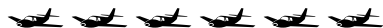




# Fly North

Volume 3, Number 4:  
October—December, 2011



## 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 Activities:** The Centre continues to make itself known to the wider community through displays and presentations at shows and conferences in the area. In August we set up our display at the **New Ontario Shooters Association Gun Show** in the Kakabeka Falls Legion. This was our third visit to a NOSA show and as always we were cordially received. Although our exhibit was the only one that did not have guns, ammunition or hunting knives on display we had a steady stream of visitors



***Jim Milne showing our Lancaster video to an interested Gun Club member***

whose comments and questions indicated a strong interest in aviation in the region. Several had personal or family links to aviation and from some of them Jim Milne was able to extract useful information on individuals and artifacts that might be of interest to NOAHC.

On November 4, we took our display to the annual meeting of the Aircraft Maintenance Engineers' Association at the Victoria Inn in Thunder Bay. The meeting is an excellent venue for us to spread the word about aviation in the north west among the younger engineers and to obtain information on past aviation history from those who contributed to that history. This year for example, in conjunction with the meeting, NOAHC's Oral History group interviewed Gord Hughes who runs an aviation engineering facility in Ignace where he specializes in the maintenance and restoration of Noorduyn Norseman bush planes. Given that there are few, if any, engineers around with Gord's experience in maintaining

an aircraft that contributed so much to bush flying in the north-west and elsewhere, it is important that NOAHC seek out and record the information that such experts can provide. NOAHC also contributed one of the presentations at the meeting. Dave Kemp, editor of **Fly North**, gave an account of the work of Vincent Burnelli, an aeronautical engineer who designed aircraft based on the lifting fuselage concept, which he pioneered in the 1920s. Can-Car became interested in his designs in the 1940s and built the CBY-3 Loadmaster, but in competition with an abundance of war-surplus transports such as the DC-3 they were unable to find markets for it. Few of the maintenance engineers who listened to the presentation knew of Burnelli's work, but had Can-Car been successful in its marketing they might well have worked on some of the models he designed.

### FOR SALE



#### ***Hurricane Mk Xlla***

***Asking Price: \$4.0M CAN***

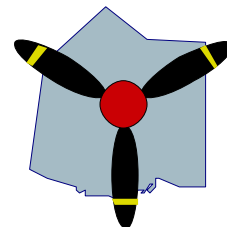
Built by Canadian Car and Foundry at Fort William in 1942 as one of the sixth production batch. Taken on strength by the RCAF in 1943. Served with 123 Squadron at Debart, 127 and 129 Squadron at Dartmouth and 1 OTU at Bagotville. Struck off charge in 1947. Sold to a syndicate in Saskatchewan. Restored in UK between 1985 and 1989. Became part of the Historic Aircraft Collection in 2002 and operated out of Duxford UK since then.

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# ***Bush Flying Captured: The Photography of Rich Hulina***

***A review by Liz Wieben***

## *Bush Flying Captured*



THE PHOTOGRAPHY OF RICH HULINA

Wow! I have just spent a couple of lazy hours on a Sunday afternoon browsing through Rich Hulina's new "picture book" of airplanes and bush flying. Rich has so personalized these float, ski, and wheel equipped airplanes that they seem to talk to you. He has included with each photo interesting captions that tell the story of the photo shoot, the history of that particular airplane, maybe even it's ending. He demonstrates a passion for these airplanes that really does tell you why the photography is so good.

This book is to me a "table book"...every once in awhile you pick it up again and look all through it again because if you are either an aviation enthusiast or a have a love of the north country and bush flying: it will warm your heart.

This is a truly remarkable book. Aptly named, it captures in beautiful colour many of the aircraft that have been, and still are, in service in Canada and Alaska, servicing remote communities and transporting tourists into the wilderness.. As Ken Webster, a friend and fellow pilot, said in his Foreword to the book:

*"From Super Cubs to de Havilland Turbo Otters, the photos in Bush Flying Captured are a collection of some of Rich's best photos, and include aircraft from all corners of Canada and Alaska. The pages in this book are much more than a collection of pictures. They capture historic aircraft designed and built in a bygone era, resplendent in their timeless beauty, still work-horses, fulfilling a vital function in Canada and Alaska's unspoiled wilderness."*

The photos are a wonderful collection of these aircraft in various configurations including floats, skis and tundra tires. You will

see a Noorduyn Norseman landing on floats in the snow, and be told the reason for the event! I especially liked that Rich often names the pilot flying the airplane and or the aircraft owner in many of the photos. This brings the story of these airplanes alive. The caption for each photo shows the meticulous research and recording that Rich has put into these photographs and really gives you a feel for the story of bush flying particularly in North-western Ontario and also to some extent in Alaska..

It is easy to see why Rich's photos have adorned the covers of many aviation magazines and have won prestigious photographic awards. This book will be a treasured keepsake of memories for those pilots who flew these airplanes, or for those that wish they had.! For others it will give you a glimpse into the lives of the people who operated these bush airlines and a sense of the beautiful wilderness we have in the north country.

### ***BUSH FLYING CAPTURED***

**Photographer Rich Hulina**

**ISBN 9780986933509**

Format: Hardcover

Publication Date: July 2011

Pages: 168, full colour,

100lb matte paper

Price: \$40.00 plus shipping  
and handling

### ***Book Signing:***

On November 24, 2011, NOAHC hosted a book signing for Rich Hulina's book—***Bush Flying Captured***. The event proved to be very popular with more than 60 in attendance. Rich began the event with a slide presentation in which he talked about the beginnings of his flying career and his interest in aviation photography. A graduate of the Confederation College Aviation Program in Thunder Bay, Rich has flown bush planes in the north-west for more than twenty years and is now the owner, president and operations manager of Slate Falls Airways in Sioux Lookout. Many of his pictures are taken locally, but his search for the perfect bush plane photographs has taken him from the lakes of north-western Ontario to the glaciers of Alaska. The high quality of the results can be seen in the book, and Rich's expertise has been recognized by his peers through the many awards he has won for his work.

Rich continues to photograph bush planes, and the word is that there may be a second volume of his book in the planning stages.

NOAHC has signed copies of ***Bush Flying Captured*** for sale.

Contact us at [noahc@tbavtel.net](mailto:noahc@tbavtel.net) or (807) 623-3522



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*Elsie Gregory MacGill*

1905-1980

## Roberta Taylor

### *Elsie MacGill Northern Lights Award Winner*



***Roberta Taylor using a bilge pump to remove water from the floats of a Beaver aircraft at the Pays Plat seaplane base in the late 1970s***

Roberta (Robbie) Taylor was selected as the 2011 recipient of the Elsie MacGill Northern Lights Award, presented annually to a Canadian woman "who has demonstrated enthusiasm, courage and personal accomplishment in the aviation or aerospace industry". In the 45 years she spent flying as a commercial bush pilot in north-western Ontario, or on fire patrols and air search and rescue mission in British Columbia, she demonstrated all of these qualities.

Robbie Taylor was born into a family that became legendary in the development of aviation in north-western Ontario. Her father, Orville Wieben, operated Superior Airways out of Fort William in the decades following the end of World War II, playing a major role in the opening up of the region in the 1950s and '60s. *(As an aside, both Orville Wieben and Elsie MacGill, after whom the Award is named worked at the Canadian Car and Foundry plant in Fort William during the war years - she as Chief Engineer - he as Chief Test Pilot)*

All five Wieben children learned to fly at an early age, with Robbie, her sister Liz and brothers Don and Howard obtaining their commercial licences before they turned 20 while her other sister Kay had a private licence. After a dozen years or so as a commercial bush pilot in north-western Ontario, Robbie relocated to Cranbrook in British Columbia, where in 1978 she and her husband established Taylor Aviation, a maintenance repair workshop and aircraft sales business. She flew fire patrols for the BC Forest Services out of Cranbrook, as well as air search and rescue missions as needed. On the ground she qualified as a civilian search master and became regional deputy co-ordinator, responsible for providing training and organizing volunteer pilots, navigators and spotters for civilian air searches.

A serious car accident in 1990 ended Robbie's flying career, and she moved on to a second career in social work. After completing a Masters degree she went on to teach at the University of Victoria in British Columbia in the Faculty of Human and Social Development., where she specializes in addiction issues. She also engages in volunteer activities involving educational events on gender issues and aviation workplace culture. Her interest in that is not surprising. The Wieben family, with its three women pilots, was really exceptional in an industry that was male dominated. Robbie has worked to change that, by her own example and through such activities as serving in executive positions in, and planning conferences for, organizations that promote the interests of women in aviation. At a time when there was no maternity leave or job protection for women pilots, Robbie was able to balance work and family, raising two sons and one daughter, all of whom live in BC. The aviation industry is still male dominated with only five to six percent of the pilots in Canada being women. The most recent Flight Management graduating class at Confederation College included 5 women out of a total of 42. While these numbers are still low, without the efforts of women like Roberta Taylor they would be even lower.



*Passing Through: Unusual Visitors to TBIA –Photographed by Kevin Hlady*



*Sikorsky S64 Sky Crane*



*BAe 146: Facility for Airborne Atmospheric Measurements  
Research Aircraft*



*Embraer 120RT from Nigeria*



*Grumman HU-16  
Albatross*



*Zenair STOL CH701SP*



*Grumman G-164 Ag-Cat*



*North American T-28  
Trojan*



*Vintage Wings: Mustang IV (P51D)*