

FLY NORTH

Volume 9, Number 2:
April - June, 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 -----

NOAHC held its Annual General Meeting on April 28 at the Centre, with board member David Bryan chairing the meeting. NOAHC's President, Liz Wieben gave a report on the Centre's activities over the past year. Much of the time in the latter two months of 2016 and the first two of 2017 was taken up in the move from Waterloo Street to the new Centre on Victoria Avenue, which opened to members and to the public in mid-March. She recognized the long hours of hard work by dedicated board members and volunteers that made the relocation and the opening possible. In 2016, volunteers spent 1981 hours in the Centre and for the period between January and March 2017, when the new Centre was being prepared for opening, 409 volunteer hours were recorded. In part because of the four months during which the Centre was closed during the move, the number of visitors was down last year, but since the reopening of the Centre we have received more than 60 visitors. Highlights of the year included NOAHC's participation in the visit of the Commemorative Air Force B-17 and B-25 bombers to Thunder Bay in August, and the presentation of the movie *Reunion of Giants*, which documented the trans-Atlantic flight of the Canadian Warplanes Heritage restored Lancaster bomber to rendezvous with the only other airworthy Lancaster bomber flown by the Battle of Britain Memorial Flight in the UK. Additional reports were received on finance and fund raising, acquisitions, oral history, displays and the newsletter. Despite extra costs associated with the move and the setting up of the displays, Dave Sutton, Treasurer, reported that the organization is financially stable.

The other main purpose of the AGM was to elect a Board of Directors. Twelve of the existing members of the Board agreed to serve again and at a subsequent meeting an executive was elected as indicated in the box above. There are still vacancies on the Board. If you are interested in serving, please contact any Board Member.

NOAHC: Board of Directors 2017-18

PRESIDENT: Liz Wieben
VICE-PRESIDENT: George Holborn
TREASURER: Dave Sutton
EXECUTIVE SECRETARY: Denise Lyzun
RECORDING SECRETARY: Victoria Bowen

BOARD MEMBERS:
David Bryan Dave Kemp Helen Kyle
Don McRae Jim Milne Gerry Bell
Mary-Alice Isaac

Aldo Mascarin

One of the Board members who did not seek re-election was Aldo Mascarin, one of the founding members of NOAHC. Aldo was NOAHC's handyman, always willing and able to create and install shelving and cabinets or to provide advice on the practical aspects of running the Centre. Thank you Aldo for a job well done – indeed, many jobs well done.

In Memoriam Donations

NOAHC recently received a generous, anonymous monetary donation in memory of former City engineer, Doug Scott. In addition more than \$1000 has been donated to NOAHC in memory of Ted Murphy.

Visits

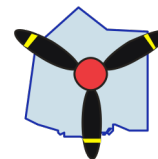
In early May, NOAHC hosted the Men's Club from First Wesley United Church, providing an introductory slide show on the aims and activities of the Centre. This was followed by an opportunity to view the various displays. Also in May a group from the Chartwell Isabella Retirement Home attended a similar event, bringing with them interesting stories on past aviation activity in the northwest. If you belong to a group or organization that you think would be interested in finding out more about NOAHC, contact us by phone or e-mail and we would be happy to set up a visit.

Inside this issue:

2. WWI Aviators

3. Vimy Fly Past;
April 2017

4. Save the Canso



**NORTHWESTERN
ONTARIO AVIATION
HERITAGE CENTRE
INC.**

Mailing Address
403-1100 Memorial Ave
Thunder Bay, ON
P7B 4A3

Centre Location
905 Victoria Avenue E
Thunder Bay

Contact NOAHC at
(807) 623-3522
or
noahc@tbaytel.net

Webpage
www.noahc.org

Lakehead Aviators in the Great War

In his iconic poem, 'In Flanders Fields', John McCrae writes of the larks 'still bravely singing' in the sky above the war-torn landscape of Flanders. While that might suggest a more benign environment in the air than on the battlefields below, the presence of the air forces of Britain, France and Germany ensured that was not so. Aircrew were spared the mud and mayhem of the trenches, returned to relatively safe and comfortable billets behind the lines after an operation and ate better than the infantry at the front. However, the dangers they faced were many. Exposed in open cockpits at high altitude they suffered frostbite and lack of oxygen, even if they did not encounter the enemy. Flying in machines built of wood and canvas, with no parachute, shot at by flak from the ground, and by other planes in the air, the life of an airman was full of danger and often short. In 1917, the life expectancy of a pilot in the Royal Flying Corps (RFC) was only 3 weeks, not much different from that of an infantryman in the trenches. The casualty rate in the air at first sight appears small compared with that on the ground. During all of 1917, for example, 2,094 aircrew from the RFC and Royal Naval Air Service (RNAS) were killed in action or reported missing on the Western Front. In comparison, more than 3,500 Canadian soldiers lost their lives in the 4 days of April 1917 that it took to capture and secure Vimy Ridge. However, the raw figures are a bit deceptive. The total aircrew on active service in France at that time was only 5-6,000, making the attrition rate high. On top of that, the skies were dangerous even before the pilots reached the front. In 1917, one fifth of the airmen in training were killed in accidents before they had learned to fly. In that perilous mix were airmen who called Fort William or Port Arthur home, or who were originally from elsewhere, but who would settle at the Lakehead when they returned to Canada at war's end. When war broke out aviation had not yet reached the northwest and some of the future aviators enlisted in the Canadian Expeditionary Force (CEF). Stanley Rosevear from Port Arthur, for example, enlisted in the University of Toronto Overseas Training Company, then in the following year transferred to the RNAS. Similarly the Rutledge brothers, Stanley and Wilfred, from Fort William, served in the CEF, before transferring to the RFC in 1917, as did James Dickie, originally from Manitoba, but returning to Fort William after the war. Hector Fraser Dougall from Winnipeg and later Fort William enlisted in the CEF in 1916 before learning to fly in Toronto and transferring to the RFC in 1917. Ernest Potter from Port Arthur also learned to fly in Toronto in 1915 and enlisted in the RNAS the following year. Between them they covered the whole gamut of WWI flying. Rosevear and Dougall flew scouts, as fighter aircraft were then known, Potter was a bomber pilot, Wilfred Rutledge flew as an observer and later as a pilot, while Stanley Rutledge and Dickie were instructors. The scout pilots tended to receive more attention than the others, both then and now, in part because their success could be measured in the number of enemy planes they shot down. Rosevear scored 23 victories in 9 months in 1917 and 1918, receiving the Distinguished Service Cross (DSC) and Bar as a result. The others also had important roles, however. Observers like Wilfred Rutledge provided information on enemy movements and directed fire during artillery shoots. Bomber pilots like Potter flew over enemy territory to strike airfields and armament factories, while the instructors prepared new pilots to replace those who had been lost. Rosevear and Stanley Rutledge did not survive the war. The others returned to the Lakehead to contribute in a variety of ways to the development of aviation in the region.

For more on these WWI aviators visit the Centre and view the poster display that illustrates their lives and activities



Stanley Rosevear DSC and Bar
(1896-1918)



Sopwith Camel similar to that flown by Stanley
Rosevear and Hector Dougall



Hector Fraser Dougall
(1897 – 1960)



James A. Dickie
(1893-1930)



Stanley Arthur Rutledge
(1889-1917)



Sopwith 1 1/2 Strutter similar to that flown by Ernest
Potter on bombing raids into Germany

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



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

Brack 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



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 KINC
OWNER

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

SJS Susan J. Southcott

Professional Corporation
CPA CHARTERED ACCOUNTANT

#701, 1184 Roland Street
Thunder Bay, ON P7B 5M4
(entrance is between 1184 and 1186 Roland)

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

Thunder Bay Airport



The right approach



Bearskin Airlines
Let the Bear take you there!



CIBC
Wood Gundy

Shannon Joblin
Investment Advisor
www.cibcwoodgundy.com
shannon.joblin@cibc.ca

CIBC Wood Gundy is a division of
CIBC World Markets Inc.

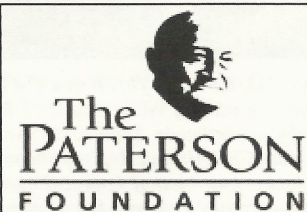
CIBC World Markets Inc.
180 Park Avenue
Suite 101
Thunder Bay ON P7B 6J4
Tel: 807 344-3667
Fax: 807 343-7973
Toll Free: 1 800 461-8909

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,
Kakabeka Falls, Ontario
Canada. P7K 0H2

Tel: 807-577-4888
FAX: 807-475-5044
email: trusdale@tbaytel.net



*Proud Supporter of Thunder Bay's
Aviation Heritage*

www.patersonfoundation.ca

1918 Yonge Street, Thunder Bay,
Ontario P7E 6T9



**JOHN ANDREWS
FOUNDATION**

Allen French: Vimy Centennial Fly-past 2017



courtesy Allen French

*Allen French in the replica SE5A that he flew at the Vimy
Ridge Centennial commemoration in April 2017*

On the morning of April 9, 1917, soldiers of the Canadian Expeditionary Force attacked the German positions on Vimy Ridge in eastern France. By the end of the day, the Canadians were victorious, in possession of the ridge but at a heavy human cost. To commemorate the victory and remember the sacrifice of those who had fallen, a Centennial commemoration was held on April 9, 2017 at the memorial that now stands atop the ridge. One of the highlights of the commemoration was a fly-past by replicas of aircraft that would have flown at the time of the battle. Four Nieuport IIs and an SE5A were flown by members of the Vimy Flight Association based in British Columbia, to re-enact the fly-past that occurred when the memorial was dedicated in 1936. Two replica Sopwith Pups constructed at the Canadian Museum of Flight in Langley, BC also made the trip to France and were exhibited on static display. The pilot of the SE5A was Allen French, who was born and brought up in Thunder Bay. As a boy he served in 66 Squadron of the local Air Cadets and went on to fly the CF-104 with the RCAF in Canada and Germany. Following that he flew passenger jets for CPAir, Canadian Airlines and Air Canada for 33 years. Now retired and living in the Vancouver area, Allen continues to be involved with aviation through his volunteer work with the Museum of Flight and the Abbotsford International Air Show. Along with other members of the Vimy Flight he will be flying the WWI replicas across Canada this summer, but unfortunately they will not be able to visit Thunder Bay.

The Fairview Aircraft Restoration Society Saves a Canso

The main objective of the Fairview Aircraft Restoration Society (FARS) is the restoration and preservation of Canso PBV-5A C-FNJE, a Canadian built version of the Consolidated Catalina. It started life as RCAF 11094 in 1944. Later, it was converted to a water bomber that spent several decades protecting Canadian forests in Newfoundland and NWT from wild fires. FARS mission is to share that history with Canadians. In 2001, operated by Buffalo Airways, C-FNJE was fighting fires in the Inuvik, NWT area, when it started taking on water while loading and sank in about 100 feet of water. It was floated to the surface and pulled to the northeast shore of Sitidgi Lake. It remained there until Don Wieben, a Fairview farmer, pilot and member of the well-known, northwestern Ontario aviation family, the Wiebens, heard of it. After establishing that it could be restored, he and five other farmers from the area – the Canso Crew - set about getting the Canso from the lake to Fairview. After hundreds of hours spent on the project by the crew and other volunteers after the plane's recovery in 2008, C-FNJE flew again at Fairview on June 18, 2017.

(See more at www.savethecanso.com)



C-FNJE on the edge of Sitidgi Lake

(FARS)



(FARS)

The 'Canso Crew' (l to r) Joe Gans, Norbert Luken, Brian Wilson, Don Wieben, Doug Roy, and Henry Dechant



Dragging the Canso across the tundra

(FARS)

Journey from Inuvik, NWT to Fairview, AB. involved approximately 2,750 km. by road to Inuvik and then 1500 km. on a NTCL barge up the Mackenzie River to Hay River, NWT and finally 800 km. down the Mackenzie Highway by truck to Fairview, AB



(FARS)

Rollie Hammerstedt, (l) a retired Aircraft Maintenance Engineer, from Kenora, with extensive experience working on the Canso and other vintage aircraft, provided a significant contribution to the restoration of C-FNJE. Here he shares his expertise with Don Wieben (r) during the re-build.



(NOAHC)

The inoperable engines from the Canso passing through Thunder Bay in 2013 on their way to Newfoundland to be exchanged for a reconditioned pair suitable for use in the restored aircraft



(Bert Reynolds/FARS)

The fully restored Canso takes to the air at Fairview on June 18 2017, piloted by Captain Bill Brady with Co-Pilot Gary Wieben.