

FLY NORTH



NEWSLETTER OF THE NORTHWESTERN ONTARIO AVIATION HERITAGE CENTRE

Preserving and celebrating the history of aviation in the northwest through the collection and preservation of artifacts and the stories of persons and events that made this region unique in aviation history



NOAHC News ...

Covid Update

As Covid restrictions continue to be relaxed gradually, the NOAHC Board has begun to meet in person at the Centre as opposed to meeting virtually on Zoom. This will continue as long as the Covid situation remains stable. That being so it is hoped that it might be possible to have a public meeting of members at the Centre in the not-too-distant future. One possibility would be our AGM, which is scheduled for mid-October. The Board will continue to keep an eye on the situation and let the membership know whether the meeting will be virtual or in person.

Promotional Video

The City of Thunder Bay has engaged a videographer to create a video that will be shown on the cruise ships that are now visiting the city. It will include places of interest in Thunder Bay that cruise passengers can visit and NOAHC will be featured as one of these places.

New Board Member

Having lost several board members through retirement over the summer, the NOAHC Board has appointed John Hill to fill one of the vacant positions. John is a former Air Canada pilot, who flew Boeing 767s and 777s for the company.

Acquisition

Alan and Archie MacDougal of Geraldton have donated a blow pot from Austin Airways. Originally used by plumbers to melt lead, in the north they were considered essential for warming aircraft engines to allow starting on the bitterly cold winter mornings common in the area. Set on the ground beneath the engine, which was covered by a tarp, warm air from the blow pot was directed up to the engine via a chimney. Operating with fuel under pressure and an open flame, blow pots could be hazardous, and the warming process had to be watched closely to prevent a fire that might destroy the aircraft.



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INC.**

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HELP WANTED!

Bingo shift volunteers needed on an occasional basis.

If you can spare two hours once every few months to work the floor at Superior Shores Charity Bingo please contact Larry Bryan at pierinabryan@gmail.com or call him directly if you have questions at 807-620-3988.

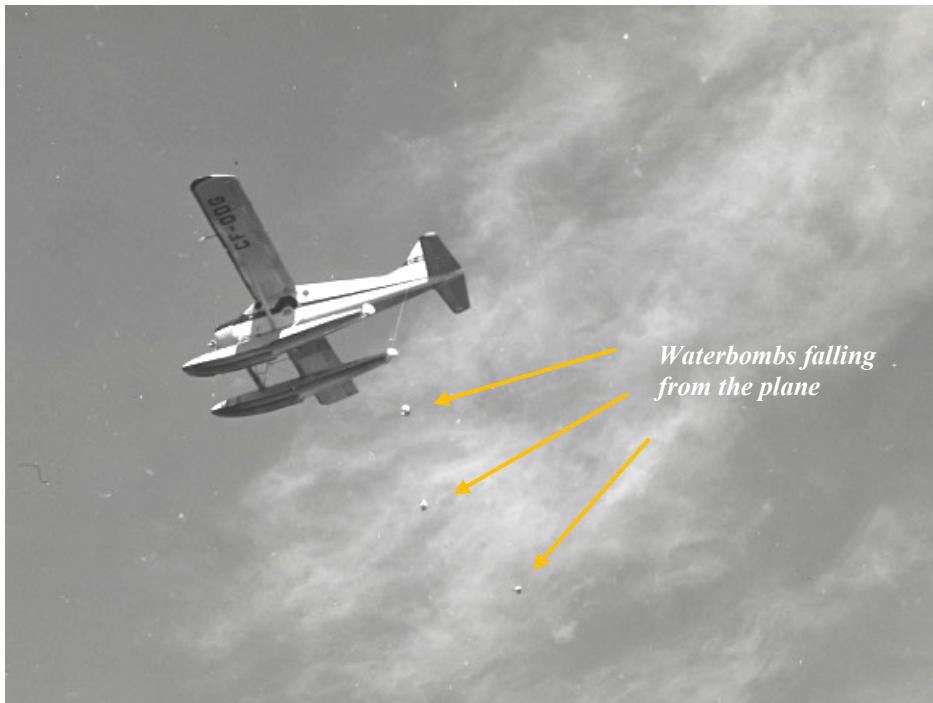
Please remember that the charity money we raise keeps the doors open at NOAHC.





Forest Fire Suppression from the Air

NOAHC member, Gerry Bell, has provided *Fly North* with a couple of photographs from his collection of Onni Saline* memorabilia. They show techniques of fire suppression which were being developed in the 1950s and '60s.



(left) Waterbombs being dropped from an Ontario Provincial Air Service DHC-2 Beaver over Jellicoe in 1953.

The original 'bombs' were wet-proof paper bags containing 3.5 gallons of water. They were dropped one at a time through a hatch in the floor of the aircraft, with accuracy depending on the judgement of the crew. This was not very efficient and a system was developed in which a salvo of bags was released down a chute so that a number of bags and therefore more water could be dropped on the fire. The amount of water dropped was still relatively small and sometimes a bag falling on a fire would scatter embers and contribute to the spread of the fire. In practice, the system did not work very well. It could not compete with techniques that allowed 10 times more water to be dropped and was abandoned.

(right) Ontario Provincial Air Service DHC-3 Otter demonstrating waterbombing techniques over St. Petersburg, Florida in 1966.

Then idea of using floats to carry water for fire suppression was developed in 1944-45 by Carl Crossley, a veteran Ontario Provincial Air Service pilot. The system in place at the time involved releasing water from a 45gallon steel drum in the cockpit. It did work, but the tank had to be refilled using a pump. Crossley came up with the idea of scooping up water in the floats during taxiing. With each float able to hold 55 gallons, that effectively doubled the amount of water that the aircraft could carry. Over the fire, the water could be released by controls in the cockpit. Along with its smaller predecessor, the Beaver, the Otter could be used when necessary for rapid attack on a fire until the bigger machines such as the Canso or the Canadair/Bombardier CL-215/415 with their larger water capacities (800 gallons for the Canso and 1350 gallons for the CL-215/415) could be deployed.



* For a bio of Onni Saline see *Fly North* (vol 4 #1)
January -March 2012

For additional information on aerial fire suppression see
The Firebirds by Bruce West.
There is a copy in the NOAHC library.





Our corporate supporters...

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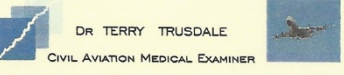

Thunder Bay Airport

The right approach



DR TERRY TRUSDALE
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NOASARA Wall Display



Northwestern Ontario Air Search and Rescue Association

George Holborn, Acting President of NOAHC and also a member of the Northwestern Ontario Air Search and Rescue Association (NOASARA) has created a wall display to illustrate the activities of the organization and the people involved.

For the past 36 years, NOASARA, working within the framework of the Civil Air Search and Rescue (CASARA), the national ASR organization, has provided search and rescue services in the northwest, locating and rescuing passengers and crew from downed aircraft, as well as boaters in trouble and lost hikers or hunters. NOASARA has trained and maintained a group of local volunteer aircraft owners, pilots, navigators, spotters and ground crew to provide both initial response and secondary search-support to the Canadian Armed Forces for aerial searches in northwestern Ontario. NOASARA operates from the Paterson Hangar at Thunder Bay Airport. It has space to accommodate two aircraft and store the organization's equipment. The hangar is used as an operations centre when searches are under way and can be set up as a training facility. The association owns and operates a specially equipped Cessna 172N and has access to a Cessna 182 belonging to the Thunder Bay Flying Club for training and searches. When necessary NOASARA can call on military machines such as the CC-130 Hercules and CH-146 Griffon. NOASARA is always looking for volunteers such as pilots, navigators and spotters. In addition, it has a ground team which tracks and locates emergency radio beacon signals, plus support team members who do everything from bingo

fund-raising to grass cutting and snow clearing, perhaps more mundane than aerial spotting but necessary for the efficient functioning of the association. For additional information, see www.noasara.com





DHC-2 Beaver: 75th Anniversary of First Flight

Considered by many to be “the best bush plane ever” the DHC-2 Beaver made its first flight on August 16, 1947. The first delivery was made to Ontario Lands and Forests in April 1948 and by 1967 when the last plane came off the assembly line 1,657 had been built. Before designing and building the plane, the de Havilland company sought the advice of existing bush pilots on what the characteristics of a good bush plane should be and, as a result of the feedback it received, built the Beaver as an all-metal machine with short take-off and landing (STOL) capabilities and easy access to the fuselage for loading and unloading of freight. It was also designed as an all-season aircraft, at home on wheels, floats or skis. In addition to its civilian roles, the Beaver was also used by the military – 970 being ordered by the US Army, for example. Flown all over the world, from the Arctic to the Antarctic, the Beaver was also popular with aviation companies in the northwest, as the accompanying photographs show.



Superior Airways, CF-FHO at Fort William. CF-FHO was the 50th Beaver off the assembly line.



C-GAQQ (ex-US Army) of Red Lake Airways – flown here by NOAHC member Gerry Bell



Severn Enterprises CF-EYV at Wieben's Landing on the Kam River



Rusty Meyers C-FOTB at Fort Frances. First registered with Ontario Department of Lands and Forests



Ontario Lands and Forests CF-ODF at Port Arthur. Sold to AirWest in Vancouver and sank in False Bay on Vancouver Island in 1977



Celebrating the Beaver. Greeting card by Wendy Tancock Design in the Canadian Heroes Series. See more at wendytancock.com