitch. A ramp was constructed on the fuselage of the aircraft to slide the tail up onto the staging. The airstairs helped to lift the tail up to the back of the fuselage.

A number of people helped get the tail into position including: Don, Barry, Dave M, Gene, Graeme, Reg, Bill, Mike G and Rob. Once everything was bolted in place, the staging and ramp were removed and taken apart. Don, Barry and Rob relocated the T-33 wing late in the afternoon and the rest of the exhibits were returned to their summer locations. The entire day was very busy but really successful. It was a day that we had been working towards all winter. Congratulations to the crew of members who have worked so hard to reach our winter project.

Below: Once the tail assembly was bolted onto the fuselage of the Canso, the staging was removed and cleaned up and the T-33 wing parked under the Canso.

Above Left: The ramp and sled that were constructed on the Canso fuselage to slide the tail assembly up on the tail. Right: The airstairs were used to raise the assembly up high enough to slide onto the fuselage.

Above Left: The tail was positioned on our padded “sled” and secured to it with a cargo strap and the come-a-long was used to winch the tail up onto the staging. Dave McMahon (foreground), Barry Rhodenhisler and Don Hirtle securing the tail.

Right: A wider view of the tail, ramp and sled. Below: Sitting on the staging.
Above Left and Center: Two views of the tail assembly in place bolted on to the Canso. Right: Shows the new covers that were manufactured and rivited onto the tail. Also visible is the center hinge for the rudder. In early June, Don shimmed the tail as required to make sure the three hinge points for the rudder would line up as required.

Left: Besides working on the rudder and elevators of the Canso, the crew has been working on other jobs. The rudder and elevators are ready for paint, however, the weather has not really cooperated so the guys have been working on some of the stringer and former repairs that are required. The team intends to paint the rudder and elevators as soon as the weather improves. Gene Hamilton has located a canvas garage that we are going to assemble as an outdoor paint booth. This will help keep the smell of paint out of the Museum while we are open.

Note the cabinet and wall under the Canso hull. When the workshop in the Museum is taken down for the Avenger’s arrival, some of it will be rebuilt in this area, extending the wall further down the length of the fuselage. Some of the work benches and tools from the workshop area can then be moved over into this area. With limited space within the Museum it is important that we preplan and utilize every square foot of space within the facility. Our Saturday volunteers have been examining all possibilities to make sure that we have accomplished this goal.

The airplane is just a bunch of sticks and wires and cloth, a tool for learning about the sky and about what kind of person I am, when I fly. An airplane stands for freedom, for joy, for the power to understand, and to demonstrate that understanding. Those things aren’t destructible.

- Richard Bach, Nothing to Chance
Service Learning Project

Students at Leslie Thomas Junior High have completed the Old Halifax Municipal Airport Diorama that they undertook for the Museum this year. The diorama project was delivered to ACAM in early June and only needs to have a stand and switch board constructed before it goes on exhibit, hopefully by mid-August this year. The 8 students who completed the project enhanced their map reading skills and learned new skills in electricity and diorama building. The project was the subject of an article in the Bedford / Sackville Weekly on June 2nd.

My thanks to Frank MacLoon for arranging for the project plaques and to Paul Gilmore of Northern Trophies and Engraving for doing a great job on them.

In addition to completing the diorama project for the Museum, students at Leslie Thomas also assembled the shadow boxes for the Sabre exhibit.

ACAM’s Avenger History

Received via Frank MacLoon

Don also contacted the Smithsonian National Air and Space Museum and was able to obtain the complete history of the aircraft in U.S. Navy service since manufacture. Here is its history: Aircraft BuAero. 53607 was built by Grumman as a TBM3e and accepted by the U.S. Navy on June 8, 1945. As with many such A/C completed at that time, it was converted for post war roles directly off the assembly line. 53607 became a TBM3U implying the utility category. As such, it was assigned as a pool aircraft to the San Diego (California) Naval Air Station (NAS).

Our Avenger then went to CASU 1 (Carrier Air Support Unit 1) and onto the aircraft pool at Pearl Harbor, Hawaii NAS serving through May 1948 when it was assigned to VA-6A. Later the aircraft moved onto CASRON 7 (Carrier Air Support Squadron 7) it had returned to San Diego by June 1948 and was being overhauled on March 30, 1949.

With locations thereafter at San Diego; Norfolk, Virginia; and Quonset Point, Rhode Island it was finally placed in stor-
age at Litchfield Park where it was stricken off inventory on February 29, 1963. As a TBM-3U “607” had served in a variety of utility roles including target towing. During its career with the navy it carried a very colorful paint scheme of blue fuselage with gloss yellow wings and tail surfaces. It is interesting that it still carried this scheme when recovery from its crash site by ACAM began in 1996.

In 1963 it was sold as surplus to Cisco Aircraft Inc. of Lancaster, California and registered as N8398H. In 1966 it was sold to Aerial Applicators of Salt Lake City, Utah still as N8398H but acquiring the code “D20” where it operated until 1969. In May 1971, it was acquired by Hicks and Lawrence Ltd of St Thomas, Ontario and registered as CF-ZYC still identified as “D20”.

Leased to Forest Protection Limited for the 1975 spray season “ZYC” experienced engine problems during its first day of operations out of the Juniper, New Brunswick airstrip and was successfully crash landed by pilot Hans Koerfgen. Coming to rest within some 75 feet of the Main South West Miramichi River the aircraft shed its starboard wing, the engine was torn from its mount and the propeller was left sitting upright in the middle of the river. All useable components were salvaged and the aircraft lay in the woods, often partially under water, relatively undisturbed for 21 years.

Above: The crash site of CF-ZYC. Note the blue fuselage and yellow wings of the aircraft, basically the same paint scheme it carried when stricken from the U.S. Navy’s inventory in Feb. 1963.

The aircraft’s rear canopy had obviously been replaced at some point in its civil career by the radar version employed on the Canadian AS 3W2. This has been replaced by ACAM with the post war military canopy typical of FPL aircraft.

Recovery of “ZYC” was begun for ACAM by the student team from the Moncton Aircraft Maintenance School on Nov 24, 1996 and members of ACAM’s Fredericton “Wing” recovered the aircraft to the FPL ramp at Fredericton in 1997 with restoration underway from that time.

Hopefully 2004 will see the restoration largely completed with plans finalized for its transfer to Halifax for Museum display of a very significant aircraft with a strong Atlantic Canada connection.

Above: Frank MacLoon at work doping the surfaces. Right: TBM control surfaces in a workshop awaiting further work.
Bus Signage: This year, the Museum was fortunate enough to have the above bus signage inside 177 Metro Transit buses for the month of May and June at no charge. The Museum did have to invest in making the signs. The design work was done by Barry Rodenhiser. Metro Transit will let us run the signs in May of 2005 as well.

CF-100 Canuck and Sabre

The Oleo locks on the CF-100 have been installed. These effectively raised the aircraft 6.5” at the main landing gear. It has raised the tail significantly higher. An extension collar for the nose gear will have to be manufactured in order to raise the nose at a later date. Installing the oleo locks allowed the Sabre to be parked closer to the CF-100. This “space savings” will be increased with the Tracker being moved closer to the Sabre as well. Together these moves will help provide enough parking space for the Avenger’s arrival sometime late this fall or early next spring. As well, the Pitts, L-19 and V-1 will also be moved in order to create more space.
Engine Sign Stands (left): Don Hirtle, Danny Price and Bill Leeming manufactured proper stands for which the engine signs are to be attached. In the past, the double sided tape holding the signs on the engines kept falling off. These stands will keep the signage in place. Great job guys.

Job List

Our Saturday volunteers have been working steadily on our list of jobs. This list is reviewed periodically to make sure that we are working as efficiently as possible. Here is a short list of some of the items that we have on the go at ACAM. If you would like to volunteer to help with any of these jobs your input would be appreciated!

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<th>Job Name</th>
<th>Job Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Juan Damage</td>
<td>Roof repairs should be completed by a contractor in July, providing the weather cooperates. The light standards are now repaired.</td>
</tr>
<tr>
<td>Haz. Mat and WHMIS Paperwork</td>
<td>Make sure that all chemicals and instrumentation are properly identified, labeled, stored and proper paperwork is on file. Michael White is working on this project.</td>
</tr>
<tr>
<td>Sabre Exhibit</td>
<td>Complete the Sabre exhibit panels and shadow boxes.</td>
</tr>
<tr>
<td>Diorama Stand</td>
<td>Build a stand on which to mount our new airport diorama.</td>
</tr>
<tr>
<td>Canso</td>
<td>Paint and install the elevators and rudder on the Canso.</td>
</tr>
<tr>
<td>Avenger Arrival</td>
<td>Relocate the L-19, V-1 (after the stand has been repaired and completed), Tracker, Argus Sim and Engine. Get an axel and install it on the T-33 stands to make the fuselage mobile. Remove workshop and find new locations to store the parts, equipment, tools, benches and other items in the shop.</td>
</tr>
</tbody>
</table>

Above: Future home for ACAM’s Avenger. Our workshop will be removed prior to the Avenger’s arrival.

Above: The Sabre exhibit boards will be installed this summer with the shadow boxes shown on pg. 12.

Above: Our summer staff: Candace (standing), Meghan and Jennifer.
President’s Message
From the Desk of Rob MacIlreith

As I work on completing this Newsletter in early July, there are several projects within the Museum that have been successfully completed in the past 2-3 months since our last newsletter. Let me express my pleasure and thanks to those members that have been plugging away at completing the jobs that must be done at the Museum. Unfortunately, not all those jobs are fun and have the glory that we would all like to do. To those of you members that have stepped up in the last few months to do whatever it takes to make sure ACAM is a success… thank you very much! I know how stressful it has been for such a small group of people to be carrying the load.

I am happy to report that at our recent Board of Directors meeting on June 28th that the Board has formed a series of committees to help with the workload of things that need to be done for ACAM. Those committees include:

The Executive Committee: Headed By Rob MacIlreith. The Executive Committee is responsible for the day-to-day internal operations of ACAM, except those responsibilities designated to others by the Board, and reports directly to the Chairman of the Board of Directors. The Executive must submit a report to the Board at each meeting and give a report at each Annual General Meeting. The Executive Committee is appointed annually by the Board of Trustees from within its members.

The Finance and Building Committee: Headed by Wally Dumas. The Finance and Building Committee is responsible for the medium and long-term financial survival and growth of ACAM. It is also responsible for the development of plans for new building space and significant modifications to existing building space. The Finance and Building Committee reports to the Board of Directors at each AGM and Board Meeting.

The Acquisition and Disposal Committee: Headed by John Christie. The Acquisition and Disposal Committee will formulate new policy on acquisitions and disposal of artifacts. This new policy will be submitted to the Board for approval. The committee will consult with various members of the Museum and other agencies but with exception of minor items no items shall be acquired or disposed of without Board approval. The committee is responsible to the board and will report through the Board Chairman.

The Planning Committee: Headed by Frank MacLoon. The Planning Committee is charged with developing a clear set of achievable goals and objectives for the short and long term development of the Museum. The committee will add volunteers to its group, as it requires with the approval of the Board Chairman. The Planning Committee reports to the Board of Directors.

These committees represent a major commitment on behalf of the Board of Directors to the future of ACAM and should help strengthen our position as a prominent Community Museum within the Nova Scotia Museum family.

Speaking as an active member of the membership that typically spends many hours each week working for the survival and improvement of ACAM, I am hopeful that the Board Committees can reduce some of the workload and stress on our Saturday members. However, this being said, I challenge the membership to match the Boards commitment to the Museum with an increase in your active participation at the Museum. We have many jobs and challenges that need to be addressed, but a major limiting factor is the number of active volunteers and funding that is needed to successfully accomplish our goals. I understand many of you lead active lives outside of the Museum and time is short. We are looking for people who can donate time at the Museum, donate time at home doing research, writing, or minor restoration work. If these things are not for you we can use support with fund raising and promotions as well. I cannot stress enough how overworked some of our key members are and how much we require more support from within our membership. We have lots of idea people but we need more workers and fund raisers. If you cannot help out with any of these things then a monetary donation would also be a big help to the Museum. Tax receipts are issued for donations over $10.00.

Our last General Meeting in May was a great evening of food and fellowship while watching some air show DVD’s. The evening seemed to be enjoyed by all, therefore, the Executive has decided that the August 25th meeting will follow a similar format. Our Annual General Meeting follows in October. Some people may be considering offering their time to volunteer to sit on the Executive or Board of Directors. Nominations for these positions should be passed along to Mike Garvey by September 1st. As well, if you have a name that you would like to nominate for our Volunteer of the Year, that name should be given to Mike Garvey by September 1st.

Upcoming excitement later in the year includes the Stanley Fly In and the Nova Scotia International Air Show at its new home at the International Airport. This move should help raise ACAM’s profile in the community, as many local people tend to associate the term Aviation Museum with our friends at Shearwater. As I write this message ACAM is talking with the NSIAS people about our participation in this year’s show.

In closing, I would like to wish each and every one of our members a great summer, with clear skies and enjoyable temperatures. Hope to see many of you at the Museum over the summer, if not then maybe I’ll see you at the end of a runway!

Rob

Tower: Landing traffic, be advised that there’s still a turkey on the runway.
Pilot: (speaking immediately) Tower, Cessna ### clear of the active.
Tower: Thank you…….(laughter)……but I meant a real turkey.