

# GREEN AIRWAYS

The discovery of gold here in 1925 and the well renowned gold rush that followed, made Red Lake figure significantly in the early history of air transportation in Canada. Dozens of air companies flew freight and passengers into Red Lake in the hey days of it's early development, using many of the legendary early airplanes. But it took a while before home grown float plane operations came into being in Red Lake.

One of the first was Chukuni Airways started by Joe Mackle and Larry Roluf. Chukuni Airways operated from the current location of the waterfront building owned by Northern Waterworks. At one time it operated three Stinson Reliant aircraft. Hartley Weston, a well known aircraft mechanic and pilot who passed away in 2009 gained some of his early experience there.

Two of the airways to develop long term bases in Red Lake itself were OCA and Green Airways. Green Airways bought out O.C. A., which had evolved to Nunasi Airways, in 1986. OCA operated from the old Patricia Transport water base location across from the current OPP building. It is now the park area around the docks where Norseman tie up for the Festival.

George Green bought his first airplane, a Gull Wing SR9, in 1950. It was used as a private flying service, hauling the catch from the inland fishery business that he started, working mainly with First Nations north of Red Lake.

It was not until 1956 that Green Airways after a hard fought court battle, and only with the assistance of an experienced transport lawyer, obtained its license. The company has been operating consistently since then and is still family owned. Over the years, it has owned four Norsemans, including CF-BSH, CF-FQX, CF-JDG, and C-FOBE, the only fully metalized Norseman. Green's Trout Lake Lodge currently owns Norseman CF-ZMX as well.



C-FOBE the world's only fully metalized Norseman at Green Airways shortly after it had been purchased by them and before it had been painted in their colours.

Photo courtesy Duane Riddell



Green Airways Stinson Reliant Gullwing. The SR9s were originally produced with a 300 H.P. engine which left them underpowered. George Green put a P. & W. 450 H.P. Junior Wasp engine into the aircraft to solve the problem. To do so, he had to remake the original bubble cowling which would no longer fit over the larger engine.



The beautiful Stinson Reliant Gullwing restored and owned by Gerry Arnold, has appeared at the Norseman Festival several times. The 5030 floats on C-FDAW were manufactured in 1937. Originally on CF-BGN, they were supplied to Mr. Arnold by Green Airways.