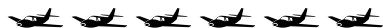




Fly North

Volume 6, Number 4:
October-December, 2014



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: The Northwestern Ontario Aviation Centre held its Annual General Meeting at the Centre on Thursday, September 18, 2014. The purpose of the AGM was to receive reports and to elect the Board of Directors. The meeting was chaired by Board member, David Bryan. Vice President Liz Wieben presented the President's Report on behalf of President Jim Milne, who was out of town, and the Financial Report was presented by Kathy Watt, NOAHC's bookkeeper, on behalf of our Treasurer, Dave Sutton. Reports on other activities of the Centre, such as interviews conducted by the Oral History Committee, the acquisition and cataloguing of artefacts, the development of presentations and displays and the production of the quarterly newsletter were also provided.

Inside this issue:

The Harvard 2

Superior Airways Presentation 3

O.J. Wieben and Superior Airways 4

PRESIDENT: Jim Milne

VICE-PRESIDENT: Liz Wieben

TREASURER: Dave Sutton

EXECUTIVE SECRETARY: Denise Lyzun

BOARD MEMBERS:

Helen Kyle David Bryan

Aldo Mascarin Kevin Hlady

Dave Kemp Don McRae

To fill the vacant positions on the Board of Directors, ten individuals were nominated. Additional nominations were requested from the floor, but no additional names were brought forward and those nominated were elected by acclamation. At a subsequent meeting of the new Board, the Executive was chosen and the list is included here.

An organization such as NOAHC benefits from the work of its volunteers. Working directly with the Board are Mary-Alice Isaac (recording secretary), Kathy Watt (book-keeper), Marv Lassi (technical assistant), Robin Webster (historian/office manager) and Tom Skoropad (webmaster). Gerry Bell provides help in a variety of ways. Their work on behalf of the

Board is much appreciated. NOAHC is always happy to have volunteers from its membership. If you have skills or expertise that you think would be useful to the organization, please let us know.

Recent Acquisitions: Bill Turner, one of our members has donated the uniform he wore during his service in the RCAF in WWII. The head gear is a replacement, the original having been lost when tossed up in the air during V-E Day celebrations

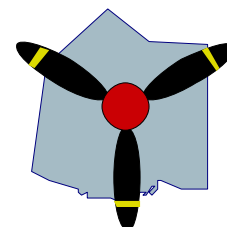
Enlisting at 18, Bill trained in Canada and was posted to England in 1944. The following year he became a heavy bomber pilot on Lancasters, but by that time the schemes for training aircrew had been so efficient that there was a surplus of pilots and Bill did not need to fly any combat missions over Europe. He then volunteered to fly against Japan, but the Pacific war ended before he left Canada.

NOAHC very much appreciates donations such as this and thanks Bill for his generosity. The uniform is a significant addition to our displays.

The ribbons for these medals awarded to Bill are attached to his tunic



Bill Turner with the uniform he wore as a young Flying Officer during WWII



**NORTHWESTERN
ONTARIO AVIATION
HERITAGE CENTRE
INC.**

Mailing Address
403-1100 Memorial
Ave.

Thunder Bay, ON
P7B 4A3
(807) 623-3522

noahc@tbaytel.net

Centre location:
430 Waterloo St.
Thunder Bay

THE HARVARD: A DEFINING CANADIAN ICON

by Ian Dew

My history with the Harvard began in the mid-1960s, when, living in Lacombe, Alberta, summer and winter I was often able to see, hedge-hopping across the fields, a noisy, yellow, low-wing monoplane flown by doting owners and flying farmers in a hurry. Once seen and heard on a cold prairie afternoon, the sound of a Pratt and Whitney Wasp at full throttle hauling the plane through the chilly air, was a thrilling sound. It was loud – the never-to-be-forgotten snarling roar of a radial engine. Its distinctive sound was produced by its 600hp engine together with its nine foot propeller the tips of which, when in fine pitch at high rpm, approached sonic speeds.

By the 1960s, the Harvard had been around for almost 30 years. It was designed and manufactured initially in 1937 by the North American Aviation Corporation, and given the name Texan. Being a cantilevered monoplane with a powerful radial engine and retractable undercarriage, it was advanced for its day. It was an instant success; a sophisticated, reliable, advanced trainer during the period when everything that could fly was being used to prepare for the coming war.

The Texan was designated as the AT-6, an advanced, single seat trainer by the United States Army Air Force and SNJ in United States Navy service. By 1953 it ceased to be considered advanced and became simply the T-6 basic trainer, a role that it maintained for another decade in American service.

The original design was so successful that the aircraft was manufactured under license from Australia - where it was named the Wirraway – to France and pre-war Japan. In Canada, it was built as the Harvard by Noorduyn of Montreal, who during the war years produced 2,800 machines. By the end of the conflict more than 17,000 of these trainers, by whatever name they were known, were in use by the allied nations. Overall, some 21,000, of various marks were produced. The ultimate development of the design was built at Canadian Car and Foundry in Fort William, Ontario as the Harvard Mk IV, with 270 delivered to the RCAF and 285 to the USAF.

Among aviators of a certain age, and especially pilots of single-seat aircraft, the Harvard remains the iconic aircraft for the period from the earliest days of WW II to the waning days of the Cold War. Instantly recognizable from afar by its sound as well as its silhouette, in its bright yellow RCAF livery, it is known around the world. During the war years Canada was home to the British Commonwealth Air Training Plan, which included provision for elementary and advanced training as well as bombing, gunnery and navigation schools. The pilots who learned to fly basic trainers such as the Tiger Moth or the Fleet Finch then moved on to more advanced trainers. Those who were recognized as having the potential to be fighter pilots graduated to the Harvard, which prepared them to fly front-line aircraft such as the Hurricane, Spitfire or P-51 Mustang. Over 50,000 pilots graduated from the BCATP in Canada, with a high proportion completing their advanced training on the Harvard.

With the outbreak of the Korean War in 1950 and the onset of the so-called Cold War, there was again a demand for pilots and again Canada participated in a training program similar to the BCATP. This was the NATO Training Plan which was in operation between 1950 and 1957. It was at this time that Can-Car began building the Harvard IV, ultimately producing 550 by the time the program ended. They served in training schools across North America into the 1960s with last of the Harvard's in RCAF service being retired in 1966. Some 350 Texan/Harvards of the 21,000 built are still airworthy. In Canada, the Canadian Warplane Heritage Museum flies a Can-Car built Harvard IV and the Canadian Harvard Aircraft Association has a fleet of nine operating out of Tillsonburg Airport in southern Ontario. Five of these were built at Can-Car.



A Harvard IV on a plinth at Claresholm, Alberta, the site of one of the BCATP training schools

Selected sources:

Burkowski, G. *Can-Car, a History 1912-1992*. Bombardier Inc. 1995

Lyzun, J. *Aviation in Thunder Bay* Thunder Bay Historical Museum 2006

Webpages:

Canadian Warplane Heritage Museum, Hamilton, Ontario

www.warplane.com/vintatge-aircraft-collection/aircraft-history.aspx?aircraftId=31

Training Video: www.youtube.com/watch?v=3UZmEhayBVI

Harvard: Dimensions and Performance

Length	8.8 m
Height	3.55 m
Wing span	12.8 m
Weight	1814 kg
Weight loaded	2376 kg.
Speed max	290 km/hr (at 1524 m)
	225 km/hr (at 3901 m)
Ceiling	6827 m

Our newest corporate supporter

We are happy to welcome Dave King of **Signal Group** to our organization. Dave has provided NOAHC with his expertise in audio-visual services at several of our recent presentations. His contribution to their success is very much appreciated.



SIGNAL GROUP
A Division of Signal Resources Ltd.

TEL: 1 807 475-9341
FAX: 1 807 577-3828
www.signalresources.com
info@signalresources.com
TOLL FREE: 1 888 854-0468

DAVE KING
OWNER

313 EDWARD STREET S.
THUNDER BAY, ON P7E 2G9

Our corporate supporters...

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



HollisWealth.

Ian Pentney
Financial Advisor
HollisWealth Advisory Services Inc.
Insurance Advisor
HollisWealth Insurance Agency Ltd.

174 Ridgcrest Rd.
Thunder Bay, ON P7B 7A1
Tel: 807-473-4267
888-939-1090
Fax: 807-473-9246
ian.pentney@holliswealth.com

SJS Susan J. Southcott
Professional Corporation
CPA CHARTERED ACCOUNTANT

#701, 1184 Roland Street
Thunder Bay, ON P7B 5M4

Phone: 807-623-5977 Fax: 807-623-3524
Email: sjsouthc@tbaytel.net



EKT 90 INC.
INDUSTRIAL CONTRACTORS

BUS: (807) 623-5211
RES: (807) 475-5636
FAX: (807) 623-7415
600 Norah Crescent
MAILING ADDRESS
P.O. BOX 29034
Thunder Bay, Ontario
P7B 6P9



Shell Aviation

Maintair Aviation Services Ltd
Brock Marshall

Tel (807) 475-5915 24 hours
Fax (807) 475-8321
Cell (807) 626-3258
maintair@tbaytel.net

316 Hector Dougall Way
Thunder Bay, Ontario P7E 6M6
UNICOM 122.85

Shell Aviation Dealer



FLIGHTDECS

<http://flightdecs.ca>




Proud Supporter of Thunder Bay's

Aviation Heritage

www.patersonfoundation.ca

1918 Yonge Street, Thunder Bay,
Ontario P7E 6T9



DR. TERRY TRUSDALE
CIVIL AVIATION MEDICAL EXAMINER

Medicals done at Aviation Centre of Excellence,
ACE Hangar, 2003 Derek Burney Drive, Thunder Bay.
Business Address:

30 Oakleaf Drive, Tel: 807-577-4888
Kakabeka Falls, Ontario FAX: 807-475-5044
Canada. P7K 0H2 email: trusdale@tbaytel.net

Superior Airways Presentation

On Sunday, October 17, NOAHC hosted one of its most successful presentations, when the Centre had a full house to hear about local aviation pioneer, O.J. Wieben and Superior Airways, the aviation company that he founded. Three of his five children were present and each gave a talk about their experience growing up and working in an environment in which the primary focus was to create and maintain a company that was financially viable and could meet the needs of the communities in the north-west.

Elizabeth (Liz) Wieben talked about how her father came to the Lakehead in 1938 to be the operations manager of the local flying club. The Lakehead Flying Club flourished under his tutelage, but the outbreak of World War II put paid to most private flying and Orville Wieben moved on to become a test pilot for Canadian Car and Foundry flying the Hurricane and later the Helldiver. Never one to stand still, he founded Superior Airways in 1941 and by the time the war ended the company was in a position to contribute to the need for improved transportation as the north-west entered a period of rapid development. Liz illustrated her talk with a slide show and movies that showed company aircraft delivering supplies in the north and flying fishermen and hunters into tourist camps which were an important part of the company's business.

Don Wieben, who flew his vintage Beech-18 to Thunder Bay from

northern Alberta to be at the presentation, provided an account of what it was like to operate out of northern communities such as Sioux Lookout and Pickle Lake, at all seasons of the year, on wheels, floats and skis. The company also carved a forward base out of the bush north of Pickle Lake. Named Wiebenville, it was created to provide a competitive advantage in serving the remote communities of the far north. Don also showed a movie that gave an interesting picture of the sturgeon fishery which was an important element in the business relationship that Superior Airways had with First Nations peoples. Fish caught in the Albany River system and around Armstrong were flown to markets in the south. Government regulations led to the demise of the fishery to the detriment of the First Nations' economy in the northwest.

The third Wieben sibling in attendance, Kay Oldham, who like her brothers and sisters, learned to fly, but never flew commercially, gave an interesting insight into what it was like growing up in Northwestern Ontario's premier aviation family.

The presentations ended with personal reminiscences from friends and former employees of O.J. Wieben. Fritz Meier, Dave Sutton and Gary Linger talked about flying for Superior Airways and carrying out the myriad non-flying tasks that were expected of them. Eli Waboose, Temus Nate and Ruth Baxter provided a First Nations' perspective on the role of the company in their communities. Superior Airways was sold in 1981. However, while it may have gone, it the large attendance at this event shows that it is far from forgotten.

O.J Wieben and Superior Airways

Orville Wieben



Businessman



Bush Pilot



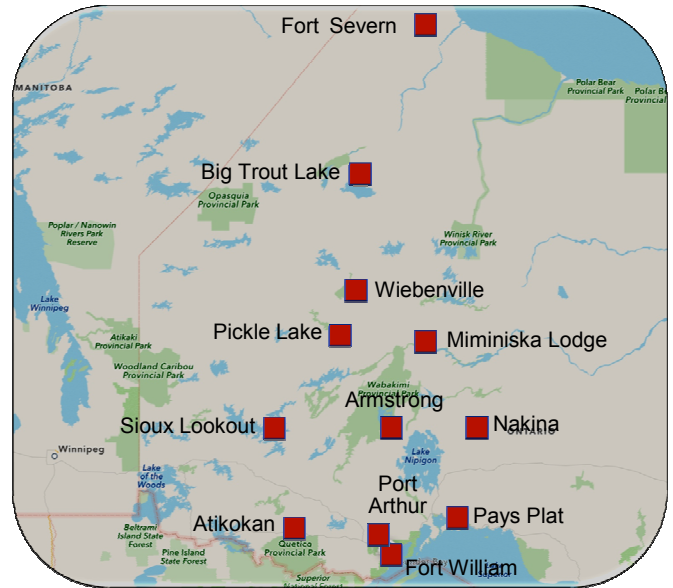
Test Pilot



Fisherman



Wieben's Landing: On the Kam River, this was Superior Airways first base



Communities served by Superior Airways



Delivering Christmas supplies in the north



A Superior Airways DC3s



*One of norOntair's aircraft named in memory of Orville Wieben
l to r - Roberta Taylor, Roberta Wieben, Kay Oldham, Elizabeth Wieben*