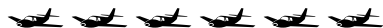




Fly North

Volume 4, Number 2:
April—June, 2012



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 NEWS

In the past few months, members of the NOAHC Board have been out and about in the community spreading the news about our organization. In early March, Jim Milne, our President, along with Don McRae and Denise Lyzun took our display to the New Ontario Shooters' Association Spring Gun Show in Murillo. As always, we were well received and made some contacts that may lead to the donation of artefacts to our collection in the future.



*Jim, Don and
Denise at
Murillo*

Later that month, Jim Milne and Dave Kemp attended a meeting of the Fort William Rotary Club, where they set up our display and provided information on NOAHC in the form of a Power Point presentation. The presentation sets out to describe the (short) history of the organization. It looks at how and why we came into existence, what we have achieved so far and what we plan for the future. To top off a busy spring, Jim Milne went along to a meeting of the Fort William Gyro Club where he presented our slide show and introduced the membership to NOAHC and its activities.

If any of our members belongs to an organization that would like to find out more about NOAHC we would be happy to make a presentation.

Acquisitions: NOAHC has acquired two 1/48 scale metal models of aircraft that flew through the Lakehead as part of the Trans-Canada Airlines fleet. With the help of Robert Arnold and his contacts at the Western Canada Aviation Museum (WCAM) in Winnipeg, we have been able to establish their origins. Both models are very rare, made for promotional purposes, including display in travel agencies.

The Canadair TCA Northstar model was made at the Canadair factory back in the 1940s. A collector at the WCAM who specialises in such models considers it a real rarity.



The Vickers Viscount was made by Westway Models in England sometime in the 1950s. The NOAHC model is missing its props, and we are looking at the possibility of obtaining these to return the model as close to its original condition as possible. Both models also need replacement stands.

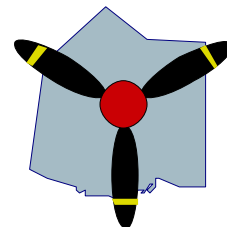


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The Robert Arnold Photo Collection

On page 4 of this issue we are again highlighting the bush planes of north-western Ontario in pictures taken by aviation photographer and collector Robert Arnold. Below he writes about his activities with the Western Canada Aviation Museum and his interest in aviation photography

"It wasn't till I joined the Western Canada Aviation Museum in Winnipeg in 1976, that I got interested in the many types of bush aircraft along with the general history of aviation in Canada. I started my journey with the WCAM in the restoration shop where my first restoration project was to dismantle a Wright 975 radial engine that belonged to the museum's North American NA-64 Yale. I always had my camera handy to help document as we went along. Today the engine has been restored, complete, and mounted on the aircraft with two permanently rusted pistons still in place. One day we hope to find two cylinders to replace the permanently damaged ones.

From the restoration area I moved to Land Retrievals. It was here that I was able to travel over most of Manitoba, Saskatchewan, and Northwestern Ontario and as far east as Thunder Bay. One recovery trip took me as far north as Mayo, Yukon Territories. By now my camera was my buddy. We went everywhere together. I would assist and many times oversee the removal of various derelict aircraft from the bush.

As usual the camera wasn't far away. Over the years I have taken several hundred photos of various land and water recoveries. Because of this traveling, I was also able to capture many bush aircraft in their natural surroundings.

As time went by, my collection of aircraft images began to grow in size and it was only natural they would eventually get noticed by various authors of aviation books, magazines, and local newsletters. The Western Canada Aviation Museum's "*Aviation Review*" was the first to include several photos I took with the various articles written in the magazine. From there my photos would be seen in CanAv Publications "*Air Transport In Canada*", Volume One, and Volume Two, "*Canada's Air Force at War and Peace*" Volume 3. Other books include Bob Ogden's "*Great Aircraft Collections*". They also appeared in *Propliner Magazine*. Most recently a photo of an Air Canada Viscount has appeared in the *Fly North Newsletter* published out of Thunder Bay Ontario. Soon when all goes to plan, there will be a poster size photo of a Trans-Canada Air Lines Viscount gracing the walls of the Airline Credit Union, Viscount Branch, near Toronto's Pearson International Airport.

Today, I am currently involved with the *Vickers Viscount Network* - a "*Virtual Museum*" as a **Core Member** and **Canadian Researcher** along with a full team of other Viscount researchers from around the world who are dedicated solely to the history of the British built Vickers Viscount. My Viscount Collection now also includes all the 3749 blueprints and drawings that were created by TCA's Maintenance and Engineering Department while the Viscount was in service with Trans-Canada Air Lines/Air Canada."

(For other Vickers Viscount enthusiasts out there - the June 2012 edition of *Aeroplane* magazine has a 17 page Database section devoted to the airliner)

A summer day in northwestern Ontario - floatplanes, fishing boats, blue skies and a calm lake.



DHC-2 Beaver I, C-FOCD, c/n 24 (in foreground) tied to the dock along with DHC-2 Beaver I, C-GEBL, c/n 1068 at Nestor Falls Ontario June 1988, while operating for Northwest Flying Services

Photo courtesy Robert W. Arnold

Canadian Car and Foundry Ltd. - Fort William, 1912

This year, 2012, marks the centenary of the arrival of Can-Car in Fort William. In 1912, the company set up a plant at the Lakehead to manufacture railcars and rolling stock for the western Canada grain trade. By 1921, lack of demand for its railcars caused the Fort William factory to close. It remained that way until 1937, when it became the production site for Can-Car's newly created Aircraft Division. The heyday of the company was during World War II when it had 4,500 employees, half of them women, who built some 1400 Hawker Hurricane fighters and more than 800 Curtiss Helldivers. Into the 1950s it built Harvards and Mentors, but eventually returned to producing subway and passenger railcars. Today the plant is still there, operated by Bombardier Transportation. Although the name has gone, Can-Car remains an import element in the history of the community. Several Hurricanes and Harvards produced in Fort William have been restored to flying condition, a fitting tribute to those who built the originals more than sixty years ago.

In Memoriam Donations

If you wish to remember a loved one, friend or colleague, an ***In Memoriam Donation*** can be made to NOAHC. A tax receipt will be issued and a card sent to the family. Please include your address and the name and address of the person you wish to receive the acknowledgement.

Donations can be mailed to:

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Northwestern Ontario Air Search and Rescue Association

Northwestern Ontario is a big place, with a small population and a limited transportation network. Someone who gets lost in the northwest may remain lost for a long time. Aircraft flying in or across the region come down in the bush as a result of bad weather or mechanical problems; despite the use of GPS hunters and hikers still get lost; watercraft on the area's many lakes may be swamped or be forced to take shelter when water conditions become too rough. Such situations lead to the initiation of search and rescue operations – sometimes ground searches, sometimes water searches, but frequently air searches. In regions such as the northwest with thick bush, few roads and search areas that are often large, aerial searches are usually most effective, reaching spots that are impossible to access by ground or water transportation, and covering the ground rapidly, an important element when lives may be at risk.

For the past 26 years the Northwestern Ontario Air Search and Rescue Association (NOASARA) has provided such search and rescue services. Operating under the framework of the Civil Air Search and Rescue Association (CASARA), the national ASR organization, it 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 a hangar at Thunder Bay International Airport, donated by the estate of the late John N. Paterson, which has space to accommodate two aircraft. The organization's equipment is also stored there. It is used as an operations centre when searches are under way and can be set up as a training facility.

NOASARA owns and operates a specially equipped Cessna 172N (*see below*) but also has access to privately owned aircraft including a Cessna 170B, a Cessna 182, a Piper Seneca 2, a Piper Cherokee plus military machines such as the CC-130 Hercules and CH-146 Griffon when necessary.

There is no need to be a pilot to join NOASARA. The organization trains volunteers in such areas as aviation navigation, aerial spotting and electronic search techniques, wilderness survival, first aid and basic outdoor skills. For more information see the NOASARA webpage at www.noasara.com

(Thanks to Dave Sutton for suggesting this piece)



C-GQFZ, a Cessna 172N, is owned and operated by NOASARA. Thanks to the Ontario Trillium Foundation, NOASARA was able to purchase a dedicated SAR aircraft in Feb 2008. QFZ is equipped for visual searches and electronic homing of ELT signals. Crew complement: pilot, navigator, and two spotters.

Bush planes in north-western Ontario as photographed by Robert Arnold



Part two



DHC-2 Mk-III Turbo Beaver, c/n 1688TB56, C-FOPA operating for Ministry of Natural Resources of Ontario. In this view it was tied to the dock at Nym Lake, Ontario, in June, 1988 during the forest fire season . Note the Hughes 500 lifting off at top right



Beech 18-D-18S, c/n A-479, C-FTBX while it was parked at the dock along with DHC-3 Otter c/n 230, C-FCBA in Kenora Ontario, June 1988.



Beech 18-3m, c/n A-784, C-FCUK flying for Walsten Air Services based out of Kenora Ontario. Captured on film while it was parked at its home base in Kenora, June, 1988

A UC-64A Noorduyn Norseman c/n 224, C-FUUD operated by Kenora Air Services tied to the dock at Kenora, Ontario, June 1988.

All photographs on this page courtesy of Robert W. Arnold, Winnipeg, MB. Canada

