

FLY NORTH

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April - June, 2016

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 a donation of \$500 from the **CN Railroaders in the Community** retired employee volunteer grant program, in recognition of the volunteer efforts of Don McRae, a retired CN employee and a member of the NOAHC board. Our thanks to Don and CN.

Presentations:

On March 22, 2016, Elizabeth Wieben, NOAHC President, gave a presentation entitled "**Orville Wieben and the history of aviation in northwestern Ontario**" at the Thunder Bay Historical Museum. It told the story of the contribution of her father, Orville Wieben, to the development of aviation in the region in the 1940s and '50s. The presentation was a joint venture between NOAHC and the Museum. It was well attended and well received by the audience.



courtesy Gerry Bell

Liz Wieben giving her presentation to a full house at the Thunder Bay Museum

On April 14, 2016, Dave Kemp gave a presentation on the maintenance of World War I aircraft, to the Thunder Bay Amateur Radio Club.

Members of NOAHC are available to give presentations on a variety of aviation topics to local clubs and organizations. If you know of a group that might be interested in having one of our presentations, please contact us by e-mail or give us a call at the Centre.

Annual General Meeting 2016

NOAHC held its Annual General Meeting at the Centre on Thursday, April 28, 2016. The purpose of the AGM was to receive reports and to elect the Board of Directors. One new member, George Holborn, was elected to the Board.

NOAHC: Board of Directors 2016

PRESIDENT: Liz Wieben
VICE-PRESIDENT: Gerry Bell
TREASURER: Dave Sutton
EXECUTIVE SECRETARY: Denise Lyzun
RECORDING SECRETARY: Mary-Alice Isaac

BOARD MEMBERS:
David Bryan Dave Kemp Helen Kyle
Aldo Mascarin Don McRae Jim Milne
Kathy Watt George Holborn

Chartwell Visit

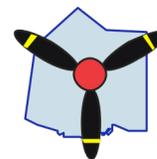


courtesy Gerry Bell

On April 29, 2016, a group from the Chartwell Retirement Residence on Arundel Street visited NOAHC. Denise Lyzun along with David Bryan and Gerry Bell introduced the group to NOAHC, the Centre and its activities.

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Commemorative Air Force B-17 Visit August 1-August 8, 2016

The Commemorative Air Force (CAR), created in the 1960s as a non-profit organization dedicated to the restoration, preservation and display of important World War II US aircraft, is bringing *Sentimental Journey*, a Boeing B-17G to Thunder Bay in the first week of August.

Boeing Aircraft designed the B-17 as a fast, long-range, well-armed heavy bomber, in the mid-1930s. Better armed than any of its contemporaries with seven machine guns, it was dubbed "Flying Fortress" by the press, a name that stuck. More than 12,000 were built, with some 8,000 being the B-17G model. The B-17 was flown in the Pacific and in North Africa, but it made its name in the skies over Europe, where it dropped over 640,000 tons of bombs on Axis targets. Along with the B-24 Liberator it carried out a daylight bombing campaign while the Lancasters and Halifaxes of Bomber Command flew night missions.

Built by Douglas Aircraft in 1944, *Sentimental Journey* was taken on strength by the USAAF in 1945 and flown in the Pacific Theatre until the end of the war. After stints in airphoto-mapping, air-sea rescue and forest fire suppression it was acquired by CAR in 1978 and by 1985 had been restored to flying condition. One of only 13 airworthy surviving B-17s, *Sentimental Journey* averages 60 appearances per year in the US and Canada, with some 80,000 people touring through the aircraft during the summer months.

During its Thunder Bay visit, *Sentimental Journey* will be based at the Confederation College Aviation Centre of Excellence. ETA is 12:00 noon on Monday August 1, with a flight for media and veterans planned for that afternoon. From Tuesday to Thursday, the aircraft will be on ground display, with a \$10.00CAN fee providing entry to the apron and an opportunity to walk through the aircraft.

Sentimental Journey has space for up to 8 passengers (2 in the nose, 3 in the radio room behind bomb bay, 3 in the waist gunner section), and on Friday, Saturday and Sunday, flights will be offered at a cost of \$850US (\$1085CAN) for the nose positions or \$425US (\$542CAN) for radio room/waist gunners positions.

On Monday, August 8, the plane will depart for Sault Ste. Marie.

The CAR crew is experienced in running this type of event, but local volunteers are always required to help with such things as parking and ramp management. NOAHC will also have a booth set up for which we need some help. If you are interested in volunteering at this event please contact Victoria Bowen vbowen@confederationc.ca and tell her you are a NOAHC member and wish to volunteer during the B-17 visit. Additional information will be provided closer to the event.



During its time in Thunder Bay, *Sentimental Journey* will be joined by another CAR aircraft – *Miss Mitchell*, a B-25, twin-engined medium bomber from the Southern Minnesota Wing of the CAR. It will also be available for touring and for flights.



Donation

NOAHC has received a 1940s era parachute, donated by Jim Eccles, one of our members. It was manufactured by the Irvin Air Chute Company of Fort Erie, Ontario. The company was founded in 1919 by Leslie Irvin, who invented the free-fall parachute, and it continued in operation until 2001. During World War II it produced parachutes for the RAF, RCAF and for the British Commonwealth Air Training Plan. The example donated to the Centre is a seat type parachute, in which the parachute pack and harness are one unit. It was used mainly by the pilots of single engine aircraft, in which it doubled as a seat cushion as well as a lifesaver when needed. In larger aircraft, in which crew such as the navigator, gunners or observer had to be able to move around, the parachute pack and harness were separate, with the pack only being attached when it was necessary to bail out of the plane.



Archie Fowler



Archie Fowler passed away on March 13, 2016 at the age of 91. He was one of the early members of NOAHC and until recently visited the Centre regularly.

Archie was a veteran of WWII, serving as a drogue operator on Lysanders at the BCATP Gunnery School in Macdonald, Manitoba, and

was one of several veterans honoured by NOAHC at a special presentation in November 2013. Archie loved aircraft, and was well known within the aviation community. He was involved in several commercial and private aircraft ventures, and owned numerous aircraft including several multi-engine and floatplanes. NOAHC extends its condolences to the Fowler family.

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Wilfred Laurier Rutledge (1891-1946) World War One Aviator

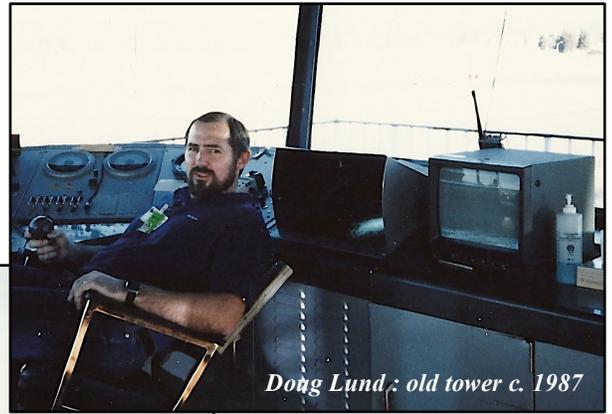
Wilfred Rutledge was born in Fort William in 1891, one of two sons of Edward S. Rutledge, both of whom became pilots in the Royal Flying Corps. Wilfred enlisted in the 28th Battalion, Saskatchewan Regiment in 1914. For some reason his military records list his middle name as 'Lloyd' rather than 'Laurier'. In 1915, as a member of the CEF, he went overseas and serving with distinction in France, he was awarded the Military Medal and Bar in 1916 for gallantry. The following year he transferred to the Royal Flying Corps and after training in England he went back to France as a lieutenant in 48 Squadron, which was equipped with the new Bristol Fighters. Returning to Britain in mid-1917, he remained with the squadron until early 1918 when he transferred to a training squadron as an instructor teaching new pilots to fly. His brother Stanley Arthur Rutledge was also an instructor, who unfortunately died in a flying training accident in England in 1917. Following a stint as an instructor, Wilfred became a member of 119 Squadron, which was training as a day-bomber squadron, but the war ended before it became operational. His final posting was with 1(Can) Squadron, one of two squadrons that made up the Royal Canadian Flying Corps at that time. In 1919 he was awarded the Air Force Cross in recognition of his service. Wilfred Rutledge was demobilized in July 1919 and returned to Canada with his English-born wife and two daughters in March 1920. The family settled in western Canada, where he worked for CPR, but in the late 1920s he put his flying training to use by becoming the instructor for the Calgary Flying Club, and establishing Rutledge Air Service. In 1930 he became the first man to fly a single engine plane across the Rockies between Calgary and Vancouver.

The family returned to Fort William in 1934, where Wilfred, among other things became involved in the city's politics. He died as the result of an accident in his home in 1946.

(For more information on Wilfred Rutledge's activities in municipal affairs see: F.B. Scollie (2000) *Thunder Bay Mayors and Councillors, 1873-1945*, published by the Thunder Bay Historical Museum Society)

ATC in the 1980s: Thunder Bay International Airport

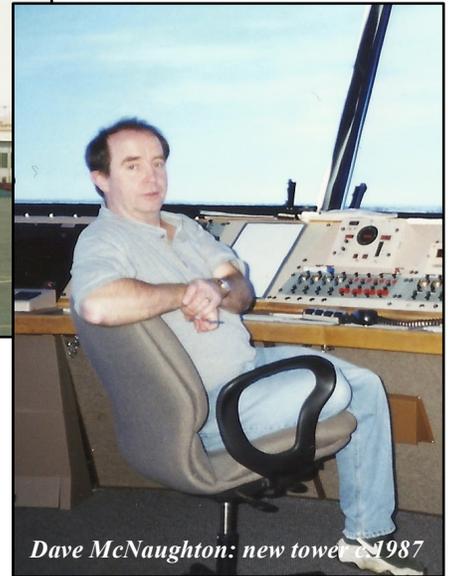
In early 2016, as part of its Oral History activities, NOAHC interviewed Doug Lund and Dave McNaughton who worked as air traffic controllers in the control tower during the 1980s, at a time when major changes were taking place at the airport. The old terminal building was in the process of being replaced the old control tower was demolished and the controllers moved into a new facility to the west of the original tower. Doug Lund supplied pictures showing some of the activities from that time period: 1987-1989



Doug Lund: old tower c. 1987



The old control tower next to the old terminal with the new building rising behind them.



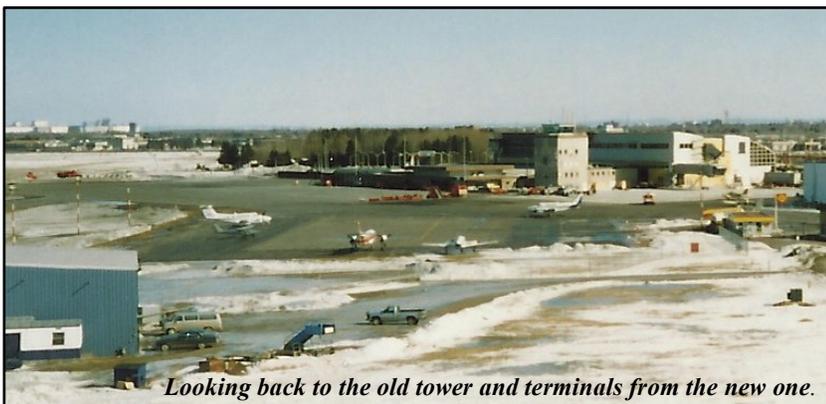
Dave McNaughton: new tower c. 1987



*Aerial view of Thunder Bay International Airport in 2010
(courtesy Kevin Hlady)*



Demolition of the old control tower.



Looking back to the old tower and terminals from the new one.