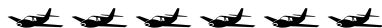




Fly North

Volume 2, Number 2:
April — June, 2010



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 Annual General Meeting—2010

The Northwestern Ontario Aviation Centre held its first official Annual General Meeting on Tuesday, April 17, 2010, to receive reports and elect Board members. David Bryan chaired the meeting and provided a summary of the activities of the organization since the last open meeting held in 2008. Reports were presented by Jim Milne (Acting President) and Dave Sutton (Acting Treasurer), who also provided an Accountant's Report on the Financial Status of NOAHC. David Kemp gave a report on the Newsletter, Elizabeth Wieben reported on the progress being made on the Oral History Project and Jim Massey gave an account of the present state of the web page and plans for its future development. Ian Dew of NextLibrary, NOAHC's partner in the Oral History Project, summarized the current status of the project and plans for future activities.

At the meeting the following members of the organization were elected to the Board: -

David Bryan	Don McRae
David Kemp	James Milne
Denise Lyzun	David Sutton
Aldo Mascarini	Elizabeth Wieben

At a subsequent Board meeting held on May 11, 2010, officers of the Board were elected as follows:-

President:	James Milne
Vice-President:	Elizabeth Wieben
Secretary:	Denise Lyzun
Treasurer:	David Sutton

Confederation College Aviation Day—2010

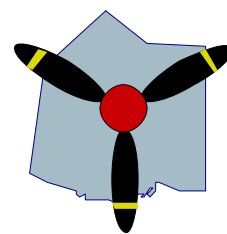
On Wednesday, May 26, 2010 the Confederation College, Aviation Centre of Excellence held an Aviation Day at its location on the north side of Thunder Bay International Airport. In addition to the College's fleet of Cessnas used in its flight training program, there were more than a dozen other types represented, from a Canadian Forces F-18 to an ArcoLite, designed and homebuilt in Thunder Bay. The MNR made one of its CL 415 water-bombers available, Bearskin displayed a Fairchild and Ornge showed a Pilatus medivac aircraft. The highlight of the day was a flying display by the Snowbirds, several of whom received their flight training at Con College. Booths were set up within the hanger, representing various airlines and aviation companies plus the MNR and the local Air Cadet squadron. NOAHC was there also.



NOAHC's Display Booth at Aviation Day

Inside this issue:

Burnelli and his aircraft	2
New Larry Milberry book	2
A Flying Visit with Ron Kyle	3
Con College Aviation Day	4



**NORTHWESTERN
ONTARIO AVIATION
HERITAGE CENTRE
INC.**

307 Euclid Avenue, Suite
175, Thunder Bay,
Ontario, P7E 6G6

www.noahc.org

Burnelli and his aircraft

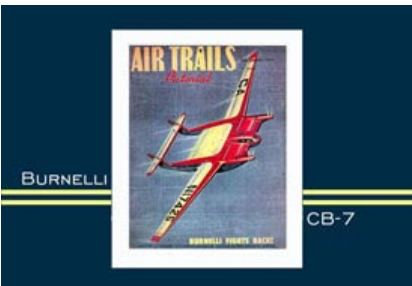
In response to a request for information on the Burnelli CBY-3 Loadmaster that Can-Car had obtained a license to build after World War II, Joe Osmulski sent in a picture of a model that was similar to the CBY-3. It does have the lifting fuselage and twin booms of the Loadmaster, but it is a trimotor rather than a twin and the booms and tail are also different. It certainly looked like a Burnelli product, but was it, and if so where did it fit in with his other designs?



Burnelli model?



Thanks to some stellar detective work by Larry Pope, a Burnelli enthusiast who lives just south of Austin, Texas, we now have the answers. Searching through some old files he found a Model Airplane News from 1934 (or possibly 1939) on the cover of which is an illustration of the Burnelli Bomber CB-34. It looks like a stylized version of the model with similar dimensions and the same overall configuration, but with different engines and gun turrets on the booms. Thus it predates the CBY-3 by a few years. It also closely resembles a later Burnelli design, the CB-7, illustrated on the cover of Air Trails.



Being a Burnelli enthusiast, Larry Pope also provided a great deal of information on Vincent Justus

Burnelli's designs. Today Burnelli's work is practically unknown, but between the wars his lifting fuselage designs for military and commercial aircraft challenged those produced by companies such as Boeing and Douglas. In the 1930s, for example, Brunelli's company won three military competitions with its bomber designs and looked to be on the way to sign a production contract. However, political chicanery meant that the contract was never awarded and after that, for various reasons, the company had little success in obtaining buyers for its aircraft. That was the case in the late 1940s with the CBY-3, which although it had some advantages in terms of capacity and speed over its contemporaries, could not compete in terms of price with the hundreds of cheap, war surplus DC-3s on the market.

None of this stopped Burnelli from continuing with his lifting fuselage designs and some of this later work suggests that as an aircraft designer he had ideas that were well ahead of his time. In 1947 he designed a jet fighter with characteristics—lifting fuselage, engine placement, size and shape—that bear a striking resemblance to those designed into the F-15 25 years later. His last and most impressive work was a supersonic transport he designed in 1964—the GB-888A. Almost 40 years later, NASAs Hypersonic X-43B of 2002 looks remarkably similar.



Burnelli GB-888A 1964



NASA X-43B 2002

Larry Pope has built a RC model of the GB888A, which had its successful maiden flight in December 2008.

For further information on a little known aviation pioneer and his designs

<http://www.burnelli.com/Welcome.html> The Burnelli Company

<http://www.burnelli.com/wp/history> The Burnelli History

<http://www.burnelli.com/wp/pics> Burnelli Plane Pics

http://www.meridian-int-res.com/Aeronautics/Burnelli_AIAA.pdf

<http://www.aviationpeopletalk.net/index.html> Includes pic of RC model

<http://www.meridian-int-res.com/Aeronautics/Burnelli.htm>

http://www.burnelli.com/wp/wp-content/uploads/2009/03/gb888_chr.jpg

(pictures and web-page addresses courtesy Larry Pope)

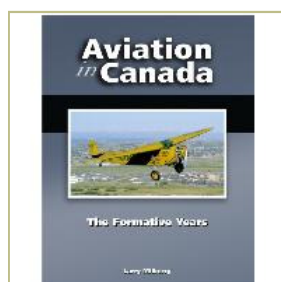
Aviation in Canada: The Formative Years

By Larry Milberry

CANAV Books; Toronto

Published 2009

\$49.99



This is volume 2 in a trilogy by Larry Milberry celebrating the Centennial of Flight in Canada. It examines all aspects of the development of aviation in Canada post-WWI, from the exploits of the returning airmen and their barnstorming antics in war surplus Jennies to the development of new airfields and the first commercial aviation companies. *The Formative Years* includes sections on the quintessentially Canadian story of the opening up of the north by pioneering bush pilots—a dangerous business with its share of crashes, strandings and rescues.

Fly North

A FLYING VISIT—*Elizabeth Wieben interviews* *Ron Kyle, Aircraft Maintenance Engineer*

When did you first become interested in aviation? What sparked it?

There was an old Tiger Moth parked in a field on McIrvine Road in Fort Frances where I grew up. It had come from the old Elementary Flying Training School at the Lakehead, and a guy George Flinders had bought it. Unfortunately, it was involved in a landing accident and was destroyed. I also had two uncles in the R.C.A.F. and I looked up to them.

After high school I got a job at the local food wholesalers, and one day I dropped a whole load of pickle jars. The boss said "That's out of your pay". I was mad. Just then Rusty Myers from the flying service came in to get a case of dog food, so I said "Do you have any jobs out there at the Flying Service airbase?", and that is how I became an apprentice aircraft mechanic! I worked at Rusty Myers Flying Service in Fort Frances for 4 years working on 3 Norseman, a Gull Wing Stinson SR9 and also the Stinson Voyager and Stationwagon.

Tell me about your first solo ...where was it?

I first flew with Einarson Bros. at International Falls in a Porterfield (probably 2-3 hours of dual instruction), but only really took it up later when I was in Fort William at the Thunder Bay Flying Club. I got a few really good scares flying around with pilots and decided I'd better learn myself! I flew solo in a Piper Colt in 5.5 hours. I was doing circuits with Emerson

Bates on runway 07 and he stopped and just got out and walked across the infield. That was it. You don't forget that day!

Can you tell me briefly about your aviation career?

I worked for Rusty Myers for the 4 years, moved to Thunder Bay in July, 1956 when I was 22, to work for Thunder Bay Flying Club. We had 3 Aeronca Champs, a Fleet Canuck, a Cessna 170, a Chipmunk and then got a fleet of Piper Colts. We trained a mess of Air Cadets every July for several years and it was really busy. In 1967 I joined Cessna Aircraft Company as a Service Rep. and moved to Ottawa. My territory was Ontario to Newfoundland; I was always on the road. In fact when your dad* had the fire in 1968, I had to come and get the stainless steel number plates out of the ashes.

In 1972 I got an interview with R. L. Mof-fat, Dean of Technology, to teach in the Aviation Maintenance program at Confederation College, and stayed there for 27 years. It was interesting to be in at the beginning. President Bradshaw (Air Vice Marshall) had decided we needed an engine run-up test cell so I got it all installed and running. It was a great teaching aid. Your dad (O.J. Wieben) was on the Advisory Board.

What do you remember about your early days at Thunder Bay Airport?

There was that big fire in 1957 when the old Elementary Flying School hangar burned

with all the old Tiger Moth parts in it and all of the Flying Club aircraft as well as numerous aircraft of Superior Airways. A gas truck was parked near the hanger and good old Johnny Morris jumped in it to move it away from the hangar. He drove around the runways, faster and faster, trying to put out the flames, but in the end he jumped and it blew up! The only Mark VII fully metalized Norseman which had been moved from Can Car burned in that hangar fire along with the drawings, a great loss to Superior Airways.

I remember there was a mound of dirt at the airport....a big mound which had been for sighting in the Hurricane guns....after the Hurricanes were assembled, they lined them up and sighted in the guns!! We would dig around on our lunch hour and find the lead slugs.

It was busy, busy, busy....lots of smaller aircraft which you don't see today. North Central Airlines was in and out to Duluth. Trans Canada Airlines was running first DC-3s and then the Viscounts. Superior Airways was doing their "dolly" take-offs.

There was really a lot going on, and also the social stuff like dances and ballgames and Christmas parties for the kids. It was its own community.

* - our interviewer is the daughter of O.J. Wieben, founder of Superior Airways and a prominent member of the aviation community in the northwest in the middle years of the 20th century

Our corporate supporters...

FLIGHTDECS

<http://flightdecs.ca>

Lakehead Models
Steve Melnick
262 Bay St.
Thunder Bay, ON
P7B 1R5
Tel.: 807-345-5776
Fax: 807-344-6489
lakeheadmodels@shaw.ca
lakeheadmodels.com



Shell Aviation
Maintair Aviation Services Ltd
Brock Marshall
Tel (807) 475-5915 24 hours
Fax (807) 475-8321 316 Hector Dougall Way
Cell (807) 626-3258 Thunder Bay, Ontario P7E 6M6
maintair@tbaytel.net UNICOM 122.85
Shell Aviation Dealer



Confederation College Aviation Day



Con College Cessnas in front of an MNR CL415 water bomber



Snowbirds on display



Final pass *en echelon*



Landing after the display



Snowbirds on display



Orange Pilatus Air Ambulance



Snowbird #8



TB Airport snow-clearing equipment



CF 18 arriving for Aviation Day



Con College Cessnas lined up in front of the ACE hanger