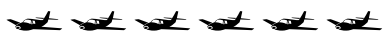




Fly North



Volume 1, Number 3:
July - December, 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

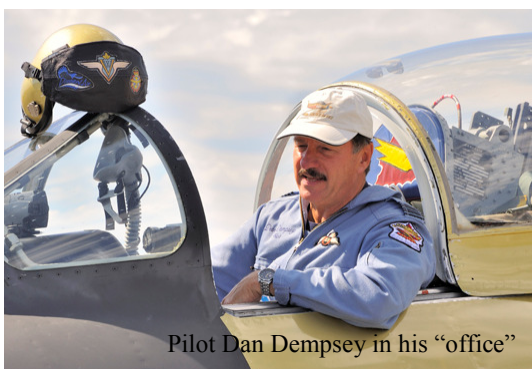
HAWK ONE ARRIVES - AT LAST!



Hawk One on the Confederation College ACE apron, Thunder Bay International Airport – August 23, 2009

After bad weather in the west had delayed its arrival for about a week, *Hawk One* was flown in to Thunder Bay by Dan Dempsey on Sunday, August 23, to be greeted by an enthusiastic crowd of 6-700 spectators. *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.

Built as a combat aircraft, the Sabre saw service in Korea and the remarkably clean lines of its streamlined fuselage and swept wings were a common sight over North America and Cold War Europe in the 1950s. Many Canadians, however, best remember the Sabre for its role in the Golden Hawks aerobatic team which in the 1950s and '60s thrilled crowds in much the same way as the SnowBirds do today.

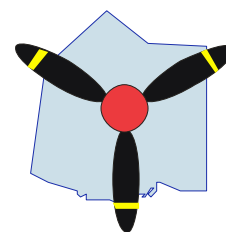


Pilot Dan Dempsey in his "office"

Some of the spectators remembered the Golden Hawks and came along to rekindle old memories, others came to introduce their children or grandchildren to one of the world's great fighter aircraft. Both youngsters and the not-so-young appreciated the chance to talk to the pilot and some topped off an exciting day by sitting in the cockpit.

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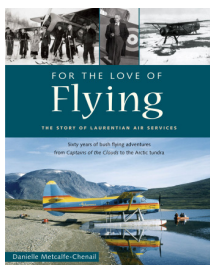


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Books, books, books...“For the Love of Flying” by Danielle Metcalfe-Chenail



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

“Going into this project, I am ashamed to say I could not tell the difference between a Beaver and an Otter,” author Danielle Metcalfe-Chenail confessed, yet this young author’s book does an excellent job of chronicling the history of Laurentian Air Services and its subsidiaries. Listening to family members’ stories of their flying adventures with Laurentian Air, and with an introduction to John Bogie, long time president of the company, Metcalfe-Chenail became inspired to bring this Canadian aviation history project to life.

In the late 1930’s, two Ottawa aviation enthusiasts, A. Barnet Maclaren and Walter Deisher founded Laurentian Air Service and thus pioneered commercial aviation in our nation’s capital. They started out simply, with a Puss Moth and a float equipped Waco which became in great demand by fishing parties looking for remote spots in the Ottawa region. Adventurous bush pilots and air tourism became the focus of this new company.

When the Second World War broke out, Laurentian Air took on new roles. As part of its contribution to the war effort,



Of local interest...

Thunder Bay Historical Museum Society has announced the publication of its latest book - one which will be of interest to aviation enthusiasts in the north-west.

Canadian Car and Foundry Aircraft Production at Fort William on the Eve of World War II, by Jonathan Kirton relates the stories of the Grumman Goblin, the Gregor Fighter and the Maple Leaf Trainers, and the people who designed, built, tested and marketed them. Copies of this 184-page, large-format book containing over 200 photographs (many never before published) will be available at the official book-launch on November 8, at 2:00 pm in the Museum. It is priced at \$39.95.

its pilots tested and ferried aircraft, such as Can –Car’s Hurricanes, around the country for the RCAF. When RCAF engines needed overhauling, Laurentian’s mechanical team got the work done. The company also provided its bush flying expertise and some of its aircraft for the making of Warner Bros. war classic ‘Captains of the Clouds,’ starring James Cagney which was designed to boost morale and encourage enrolment in the British Commonwealth Air Training Plan. It was also during this time that 16 year old John Bogie, Maclaren’s nephew and future company president came on board.

In the early post-war years, the company expanded its presence north of Ottawa and Montreal and by 1952 had opened a new base at Manawaki, Quebec. The expansion was supported by the purchase of surplus aircraft such as the Grumman Goose, the Cessna Crane and, Laurentian’s mainstay, the Beaver. At this time it also began to provide passenger service to urbanites from the US in search of fresh air and adventure, encouraging them in one of its ads to, “Breakfast in New York. In the afternoon, ski in the Laurentians”. The fly-in service for sport fishermen and hunters continued as did the company’s engine overhaul business. Into the 1960s, under the leadership of John Bogie, Laurentian Air profited by providing air services during the Schefferville mining boom and for a variety of mining, surveying, exploration and hydro projects in the north. It provided similar services for the massive James Bay Project in the 1970s. To enhance its fly-in operations Laurentian

brought in two companies – Laurentian-Ungava Outfitters and Delay River Outfitters and to service isolated northern areas more efficiently it created Air Schefferville, flying Twin Otters. Metcalfe-Chenail provides fascinating anecdotes from pilots and passengers, and many colourful photos from this era. By the end of the ‘80’s, cash shortages, poor financial management, closure of the Schefferville mines, more competition from other carriers, government sponsored Native carriers, and experienced personnel moving to other ventures slowly brought the demise of Laurentian Air and along with Air Schefferville it was officially dissolved in 2004 ending sixty years of a fascinating and colourful small aviation company. Like Danielle Metcalfe-Chenail, whom I met at her recent book launch in Thunder Bay,” I could not tell the difference between a Beaver and an Otter” but read her book as a NOAHC member and because it looked like fairly easy reading for a novice! My husband, the late Jim Lyzun, aviation historian and enthusiast, would be shocked that I cracked the cover! But I must admit I enjoyed the author’s wonderful photos, easy to read format, strict attention to detail, and of course, the fascinating accounts of back-country air tourism. Though this is not local history, there are several references to Fort William and at her book launch, several local enthusiasts, who were former employees of the company, shared their stories with her. As Larry Milberry, noted aviation author states “This book will delight any fan of our rich Canadian aviation heritage.” Unfortunately, I must say, I still am not sure that I can tell the difference between a Beaver and an Otter.!

Denise Lyzun

Novice aviation enthusiast

Restoration News... Rebuilt Can-Car Hurricane flies again

The October issue of *Aeroplane Monthly* includes an article describing the restoration of a Hawker Hurricane to flying condition. The re-build began in 2005, with the first flight of the restored aircraft in January 2009. It appears in flight on the magazine cover as well as in a full centre spread, while the article includes photographs taken at various stages during the restoration.

The original aircraft was built in Fort William in July, 1942 as CCF/R20023, a Mk XII Hurricane powered by a Packard-built Rolls Royce Merlin 29 engine and with 12-gun wings. It spent its service life in Canada as an RCAF home-based fighter (RCAF 5403), was refurbished in 1946, and shortly after sold as surplus before ending up on a farm in western Canada, where it was rediscovered and taken to Britain in the 1990s.

The Hurricane is owned by Peter Teichman, who also owns a Curtiss P-40 Kittyhawk, P-51D Mustang, and a Supermarine Spitfire, which he flies at public displays all over Europe. There are now six or seven Hurricanes around the world that have been restored to flying condition, but this one differs from all of the others in that it has been reconstructed as a Hurribomber. By 1942, the Hurricane was no longer capable of fulfilling its original role as a day-fighter, against the new, faster, more manoeuvrable fighters entering service, particularly in the skies over Europe. As a result it was increasingly modified for other roles. Many were modified as ground attack aircraft, either with rockets or bombs. Used first in Europe, these Hurribombers, with their two 250lb or 500lb bombs attacked truck convoys, trains and coastal shipping with considerable success. They also fulfilled a similar role in the Western Desert and in Burma.

The restoration, which took 26,000 hours, was carried out by Hawker Restorations Ltd. in Suffolk, England. The company specializes in Hawker products and since 1994 has completed ten Hurricane restorations. Of these, five were on aircraft originally produced by Canadian Car and Foundry in Fort William, between 1940 and 1942. Prior to restoration most of these airframes were in poor shape, but the fact that they survived at all and were suitable for restoration is a tribute to the workmanship of the men and women at Can-Car who originally built them more than sixty years ago.

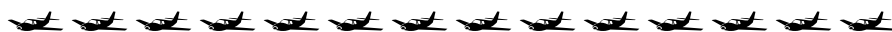
The Hurribomber carries the markings of BE505, a MkIIB aircraft of 174 Squadron RAF. The original BE505 was shot down during the Dieppe landings in 1942.

For more pictures and information see:-
www.hawker-restorations-ltd.co.uk



BE505 (ex-RCAF 5403) up from North Weald, Essex, one of the Battle of Britain airfields, on its first post-restoration flight, January 29, 2009.

Picture courtesy of Andrew Critchell LRPS. For more of Andrew's aviation pictures see:- www.aviationphoto.co.uk

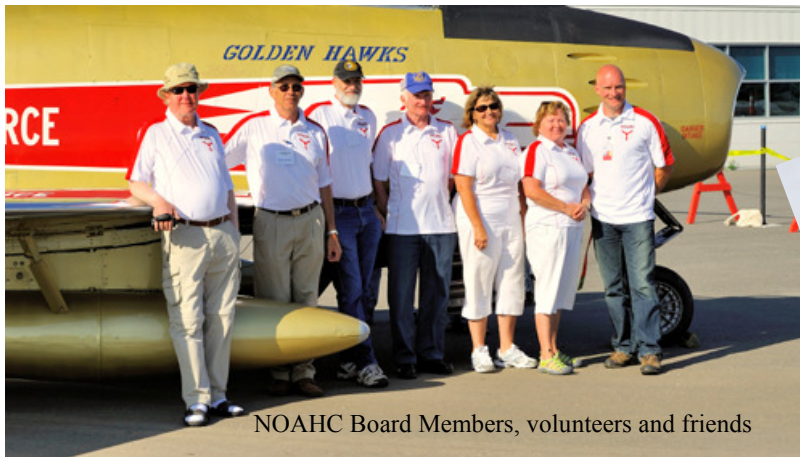


FLIGHTDECS

FlightDecs, the newest Corporate Member of NOHAC, is a mail-order company, based in Thunder Bay, that offers aeromodellers a one-stop shopping site for military aircraft decals. It is internationally renowned for the quality and authenticity of its products. Visit its website at <http://flightdecs.ca>

Joe Osmulski of **FlightDecs** generously provided appropriately decorated NOAHC sport-shirts for the board and volunteers to wear during the *Hawk One* visit.

Hawk One: visit to Thunder Bay, August 23, 2009



Pictures courtesy Ted Creagh