

FLY NORTH

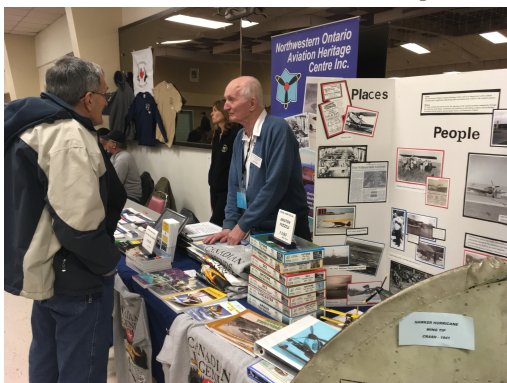
Volume 9, Number 1:
January -March, 2017

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 -----

On the weekend of March 11 and 12, NOAHC attended the New Ontario Shooters' Association gun show. It was held at the Slovak Legion with over 70 participants, most of whom were involved with guns, but with a few non-weapons booths as well. Jim Milne arranged for NOAHC's participation and provided sterling service on both days, while other board members also helped. Our booth included displays to illustrate our aviation interests and offered books, t-shirts, sweat shirts and jigsaw puzzles for sale, which raised several hundred dollars for NOAHC. A number of attendees came forward with possible donations of photos and artifacts for the Centre. These will be followed up.



Jim Milne on our booth at the gun show

Open House - On March 19, 2017, NOAHC invited members and friends to an Open House in the new Centre at 105 Victoria Avenue East. It has taken almost 4 months to get the Centre ready for opening to the public, but from comments at the event, it has certainly been worthwhile. The various exhibits have been updated and improved, with specific areas dedicated to particular aspects of aviation in the northwest. There are rooms dedicated to early aviation in the region and to Can-Car. Exhibits on military aviation, the Paterson Spitfire and bush flying that were present in the old building

have been retained and upgraded, while a new display illustrating the contribution of Orville Wieben and his family to local aviation has been set up. Another new feature is the creation of a small theatre to allow us to show our collection of films and DVDs. It is dedicated to Vic Stevenson, whose enthusiasm and financial contribution made NOAHC possible. The new centre has come about as the result of long hours of hard work by dedicated board members and volunteers and that work will continue as new ideas come forward. For example, we are in the process of acquiring a flight simulator so that in addition to looking at pictures of aircraft, non-flying visitors can have the hands-on experience of what it is like to control an aircraft in flight.

The door prize at the Open House – a *Canadian Legends* t-shirt donated by Denise Lyzun – was won by Mary Pettit.

Although some things remain to be done at the Centre, it can once again be opened to the public. Starting on March 26, it will be open on Sunday afternoon, between 1:00 and 4:00 PM. We hope that those of you who could not get to the open house will come and visit.

(Please note: The Centre will not be open on April 16 – Easter Sunday)

Edward Joseph Murphy 1925-2017



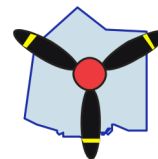
Born in Fort William, Ted Murphy enlisted in the RCAF at age 18. After training as an air gunner at Macdonald, MB, he was posted to PEI to fly in Lancasters, searching for submarines off the east coast. Returning to the Lakehead after the war, he became a well-respected teacher and football coach. He also resumed his aviation activities, continuing to fly until only a few years ago. Ted regularly attended NOAHC events and will be sadly missed. He was usually accompanied by his wife Nellie and NOAHC extends our condolences to her

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Open House at the New NOAHC: March 19, 2017



The new building with its window art ➡



*Exhibits
And
Displays*



*Time for coffee, cake
and
catching up*



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Ernest Potter – A Port Arthur Aviator in WW I

Ernest Potter was born in Woodbridge, Suffolk, England in 1892. In 1907 he immigrated to Canada, where he and his family settled in Port Arthur. Ernest worked for the Molson Bank in Port Arthur and then in Winnipeg, until 1915 when he went to the Curtiss Flying School in Toronto to learn to fly. After three months tuition on the Curtiss Biplane – the JN-4 or “Jenny” - he graduated with his pilot’s certificate on September 3, 1915. From there he went to England, as a Flight Sub-Lieutenant in the Royal Naval Air Service (RNAS) and after further training was posted to No. 3 Wing of the RNAS at Luxeuil in eastern France. The unit included a large contingent of Canadians, including Raymond Collishaw, who was to become an ace with 60 victories to his credit and rise to the rank of Air Vice Marshall of the RAF in World War II. The Wing was equipped with the Sopwith 11/2 Strutter, the first British two-seat tractor fighter, and the first British aircraft to enter service with a forward firing, synchronized machine gun, capable of firing through the propeller arc. The Strutter was also built in a bomber version in which the gunner’s position behind the pilot was faired over to allow bombs to be carried. During his time with No. 3 Wing, Ernest Potter flew both versions. As a bomber pilot he participated in two raids in October 1916, one on a munitions factory in Metz and another on the Mauser Rifle Works in Oberndorf. The latter was a major effort with 40 British and French aircraft taking part. It involved a round trip of some 200 miles into Germany, a flight of more than four hours



duration, and set the pattern for the strategic bombing offensive that was to become the hallmark of the RNAS. The following month, Ernest and several of his colleagues were decorated for their services, by General Joffre with a white whistle cord, or aiguillette, a mark of distinction worn on the left shoulder and given only to airmen. In January he was promoted to Flight Lieutenant.

Ernest Potter returned to Port Arthur where in 1917 he married Edith Merrill Leaney. By 1921, he was back in Winnipeg working as a bank inspector. Later he moved to Victoria, B.C. where he died in 1959.

A Sopwith 11/2 Strutter similar to what Ernest Potter flew in the RNAS

Marketing the Loadmaster – Can-Car’s attempt to enter the post-war aviation industry

Even as they were building the Hurricane and Helldiver in Fort William, Canadian Car and Foundry decided that when the war ended it would continue in the aircraft construction business and set about finding an appropriate design. They turned to Vincent Burnelli with whom they had worked in the 1930s in search of a suitable aircraft to take it into the post-war era. Burnelli was a proponent of the lifting fuselage. The extra lift available from the fuselage was expected to provide short take-off and landing characteristics and the box shape of the fuselage allowed for easier loading and unloading of cargo than possible with conventional tubular fuselages. By 1943, design work had begun on what was to become the CBY-3 Loadmaster, a high wing, twin-engined monoplane with Burnelli’s characteristic aerofoil section main fuselage. Power was provided by two Pratt and Whitney Twin Wasp radial engines. The prototype was completed in July 1945.



The General Features of the aircraft identified in the brochure ranged from the aerodynamic advantages of the airfoil fuselage and reduced wing span, to the ease by which freight could be loaded or unloaded, and the ability of the crew to access the engines and undercarriage during flight to allow minor adjustments or repairs

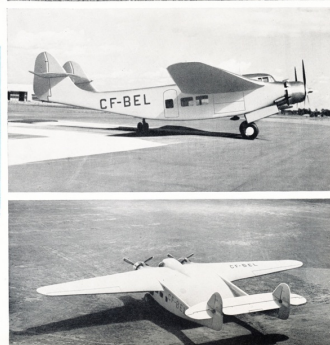


The "Loadmaster" ALL METAL AIR CARGO TRANSPORT Heavy Duty Hauler of the Airways An aircraft of advanced aero-dynamic design incorporating the exclusive "body-lift" principle.

An original principle of improved aircraft design developed and proven over a period of years has reduced to practice an important advancement in the trend of aero-dynamic concept, embodying progressive structural features to meet the ever-growing demands of air transportation for increased Safety, Speed and Economy.


The "Loadmaster", an all metal cargo carrier transport designed especially for rugged hinterland operation, has incorporated into its abundant strength of structure the added factor of body lift derived from the airfoil configuration of its fuselage, which contributes to a reduction of landing speed, lateral cargo load distribution for greater latitude in useful load balance conditions, and the many other inherent qualities of the design, which in combination offer the utmost in practical advantages.

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Emphasis on the safety features of the Loadmaster was a central element in the marketing campaign. Slower landing and take-off speeds made possible by the lifting fuselage, plus the overall structural strength of the fuselage box and the placement of the engines and fuel tanks away from the passenger or freight compartment were presented as significant safety characteristics.

As part of its marketing program Can-Car produced an illustrated brochure, highlighting the characteristics of the Loadmaster and the advantages of its lifting fuselage design. This selection of pages from the marketing brochure was provided by Robert Arnold.



Engines

Engines are located in the strong centre section - not on the wings - and are accessible in flight for minor adjustments and repairs. The engine nacelles are of quick detachable type, with O.D. self-coupling provided for the fuel and oil lines and plug ends for electrical connections. Engine nacelle can be removed by two men in 10 minutes.

Propellers

Propellers operate close together, thereby providing maximum flight efficiency and control with one engine operating.

Freight Loading

Loading can be made from rear of truck at truck level height from both sides of the container section. This permits the loading and unloading of cargo with minimum of handling for intermediate load transfer. Double freight doors cut in half the time required for loading or unloading. Distribution of load laterally and longitudinally and with centre of the cargo section close to centre of lift provides substantial improvement in balance load conditions.

General Features

Airfoil Fuselage

Airfoil fuselage section provides 50% of the lift of the airplane at landing speed, reducing non-lifting body air resistance. Over 60% of the weight and strength of the structure surrounds and protects the passenger cabin section. Structure consists of reduced number of parts and results in simpler fabricating requirements for production.

Baggage

Baggage compartments are located at the rear of the passenger section. Additional baggage may be carried in front compartments on either side of cockpit. All baggage compartments are accessible in flight.

Pilots' Compartment

Pilots' compartment is located between and behind the engines and permits accessibility while in flight to the engine details and accessories for minor repairs and adjustments. Also, the retractable landing gear is visible and accessible in flight for emergency lowering, in the event of mechanical failure.

Fuel Tanks

Fuel tanks, with capacity for 750 gallons of fuel and 10 gallons of oil, are located in wing roots out of line of the engines.

Wings

Wings are of reduced span and area due to the body lift. This reduces air resistance and weight. Bending moments due to overwing lift are reduced about 40% at the wing roots.

Twin Tail Booms

Twin booms support the tail car, face with maximum rigidity and minimum weight. Previous objection to twin boom design due to weave of the centre section of the wings is overcome by the increased depth and far greater torsional rigidity of the airfoil fuselage.

The Loadmaster was presented as an all-metal, heavy duty transport aircraft, constructed using advanced structural elements that made it ideal for rugged hinterland operations. In 1947 the latter was tested when it was employed freighting mining equipment in northern Quebec, where it competed successfully against DC-3s and Bristol Freighters.

Safety Features OF THE "LOADMASTER" ALL METAL AIR CARGO TRANSPORT

Reduced Landing Speed, contributed by the airfoil section body which provides approximately 50% of the "lift".

Engines and Landing Gear compartments accessible in flight for minor repairs or adjustments.

Engines Ahead of All Structure . . . In the event of emergency landing on rough terrain the engines and their strong mounts absorb a large degree of impact, providing maximum protection for passengers and crew.

Propellers Also Ahead of All Structure . . . thereby minimizing the possibility of damage to structure or cabin sections if propeller failure should occur. Power plant mounting within main structure, rather than in lighter outboard wings, affords greater resistance to any resultant vibration effect.

Propellers Operate Close Together . . . There is no body section intervening and the adjacent proximity of propellers has a definite advantage in corrective use of controls during single engine operation.

The Engines and Their Fuel Tanks are located well apart and within separate sections of the structure, lessening fire hazard.

Compact Airfoil Body possesses greater resistance to telescoping on impact. Landing gear and tail wheel not attached to wings or tail group and landing shocks therefore are directly applied to deep sectioned body.

Wide Airfoil Body treated for sea-surfacing would have flotation quality for emergency landing in trans-ocean or waterway operation.