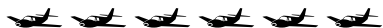




Fly North



Volume 1, Number 2:
April - June, 2009

NEWSLETTER OF THE NORTHWESTERN ONTARIO AVIATION HERITAGE CENTRE

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

NOAHC TO SPONSOR VISIT OF HAWK ONE



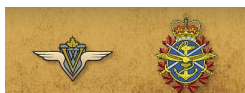
Hawk One in flight in its Golden Hawk colours

Hawk One is an ex-RCAF F-86, Sabre 5 built by Canadair at Cartierville in Quebec in the mid-1950s. It has been refurbished in the colours of the legendary Golden Hawks aerobatic team as a flying tribute to a century of aviation history in Canada and made possible by a partnership between the Department of National Defence and Vintage Wings of Canada, plus donations from the private sector.

Hawk One will spend much of 2009 on display with the Snowbirds, but stop off at various centres as it transits across the country. On June 8, 2009, for example, it will be in Kenora and on August 17, it will arrive for an overnight stop in Thunder Bay. *Hawk One* will be available for

public viewing that evening at Confederation College's Aviation Centre of Excellence at Thunder Bay Airport. This will be a great opportunity to see a classic 1950s jet, built and flown by Canadians.

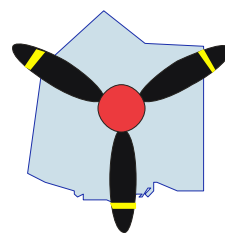
NOAHC is continuing to work on the details of the visit and, as soon as these are finalized, further announcements will be made. In the meantime, the Centre is looking for volunteers to assist with various aspects of the visit. If you are interested, please contact us at noahc@shaw.ca.



Vintage Wings DND

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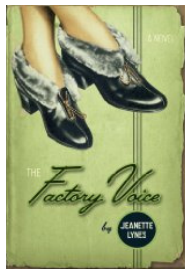
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Books, books, books.... “The Factory Voice” by Jeanette Lynes

Lynes, Jeanette (2009) *The Factory Voice*, Coteau Books, Regina, Saskatchewan. \$21.00



Interest in the wartime activities of Canadian Car and Foundry in Fort William and the people who worked there continues to be high. Two books, published in the last several months, consider quite different aspects of these topics. One is a biography of Elsie MacGill (reviewed in *Fly North*, volume 1, number 1) and the other a fictional account of an aircraft factory - an imaginary Can-Car - in north-western Ontario.

The author of the latter is Jeanette Lynes, a professor of English at St Francis Xavier University in Antigonish, but formerly of Lakehead University, where she worked with members of the Women's Studies program to research the role of women workers at Can-Car. Thus, she brings to her novel a strong background knowledge of the area and the activities of the women aircraft workers, all of which comes through in her writing.

In the book, we are introduced to four women representing those who could have worked at Can-Car in the heyday of its aircraft production, from Muriel McGregor, the female chief of engineering – obviously based on Elsie MacGill – to Audrey Foley, the girl from Saskatchewan

who left her home on the Prairies for the excitement of work in an aircraft factory, only to end up pushing the snack trolley around the plant. In addition, there is Florence Voutilainen, a riveter under suspicion because her mother is a Red Finn, and Ruby Kozak, the company's chief stenographer. The supporting male cast includes the plant manager, a crusty test pilot, and a chief of security involved with subversives outside the plant. One of these subversives, Thaddeus Brink, has escaped from an internment camp somewhere along the north shore and has made his way to Fort William where it is expected he might try to sabotage the plant. As an added twist he is a long time friend of the chief engineer from their time as teenagers in Vancouver.

All of these characters and their activities are introduced through the company newsletter – *The Factory Voice* – which provides the book's title. The *Voice* is produced by Ruby Kozak, who, as well as being a stenographer, dreams of being a newspaper reporter and making it in the wider media world. Always on the lookout for the big story, she has to be content with her regular supply of human interest pieces until finally her big break comes when she exposes the duplicity of the chief of security using information supplied by her spy in the plant – the snack trolley girl. As the war comes to an end, activity at the plant slows down and the individuals begin to make their decisions for the future. The riveter and the snack trolley girl stay on at the plant to build buses; Ruby moves out into the newspaper world while the chief

engineer and the test pilot fly off into the sunset together.

These personal stories, are set into a background that includes activities in the plant and test flights from Bishopsfield as well as noted Fort William landmarks such as Chapple's Department Store and Winston Hall Apartments – the latter with the subtle name change to 'Churchill' in this fictional account. The book mixes humour, pathos and tragedy, all woven into a fast-moving, very readable version of what it might have been like to work in a wartime aircraft plant in the north west. Jeanette Lynes provides a credible recreation of the setting and even the language rings true. Although no doubt there are some places where the truth is stretched a bit, local readers with some knowledge of the time and place will be able to identify with much of what she has written. The aviation enthusiast will probably find lots to question. The Hurricanes of Can-Car have become Mosquitoes, for example, and in the period covered by the story, Bishopsfield was no longer the company's main test facility. However, this is a fictional account of a very interesting period in the history of the Lakehead and even where the story is tweaked a bit, the results are well within the degree of 'poetic licence' allowed writers of fiction.

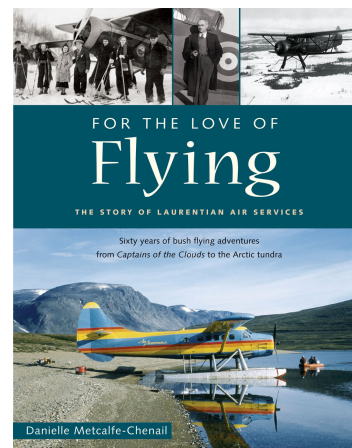
David Kemp

“For the Love of Flying” by Danielle Metcalfe-Chenail

Metcalfe-Chenail, Danielle (2009), *For the Love of Flying: The story of Laurentian Air Services*, Robin Brass Studio, Montreal

Launched locally at the Thunder Bay Museum on June 4, 2009, this is the story of Laurentian Air Services and its 60-plus years of flying in north-eastern Ontario and Quebec. Although the company was not involved in aviation in the north-western part of the province, anyone interested in early aviation in Canada will find this a fascinating volume. It comes highly recommended by Larry Milberry, noted aviation author and member of the Canadian Aviation Hall of Fame

For more information check the following web page: www.laurentianstory.com



Regional Events...

Cross Canada Century Flight 2009

Marathon, July 21, 2009

The brainchild of John Lovelace, host of the *Wings over Canada* TV series, this flight involves more than 100 light aircraft, including Beech, Cessna, Piper models as well as a Tiger Moth and a number of experimental planes. Leaving Boundary Bay in BC on June 20 the flight will make its way to Baddeck in Nova Scotia to arrive by July 28 as a celebration of the one hundredth anniversary of powered flight in

Canada. Overnight stops are scheduled at a number of communities such as Calgary, Brandon, Sault Ste. Marie, Brampton and Fredericton. Marathon will be one of these stops, with the planes arriving from Brandon on the evening of Tuesday, July 21. The Brandon to Marathon leg is about 500 Nautical miles and it is expected that some of the aircraft will refuel in Kenora or Thunder Bay.

For further information check the event website at www.crosscanadaflight.com

Norseman Floatplane Festival 2009

Red Lake, July 24-26, 2009

Visit the Norseman Capital of the World and see Canada's legendary bushplane. The Norseman was first built in 1935 and some of the 20 or so aircraft still flying can be seen in Red Lake at the Festival. View the static displays, take a flight in a Norseman or watch the fly-bys and experience the shapes and sounds of a plane that once was common in northern skies. See the festival website at www.norsemanfestival.on.ca

Information, please...1

In response to the query on Can-Car's Burnelli CBY-3 Loadmaster in the last issue of *Fly North*, Jim Milne sent along a copy of the CAHS Journal for Spring 2004. The front cover has a painting of the CBY-3 in flight and the leading article is entitled, "The Cancargo CBY-3 Loadmaster: Can-Car's Venture Into Post War Air Transport"

Design work on the Loadmaster, a high wing, twin-engined monoplane with an

aerofoil section main fuselage, began in 1943 under the direction of V.J. Burnelli, an advocate of the lifting fuselage, and the prototype was completed in July 1945. It matched the DC-3 in speed, but flight tests failed to show any significant advantage to the lifting fuselage configuration. Can-Car created a subsidiary company - Cancargo Aircraft Manufacturing Co. Ltd - to market the CBY-3 and although there was some interest in a cargo/passenger version from

Nicaragua, no orders were forthcoming. The market was already glutted with military surplus transports, such as the DC-3. In 1952, the prototype was sold to Air Lifts Ltd., a Washington D.C. company, and although it carried cargo in the United States and Venezuela as late as the 1960s, it ended its days on display in the New England Air Museum at Windsor Locks in Connecticut, where it remains.

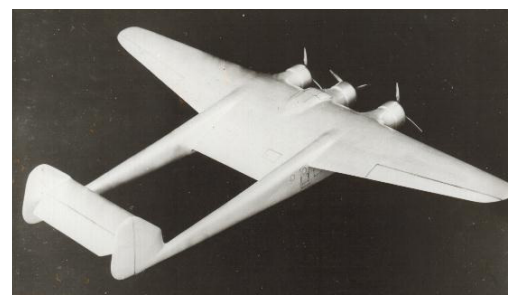
Ref: CAHS Journal, Vol 42 (1), pp 4-13

Information, please...2

Joe Osmulski also responded to the *Information, please* query. He provided this picture of a model of a plane that at first sight looks a lot like the CBY-3. It does have the lifting fuselage and twin booms of the Loadmaster, but it is a trimotor rather than a twin and the booms and tail are also different. Vincent Burnelli was a prolific designer and a major advocate of the lifting fuselage. Could this have been later modification of the CBY-3 with the additional motor a response to the lack of power from the original twin design? Could it have been a new larger aircraft?

Was this a concept model or perhaps even a wind-tunnel model?

If you have any information, we would be happy to hear from you at noahc@shaw.ca



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#2 Elementary Flying Training School - Fort William 1940-44

Photo Essay

Fort William's #2 EFTS was part of the British Commonwealth Air Training Plan (BCATP) set up in 1939 as an agreement between Britain and Canada to provide facilities and training for airman from all parts of the Commonwealth. With its wide open spaces, good flying conditions and its distance from most of the conflict zones, Canada was ideal for such a scheme. By the time the Plan was terminated in 1945 it had graduated more than 130,000 pilots, navigators, flight engineers and other aircrew, and was judged a great success, so successful, in fact, that US President Roosevelt called Canada "the aerodrome of democracy". Most aircrew had homelands in Canada, Britain, Australia and New Zealand, but a signifi-

cant number came from European countries that had been over-run by the Nazis.

At Fort William, as at the other EFTSs, the initial organization and operation was entrusted to the local flying club. As manager and chief instructor of the Lakehead Flying Club, O.J. Wieben organized and initiated the local pilot training scheme and the first course began in June 1940. By the time #2 EFTS ceased operations in May 1944, hundreds of young pilots had gone on to make their contributions to the war effort.

The pictures in this essay are from the Jim Lyzun Collection , courtesy of Joe Osmulski



Tiger Moths lined up for a day's work



EFTS Moths had a canopy added to allow flying during cold Canadian winters



Many of the EFTS personnel were civilians as in the case of the groundcrew in this picture from Fort William



In flight over Fort William



Training mishaps were not unusual or unexpected at #2 EFTS