

# FLY NORTH

Volume 8, Number 1:  
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## 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 -----

#### Donation

NOAHC has received its annual donation from the Endowment Fund set up to allow the establishment and development of the Centre. The fund was created by the founding member of the organization, Vic Stevenson, whose generosity made NOAHC possible. The fund is administered by the Thunder Bay Community Foundation.



David Sutton (l) and Jim Milne (r) of NOAHC receive the donation cheque from Pritam Lamba (c), representing the TBCF

#### Presentation

***“Orville Wieben and the history of aviation in northwestern Ontario”***

by  
***Elizabeth Wieben***

The presentation will take place at the  
***Thunder Bay Historical Museum***  
on

***Tuesday, March 22, 2016***  
at  
***8:00 pm***

### Board and Volunteer Activities

During 2015 the NOAHC Board and volunteers contributed more than 1200 hours to the running of the Centre. This included attendance at regular board meetings, plus office work, display preparations, and the maintenance of acquisitions records. It does not include such activities as the preparation of the newsletter, oral history interviews and other activities that take place outside the Centre.

NOAHC is always interested in having the help of volunteers. If you are able to assist us, please contact the Centre by telephone or e-mail.



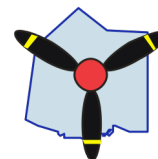
Board members and volunteers enjoying pizza prior to the final Board meeting of 2015

### Museum Design Consultant Visit

In late January NOAHC had a visit from Sherry Dangerfield, the museum consultant who designed the new museum at Red Rock. She provided many ideas regarding such elements as the quality and arrangement of the Centre's displays, signage and conditions required to prevent the deterioration of our artifacts. Sherry also suggested the purchase of equipment such as an audio system, projector and screen to upgrade our presentations. Some of her suggestions can be put in place relatively easily, but others will come at a cost. With that in mind, the Board is exploring sources of funding that will allow us to further develop the Centre.

### Inside this issue:

2. Model Aircraft
2. Airport Picture
3. H.F. Dougall
4. The Aircraft Models of Guy La Casse



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## ***There's an Airplane on My Garage Roof.***

by Robert W. Arnold

If you should ever pass by the corner of Silver Avenue and Ferry Road in Winnipeg's St. James area, you cannot help but notice a unique type of weather vane mounted above a certain garage. It has been about ten years since I started noticing these unique, scratch built Canadian bush aircraft appearing on the top of this garage. The weathervane I speak of can be found just to the east of Ferry Road on the south side of Silver Avenue. The weathervane usually represents an aircraft on floats from the 1920's to the 1960's. The first of many model aircraft I noticed back in 2005 was a Green Airways Noorduyn Norseman. The Norseman was CF-OBE. It was through stopping one day and taking a few photographs of this particular weathervane, that I got to know the owner of the property. As it turned out that day, the chap who built these exquisite 1:18<sup>th</sup> scale representations was home and he came out and met me at the gate to his yard. For a moment I thought I was in big trouble for being on his property, but as it happened he was the nicest chap you could ever meet. He told me the story behind his model building and invited me in where I met his wife and also discovered he had been doing this form of model building for some time. The chap's name was Guy La Casse, and we have been friends ever since.

Guy explained to me one day that he has always been close to aircraft. When he was about eleven years old, he scratch built his first solid wood P-38 Lightning model airplane. A few years later he scratch built a one third scale version of a Cessna "Bird Dog" with a wingspan of twelve feet. His creation had room inside for two and Guy would roll it down the hill towards the main drag in the small town where he lived. The children loved it.

Later, he started his career in the RCAF and was there for twenty-three years before retiring. From there he went to Winnipeg based Bristol Aerospace, now known as Magellan Aerospace. Here he worked for eighteen years. While there he worked in "stores" and later in the "Composites" department before his retirement in December 2009.

Shortly after retiring from Magellan Aerospace, he joined the membership of Winnipeg's Western Canada Aviation Museum, (currently known as the Royal Aviation Museum of Western Canada), where he started volunteering his time in the museum's model shop. It was there he was tasked in building smaller but detailed 1:72<sup>nd</sup> scale solid wood models of the actual aircraft

found in the museum. A few of the models he built in this scale included a Bellanca Aircruiser, CF-AWR, a Canadair CL-84, a Canadian Vickers Vedette, CF-MAG and a Fairchild Super 71, CF-AUJ. As time went on, these models became invaluable to the museum's display department whenever they would rearrange the aircraft on the hangar floor.

After building all the models that were required, he took his skills and talents for detail over to the other side of the hanger where the restoration shop was located. It was here he was able to put them to good use and it wasn't long before he found himself tasked with the making of intricate small wood components for the wing structure on the Fairchild FC2-W2 Razorback, G-CART. Guy found himself quite amazed with all this newfound knowledge that came from those who worked around him. His greatest enjoyment to date is the opportunity of learning the many forgotten skills and techniques used on these vintage aircraft many years ago. The aim of the museum's restoration shop is to bring some of these derelict aircraft back, as close as possible, to flying condition. In order to do this, these long lost skills need to be brought back to life and it is in this frame of thought, where Guy and his colleagues around him shine through the best.

To this day, Guy still builds weathervanes and a few odd smaller scale models. His latest creation was a 1:18 scale, Beech 18 on floats. The particular Beech 18 he chose to represent was CF-TBX. The actual aircraft was owned by Walsten Air Services and operated off the water out of Kenora Ontario for many years. One of his more recent and interesting challenges was to build a 1:48<sup>th</sup> scale model of the CanCargo CBY-3 Loadmaster. The original CBY-3 was built at the Canadian Car and Foundry plant located in Cartierville, just out side of Montreal in 1945. *(See page 4 for a picture of the CBY-3 and other models built by Guy)*

He is also an avid model railroader. Here he works mainly in HO scale. The impressive layout he has created consumes about half his basement. He even incorporated an airport with aircraft flying overhead and a seaport, complete with floatplanes tied to the dock. The layout also includes a section of roadway that resembles his neighbourhood at the corner of Silver Avenue and Ferry Road.

If you should ever make the trek to this little corner of Silver Avenue and Ferry Road in Winnipeg, look up; you never know what the latest installation above the garage might be. The visit is well worthwhile



Picture courtesy of Wayne Pettit

### ***Fort William Municipal Airport***

*This picture shows the airport on what seems to have been a quiet day, with no obvious aviation activity taking place. The picture was probably taken in the second half of the 1940s after the end of the war. Both the Elementary Flying School hanger and the Can-Car building are there but there are no Tiger Moths, Hurricanes or Helldivers present. During the war, it would have been a hive of activity. If you have any observations or comments on the date or content of the picture, please send them to [noahc@baytel.net](mailto:noahc@baytel.net)*



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## Hector Fraser Dougall (1897 – 1960) – World War One Aviator

Hector Fraser Dougall was born in Winnipeg in 1897 to William Dougall, a carriage builder, and his wife Isabel. He enlisted in the 221<sup>st</sup> Infantry Battalion in Winnipeg in March 1916 and served in Canada for 14 months, before enlisting as a trainee pilot in May 1917 in Toronto. After receiving his wings on August 19, 1917, he sailed to England where he was posted to 46 Squadron with effect from December 2. In mid-December he crashed and spent several weeks in hospital, but by late January 1918 he was back flying a Sopwith Camel in 54 Squadron, which was operating over the Somme sector of the Western Front. The records show him to have been an aggressive, determined pilot always ready to take on enemy fliers. While attacking a pair of German machines on February 26, 1918, his plane was hit by anti-aircraft fire, which caused head injuries and left Dougall with a piece of shrapnel in his leg. Passing in and out of consciousness he was able to land the plane, but on the wrong side of the lines and he was taken prisoner. After some rudimentary surgery, which included one of his fellow prisoners removing the shrapnel with a knife, he recovered sufficiently that he made several escape attempts as he and other RFC prisoners were being moved to a permanent camp in Germany. By April, his captors had had enough and he was imprisoned at Holzminden in Prussia, in a camp reserved for serious troublemakers and persistent escapers. Hector Dougall returned to Canada in January 1919. Following a period of bush flying in Northern Manitoba he moved to the Lakehead in 1927. He was a founding member and first President of the Fort William Aero Club, which operated out of Bishopsfield on Rosslyn Road, west of the city. During WWII he became the manager of the #2 Elementary Flying Training School, which operated at Fort William Municipal Airport, providing basic training for pilots destined for service in the RAF and RCAF. Hector Fraser Dougall is perhaps best known in Thunder Bay for his part in the introduction of radio and television broadcasting to the city and region, but his contribution to aviation was also significant. He died as a result of a heart attack near Kenora in 1960.

(For more information on Hector Fraser Dougall's WWI exploits see:-

Dubé, Timothy (1996) "Hector Fraser Dougall, RFC: A Pilot's Account of the Great War," Canadian Military History: Vol. 5: Iss. 2, Article 13.)

*(A contribution to the Thunder Bay World War One Centennial Project)*

## *Aircraft models built by Guy La Casse*

*These are models of aircraft with links to northwestern Ontario. For more information on Guy's other models, see the article on page 2 of this issue.*



*Model of a Green Airways Norseman that operated out of Red Lake*



*The CBY-3 model under construction.*



*The CBY-3 Loadmaster as it appeared in a company promotional brochure* →

*(With thanks to Robert Arnold for providing the pictures)*



*The original Beech 18 that this model represents was flown by Walsten Air Services of Kenora, Ontario.*



*Model of a Republic Seabee operated by Air-Dale Flying Services of Wawa and Sault Ste. Marie for fly-in fishing and hunting. The original is now in the Bushplane Heritage Centre in Sault Ste. Marie.*

*The finished product. Designed for Can-Car by Vincent Burnelli, an American aeronautical engineer, the CBY-3 incorporated a lifting fuselage rather than the normal tubular form. Can-Car tried to market the design as the Loadmaster in the late 1940s, but with so many war surplus aircraft available, the company was unsuccessful.*

