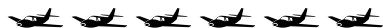




Fly North

Volume 6, Number 2:
April-June, 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:

Over the past several months members of the NOAHC Board and volunteers have been busy promoting the Centre at various venues. In early March Jim Milne and Don McRae took our display to the New Ontario Shooters' Association Spring Gun Show in Murillo, where over two days it was viewed by a large number of visitors. A few days later, Jim Milne and Dave Kemp gave a presentation on the current state and future plans of NOAHC to the Port Arthur Rotary Club. The two gave a repeat performance to the St. Paul's United Fellowship Group in early May. At the latter event Liz Wieben presented an excerpt from one of the Centre's Oral History DVDs. It was recorded at the Veterans' Appreciation Day event last November and featured Gord Stinson relating some of his wartime experiences piloting a Handley Page Halifax bomber. Gord is a member of the Fellowship Group, but for many of its members this was the first they had heard of his exploits. They now have a greater appreciation of what he and his fellow pilots went through in the skies over Europe seventy years ago.



Full house for the Paterson Spitfire presentation.

Airport Display: NOAHC now has a display at Thunder Bay Airport. It was created and installed by Denise Lyzun and Mary-Alice Isaac and contains a combination of artifacts, books and models representing the Centre's interest and activities. Look for it next to the luggage carousels. (see page 4)

Presentations: Our April presentation was a tribute to the Norseman, the iconic bushplane that had a major role in opening up the northwest and is still flown today.

Following that on May 29, Alexander Paterson gave a presentation on the aviation experiences of his father, John Paterson, in wartime and later at the Lakehead where he was instrumental in restoring a Spitfire similar to the one he flew on active service. (see pages 2 and 4)

Our next presentation will be on Sunday, June 22 at 1:00pm. **Women of Can-Car.** Come and celebrate the contribution of the "Rosies of the North" to the war effort and hear the personal stories of some of the 4000 women who built Hurricanes and Hell-divers at the Can-Car plant during WWII.

Frank William Kearney: 1924-2014

Frank Kearney, certified aircraft engineer, commercial pilot and aviation business owner, passed away on April 4, 2014. Having always dreamed of flying, he joined the Royal Canadian Air Force in 1943 and trained as a pilot, a navigator and graduated as a bombardier. Following his discharge he worked at Canada Car and with various private aircraft operators, as well as being an instructor at the Thunder Bay Flying Club. With his wife, Mary, he started up the Kearney Aircraft company, which operated at the Thunder Bay Airport for over 50 years. Frank's extensive knowledge of all aspects of aircraft construction and maintenance won him many loyal customers. A highlight of his work was the restoration of a pre-war Stearman mail plane which had been brought to the Lakehead by John Paterson. Following restoration, the plane was donated to the National Aviation Museum in Ottawa and Frank flew it down there.

Frank was the first of our local aviators to be interviewed for the NOAHC Oral History Project.

NOAHC extends its condolences to Mary and the other members of the Kearney family.

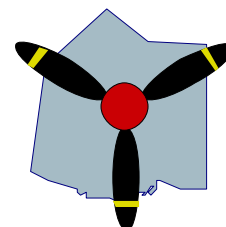
Inside this issue:

Viscount model

Spitfire LF Mk IX ²

Norseman Festival ³

NOAHC Miscellany ⁴



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Rare Vickers Viscount model discovered in Winnipeg

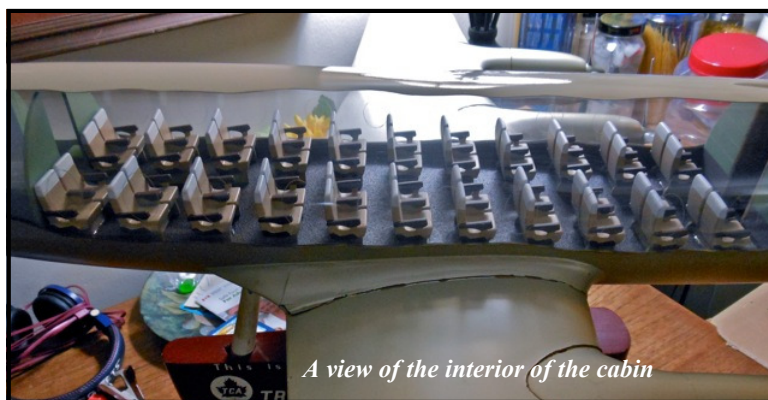
Over the past couple of years, Robert Arnold, a Winnipeg aviation enthusiast, has supplied **FlyNorth** with numerous pictures of bushplanes which he collected during his travels in northwestern Ontario. In addition to his interest in bushplanes, Robert is recognized as the North American expert on the Vickers Viscount, the world's first turbojet airliner. In that capacity he advised NOAHC on the origins of our Viscount model. He has just taken delivery of a very large and rare cutaway Viscount model, which has been hidden away for more than 45 years. At a scale of 1:24, it is twice the size of the NOAHC model. It arrived covered in a thick layer of brown dust, which took a whole day to clean, but after cleaning it turned out to be in excellent condition, both inside and out, with only minor cracks around the nacelles and wing root fittings due to wood shrinkage, but amazingly no scratches on the plexiglass cover.

The model represents the "White Top" version of the Viscount and was probably produced in early 1957, by Westway Models in Britain, the same company that made the NOAHC model. At that time Trans-Canada Airlines was beginning to paint its Viscounts with white tops, as well as introducing new interior colours and a 44 seat configuration. The model represents that era. The 'cutaway' nature of the model with its clear plexiglass cover allows the details of the interior of the cabin to be shown. A minor issue is the use of square-tipped prop blades which were routinely used by Westway on models of this size. TCA Viscounts were equipped with round-tipped blades.

The model is an excellent example of the commercial model maker's craft.



The model, cleaned and restored to 'showroom' condition



A white top Viscount at Thunder Bay

Both model pictures courtesy of Robert Arnold;

Viscount picture from the Jim Lyzun Collection

Spitfire LF Mk IX - Among the most famous aircraft of all time, the Spitfire began operations before the Second World War and was one of the few pre-war types to remain in front-line service until the end of the war and beyond. Along with the Hurricane, the Spitfire ensured the success of the RAF in the Battle of Britain, but by 1941 its supremacy in the air was being challenged by the Luftwaffe's new Focke-Wulf FW 190. That challenge was successfully countered by the introduction of the Mk. IX Spitfire.

The Mk. IX was produced in a number of variants including the LF in which low level performance was enhanced by an engine designed to give its best power at a lower altitude and by clipping the wing tips to increase the speed and rate of roll. The Paterson Spitfire is a LF Mk. IX. It was built in 1944 and flew with the RAF, as well as with one RCAF and one Polish squadron. After the war it was sold to the Netherlands Army Air Force and sent to the East Indies. After further service with the Belgian Air Force and private owners, it was purchased by John Paterson and brought to the Lakehead. The Spitfire was similar to one he had flown during World War II in the RCAF and, at a time when the preservation of historic aircraft was still uncommon, he restored and refurbished it to flying condition. It flew first in the winter of 1961/62 and remained at the Lakehead until 1964 when Paterson gifted it to the Canadian Aviation Museum in Ottawa.



The Paterson Spitfire in flight over northwestern Ontario

(picture courtesy of Helen Kyle)

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2014 Norseman Festival

July 19, 2014 - Rock the Runway
July 25 & 26, 2014 - Norseman Festival on the Beach



July 19 - Rock the Runway - Red Lake Airport
Live Music, Food, Beer Gardens, Aircraft Displays and more...

July 25-26 - Norseman Festival on the Beach - Kinsman Beach
Aircraft Rides, Live Music Games for all Ages, Food, Merchandise Booths, Beach Activities, Aircraft Fly-By and more!



Red Lake, Ontario

Additional information on Red Lake's Norseman Festival can be found on the following webpage: www.norsemanfestival.on.ca

Red Lake's Norseman Floatplane Festival is an exciting annual event that occurs each year in the latter part of July. Over the past 20 years or so it has attracted aviation enthusiasts from around the world and introduced many newcomers to the freedom of float flying.

The 2014 Festival has been expanded into a two weekend event combining a good old-fashioned aviation get together with some good old fashioned family fun. On July 19, Red Lake Airport will be the site of **Rock the Runway** with static aircraft and heritage vehicle displays, live music, a beer garden and a Fire Fit demonstration. A week later, on July 25 and 26, at the Kinsman Beach, the **Norseman Festival on the Beach** will take place. It will provide a chance to see the Norseman up close and flights will be available, while a fly-by with Beavers, Otters and, of course, the Norseman is planned. Live music, food booths, games and merchandise booths will also be part of the celebration.

NOAHC Miscellany:



The NOAHC display case at Thunder Bay International Airport

Recent Acquisitions

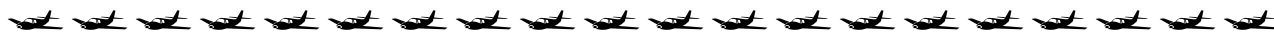


Can-Car Merit Award ashtray with Curtiss Helldiver model



Armoured glass windscreen from a Hawker Hurricane

Both artefacts donated by Sid Godfrey



Pictures from the Paterson Spitfire presentation: May 29, 2014



F/L John N. Paterson RCAF by Karsh of Ottawa

(picture courtesy of Alexander Paterson)



Ron Kyle: the local aeronautical engineer who rebuilt the Spitfire



(pictures courtesy of Helen Kyle)



Helen Kyle, wife of the late Ron Kyle and Alexander Paterson, son of the late John Paterson



John Paterson (l) and Ron Kyle (r) with the restored Spitfire at Fort William



Members of the Paterson and Kyle families who attended the presentation