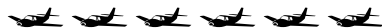




Fly North

Volume 4, Number 4:
October-December, 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

At the October meeting of the NOAHC Board, the following were elected Executive officers of the Board

President: James Milne

Vice-President: Elizabeth Wieben

Secretary: Denise Lyzun

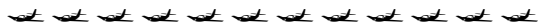
Treasurer: David Sutton

Regular members of the Board are:-

David Bryan Don McRae

Kevin Hlady David Kemp

Helen Kyle Aldo Mascarin



Open Days: On Sunday afternoons during the month of November and on the first Sunday in December the Centre at 430 Waterloo Street was open to NOAHC members and the general public. Visitors were able to see the progress that has been made in developing the Centre; view displays of the history of Can-Car and the aviation activities of TCA and Air Canada at the Lakehead; see models of planes that were built and flew locally and watch video clips from the oral history interviews recorded by NOAHC. Board members were on hand to provide additional information on the displays and to talk about future developments at the Centre.

Our latest corporate member:



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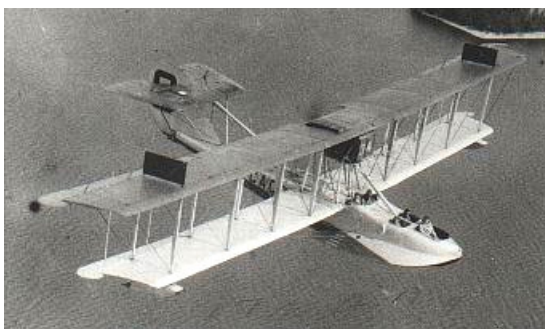
Dr Alfred Lower-Retirement At the end of August, a well-known physician, Dr. Alfred (Al) Lower, retired from his practice on Bay St. He gave pilot medicals for many years, and is well-respected by the North-western Ontario pilot community. Al was also a pilot himself, and the owner of a Cessna 180, CF-DMB. This aircraft is now at the Confederation College hangar and used in the Maintenance course for engine run-ups. Al was also a partner with Dave Sutton, Archie Fowler and Harold Newman in the ownership of an Apache. On September 14th a party was held for him at the Pilatus hangar, courtesy of Frank Kelner. Many friends, colleagues and family members joined to celebrate his well-deserved retirement. NOAHC congratulates Dr. Lower and wishes him good health in the years to come.

Helen Kyle



Dangers of flying in the north-west

While aviation played an important role in opening up northwestern Ontario success at times came with a human cost. The level of aircraft technology in the early years, the weather and the rugged terrain meant that aircraft accidents were not uncommon. An eye-witness account of a crash involving an Ontario Provincial Air Service (OPAS) Curtiss HS-2L flying boat can be seen on page 3 of this issue. Of the three crew members only the pilot survived



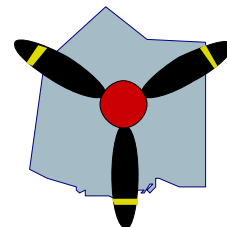
An OAPS Curtiss HS-2L flying boat over Red Lake

Inside this issue:

Can-Car
Hurricanes in
the news 2

"It sure was an
awful sight..." 3

Travels of a
Norseman 4



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Can-Car Hurricanes in the News

In December 2012, a former RCAF Hawker Hurricane is being auctioned in England by *Bonhams, International Auctioneers and Valuers*. It is a Mk XIIa (serial number 5711) built by Canadian Car and Foundry (CCF) at Fort William in 1942 as one of the sixth production batch. Taken on strength by the RCAF in 1943 it served with 123 Squadron at Debert, 127 and 129 Squadron at Dartmouth and 1 OTU at Bagotville. Struck off charge in 1947 it was sold to a syndicate in Saskatchewan. After being restored in UK between 1985 and 1989 it became part of the Historic Aircraft Collection in 2002 and has been operated out of Duxford UK since then. It is estimated that at auction the selling price could be as high as \$4.0M CAN.



Hawker Hurricane XIIa 70 years on

Another Can-Car-built Hurricane returned to Britain from the United States this year to fly in the Battle of Britain commemorations. This was AE 977, a Mk X (equivalent to the British-built Mk I) which came off the production line in Fort William in early 1941. It was delivered to the RAF, before being transferred to the Fleet Air Arm where it was converted into a Sea Hurricane, fitted with catapult spools but no arrestor hook. These planes were designed to be catapulted from the decks of specially modified merchant ships to attack the FW-200 Condor aircraft that regularly shadowed Atlantic shipping out of range of land-based aircraft and provided information to aid U-boat packs in their attacks on the convoys. Known as 'Hurricats', once they had been launched and seen the Condor off, they had no choice but to make it back to a land base or, more commonly ditch in the ocean near the convoy so the pilot could be picked up. With the ventral radiator acting as a scoop when the plane hit the water, ditching was no easy task. Some later Hurricats were equipped with an arrestor hook to enable them to land on merchant ships that had been modified with the addition of short flight deck. It seems likely that AE 977 never went to sea. In December 1942 it was involved in a mid-air collision with another Hurricane and was not considered worth repairing. Despite this, more than 50 years later it was rebuilt by Hawker Restorations Ltd. and returned to flying condition. By 2000 it was flying at air displays in Britain, but in 2001 it was shipped to the United States where it became part of the Comanche Fighters Warbird Collection in Houston,

Texas. In early 2012, it returned to Britain, where it was repainted in the markings carried by the aircraft flown by Douglas Bader during the Battle of Britain. Appropriately for a Can-Car-built machine, the markings are that of 242 Squadron which was manned mainly by Canadians.



Surviving Can-Car Hurricanes

A surprising number of the Hawker Hurricanes that came off the assembly line in Fort William still survive either on static display in museums or have been restored to flying condition. Most of these are machines built for the RCAF, which were spared the rigours of operational flying and combat, leaving them in a condition more suitable for restoration. At last count 8 Can-Car-built Hurricanes are air-worthy although not all are currently being flown. This represents just over half of the world's air-worthy Hurricanes.

Accurate records are difficult to assemble since the market for warbirds is a volatile one with aircraft changing hands, registrations and locations frequently, but the following is thought to be a reasonably representative list of surviving, airworthy CCF Hurricanes.

In Canada:

MkXII - RCAF 5481: Russell Aviation Group, Niagara Falls Ontario. May be for sale - may even have been sold.

Mk XII - RCAF 5418: Reynolds - Alberta Museum, Wetaskiwin, Alberta

In the United Kingdom:

MkXII - Z5140: Historical Aircraft Collection, Duxford

MkIB - Z7015: The Shuttleworth Collection, Old Warden

MkX - AE977 : Biggin Hill (see 'Hurricanes in the News' on this page)

MkIIB - BE505 (ex RCAF 5403) Rebuilt as a Hurribomber: Hangar 11 Collection, North Weald (see *FlyNorth* vol 1, no 3)

In the United States:

MkXII - BW881: Sea Hurricane. Flying Heritage Collection, Everett, Washington

MkXII - RCAF 5667: Military Fighter Factory Aviation Museum, Virginia Beach, Virginia



The 'March of Dimes' Hurricane RCAF 5398. Built in 1942 in the same batch as at least four of the airworthy survivors

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It was sure an awful sight...

As a 15 year old boy in 1924, Onni Saline witnessed the crash of an Ontario Provincial Air Services Curtiss HS-2L flying boat at Savanne in northwestern Ontario. The following is his description of the event and its aftermath.

Saturday, August 18, 1924

This Saturday afternoon was mostly overcast with a ceiling of about 1200ft, and about 8 MPH west wind. When us kids heard the sound of an airplane, some of us, me included, climbed atop the roof of the section house where we lived. A flying boat G-CAOC flew directly overhead in a southerly direction proceeding about 1 1/2 miles, then turned west up to the seaplane base, then turned east, for about 2 miles, then while in a turn, for a west approach to the landing, we saw the aircraft dive vertically into the bush.

The base was about 1 1/2 miles west and south from the village of Savanne, and located by an old saw mill, which was closed down.

The crew at the base phoned to Savanne for all the available men to go out on the rescue mission. The section gang from Biota, about seven miles west, were in Frank Edward's store at the time, for the weekend shopping and a few beers (1.5%) so they also joined up with the Savanne section gang and a few forest rangers. I think there were about 12-14 men including one Indian in the party. I naturally got aboard one of the two motor boats, but the men tried to kick me off, but nothing doing, so they gave in and let me go along.

After arriving at a spot near the mouth of the river, everybody separated in to groups of 2 or 3. We just blindly wandered about hoping to come across the crash, trying to pinpoint the spot according to the flash lite signals from Pat Maloney's A/C. Then we heard someone calling "This way boys. This way boys" Our group took off on a run in the direction of the call. Our party was the second to arrive at the crash. The Observer Gilbert was moaning and in a half leaning position between the wings, his flying suit and helmet still on and with his goggles still over his eyes. We could hear the other two crew members, but we couldn't see them. It was sure an awful sight, the rear part of the body, with its control surfaces, was leaning at a 45 degree angle against the spruce trees.

I can only recall events up to about a minute after arriving at the crash. Then things are a blank up to the time I grabbed one corner of the makeshift stretcher and started out. My right foot sunk into a deep hole in the swamp and I remember someone hollering to get a man to replace that kid. That Indian sure knew the way in the dark back to where the motor boats were tied up.

The crash happened at 5 P.M. I remember that, as the section gang were putting their gas car into the tool house, and they quit at 5. The injured (3) were brought into Edwards store between 11 and 12 o'clock. They were put on board C.P. train #8 at about 4 A.M. enroute to Fort William and Port Arthur. I believe it was about 3-4 hours before the injured crew were cleared out of the crash.

My opinion is that the aircraft stalled while in the turn. There were two other aircraft (HS2Ls) based at Savanne during the summer of 1924. The pilots were Dave Schiller and Romeo Vachon.

For many years, after freeze up us kids would bring back parts from the crashed A/C

(A short biography of Onni Saline was published in the Fly North, vol 4, no 1)

Thanks to Gerry Bell for providing access to the Onni Saline Papers

For more information on the crash and the role of the Curtiss flying boats in the OPAS see "The Firebirds" by Bruce West.

Travels of a Norseman - from military transport to bush plane

Noorduyn Norseman V CF-GLI

Red Lake Airways

Built in Montreal in 1944 by Noorduyn Aviation Ltd

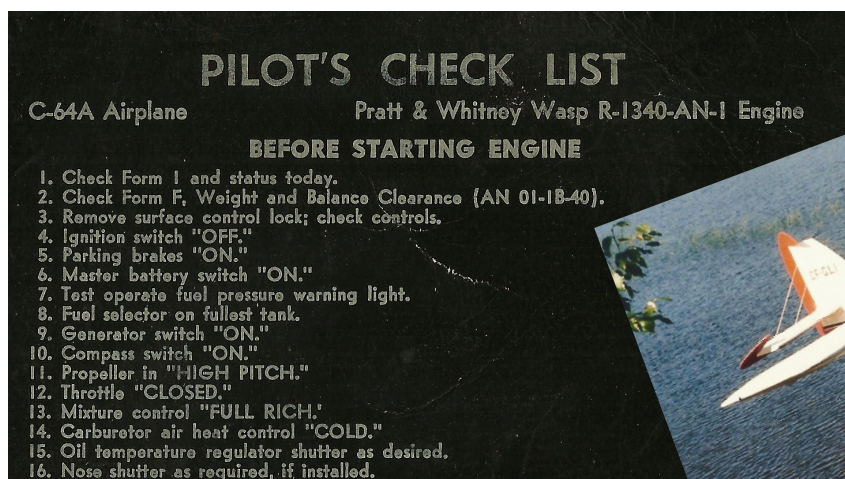
Type Characteristics

*Power: Pratt and Whitney R-1340-AN1
Wasp Radial*

Speed: 248 km/h (154 mph)

Service Ceiling: 5,182 m (17,000 ft)

Range: 1,850 km (1,150 mi)



**Section from the USAAF Norseman (C-64A) Pilot's
Check List (Courtesy Robert Arnold)**

A brief history of CF-GLI

Built in Montreal by Noorduyn Aviation Ltd., it was delivered to the USAAF as aircraft No 43-5374 on February 29, 1944 and flown to Middleton, Pennsylvania, arriving March 7. Assigned to the Reconstruction Finance Corporation, Augusta, Georgia on August 20, 1945 for disposal as surplus, it was sold to Aero Service, Los Angeles, California and registered as NC88719. It returned to Canada on September 20, 1951, after purchase by Queen Charlotte Airlines, Vancouver, BC. where it was registered CF-GLI. In April 1953 it was sold to E.R. Dale in Sault Ste Marie, Ontario and was still registered to Air Dale Ltd. in 1964. By 1982 it had been acquired by Chapleau Air Services which owned it until the registration was cancelled in 1985.



CF-GLI was subsequently owned by Kyro's (Albany River) Airways until registration cancelled in 1990; Mid Canada Sky Services until registration cancelled in 1992; Sky-North Ltd. until registration cancelled in 1993. It was then purchased by Red Lake (1987) Airways before being sold on in 1994 to Gogal Air Service of Snow Lake, Manitoba.

(Thanks to Gerry Bell for researching the history of CF-GLI and providing the pictures. Gerry flew this aircraft when it was owned by Red Lake Airways)