

## DONATIONS RECEIVED

A special thanks to the following people who made contributions to the Canadian Museum of Flight in the issue of the last time we published the list. (#41) (Continued)

### LARGE ARTIFACTS

Mildenhall, Frank  
Dalrymple, Mr.

### SMALL ARTIFACTS

Danyluk, Ken  
Edgeland, A.  
Hiorth, David  
Holley, S.  
Kudrna, Richard  
Neyedli, Bud  
Niven, Larry  
McCauley, Neil  
Paris, Richard  
Pawlikowski, Jan  
Sil Industries  
Symons, Paul

### BOOKS, MAGAZINES, LOGS, BROCHURES, MEMORABILIA

Bock, Elaine  
Braddell, E.  
Chilton Publishing  
Collins, Paul  
Coyne, Kevin  
Drinkwater, Alan  
Edwards, Harold  
Foster, Ed  
Fraser, Doug  
Guy, John  
Hancock, Dave  
Heakes, Elaine  
Imperial War Museum, Duxford  
Julian, Minnie  
Klett, Inky & Nora  
Lawrence, Micheal  
Marsh, Don  
Meadows, Jack  
Morrison, Ian  
Nicolay, Marcus  
Pantages, Diane

Pogue, Bob  
Prior, Jean &  
Proulx, George  
Puckrin's Productions  
Rutledge, Marjorie  
Scelsa, Bonnie  
Smith, George  
Templeton, Clive  
Vernon, Jerry  
Watson, Christine  
Winton, Maurine  
Wright, Frank  
Zalesky, Rose  
Zalesky, Mark

**UNIFORMS, TROPHIES,** Please call my phone and make your reservations now.  
C1115

C.F.B. Chilliwell  
Cockburn, B.  
Edward, Desmond

### PHOTOS, PHOTOGRAPHS, AEROPHILIA

Bethel, Michael  
Burley, Bob  
Davies, E.G.  
Dickson, Paul  
Ferland, Michael  
Hough, Cal  
Insight Tours  
Juraski, Lotina  
Knowles, P.  
Morgan, Robert  
Olson, Donald  
Paley, A.  
Royal B.C. Museum  
Smith, Tom  
Walks, Jean  
Ward, Robin  
Winifred, Rose  
Zalesky, April

## MEETING

# GENERAL MEETING

APRIL 16, 1994

at King George Highway, Surrey, B.C.

7:00 \* GENERAL MEETING 8:00

Light refreshments, soup and good desserts, Smorgasbord style.

**including taxes**

**Meeting. If you wish to stand for election or to be elected, please contact the chairman of the Nominating Committee, Frank Jackson at 932-2367. We will have a Socially Dancer for entertainment!**

**UNIFORMS, TROPHIES,** Please call my phone and make your reservations now.  
C1115

## MEMBERSHIP DUES DUE?

Please check your address label, which lists the expiry date of your membership in the top right corner. If you are overdue, or nearly so, please send a cheque or credit card number to:

Canadian Museum of Flight & Transportation  
13527 Crescent Road  
Surrey, B.C.  
V4P 1J5

Please include your name and membership number. We need you as a member!

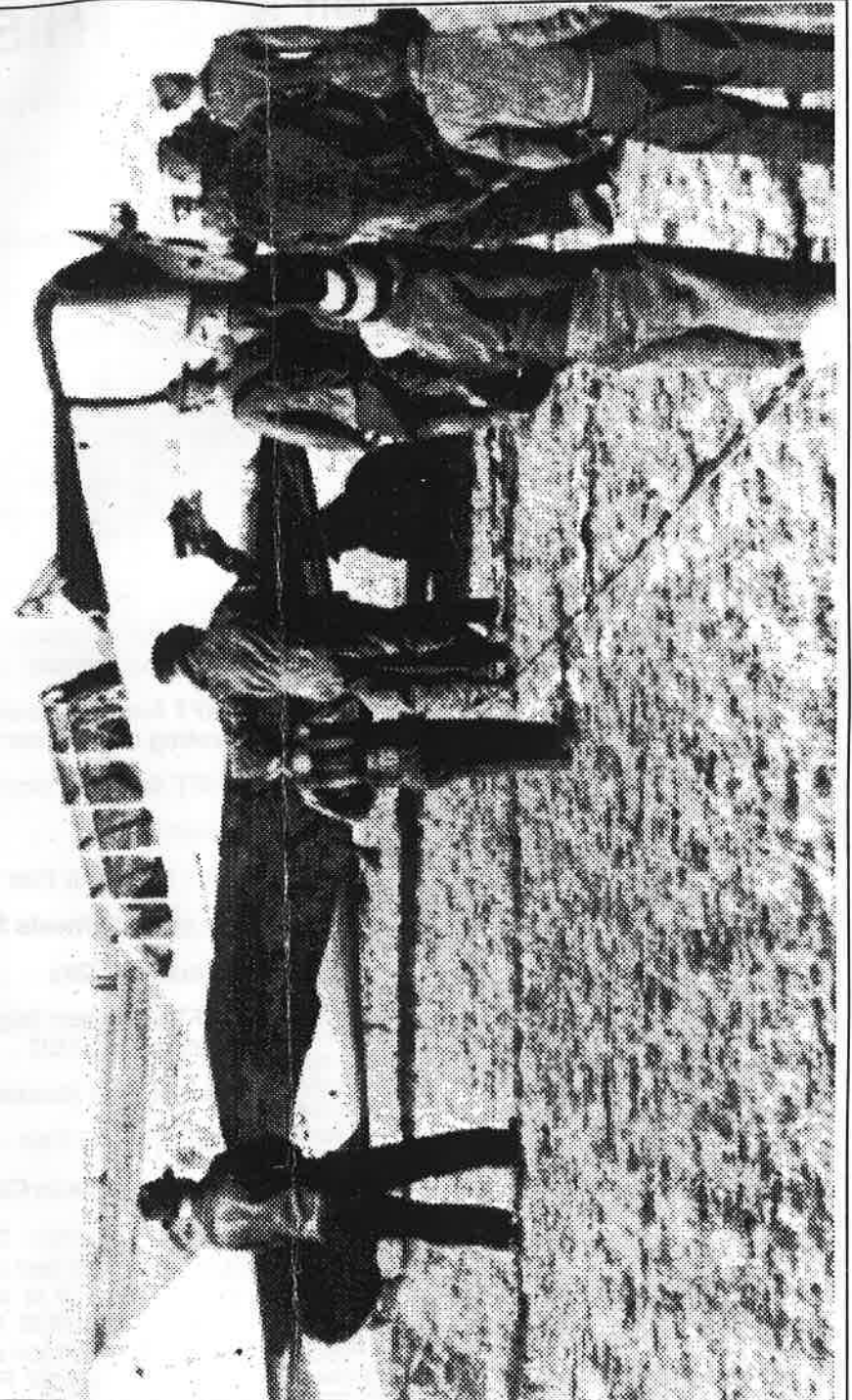
Dues are \$20 for general membership, \$30 for Family or consider a lifetime membership for \$300. Your membership entitles you to free admission to the museum exhibits during the open season, a subscription to the newsletter, and a 10% discount on most purchases from our well stocked gift shop.

# Museum Newsletter

#43

CANADIAN MUSEUM OF FLIGHT AND TRANSPORTATION  
13527 Crescent Road, Surrey, BC, V4P 1J5 PH. (604)535-1115

SPRING 94



## CANADIAN MUSEUM OF FLIGHT AND TRANSPORTATION

The C.M.F.T. is a non-profit society dedicated to the preservation of aviation and transportation heritage. Membership can be obtained by paying the dues. Charitable status allows for the issuance of tax deductible receipts for donations of artifacts, goods and money. The C.M.F.T. is governed by a board of Directors who are elected by the members at the General Meeting in April.

### CURRENT BOARD OF DIRECTORS

Don Dines	433-4039
Bill Emerslund	298-6374
Doug Fraser	946-2293
Steve Heinemann	535-5683
Neil Holmes	270-0010
Ron McWilliams	590-0226
Jack Meadows	535-9020
Carol Morelli	538-0741
Ian Morrison	987-3004
Jerry Vernon	420-6065

### LIFETIME DIRECTORS/GOVERNORS

Barry Jackson	932-2367
Ron W. Stunden	277-3827
W.A. (Bill) Thompson	883-2445
Ed Zalesky	535-1115
Rose Zalesky	535-1115

### EXECUTIVE COMMITTEE

President	Jerry Vernon
Vice President	Bill Thompson
Secretary/Treasurer	Rose Zalesky

### STANDING COMMITTEES

Abbotsford Airshow	George Proulx
Vancouver Island	Tom Palmer
Membership	Open
Volunteer Co-ordinator	Open
Corporate Liaison	Open
Public Relations	Open
Special Events	Carol Morelli
Newsletter	Brad Thomas
Restoration	Mark Zalesky
Research	Jerry Vernon
Photo Reproduction	Don Olson
Computer Services	Micheal Read
Exhibits Maintenance	Open
Flying	Mark Zalesky
Grounds	Open
Library	Neil Simpson
Collections	Barry Jackson/Bill Emerslund
Transportation/Hauling	Tony Hudak
Meetings/Entertainment	Open
Bingo	George Proulx
Hampden (Ad Hoc)	Fred Gardham

## IN THIS ISSUE

Horses On The Payroll	4
Frank Quigg	12
Letters	1
Around the Museum	15
Other Groups	15
Trip to London	16

The Newsletter is compiled and published quarterly by the Canadian Museum of Flight and Transportation. Contributions in the form of articles, news items, letters and photos are welcome, as are comments and criticism. No payment can be made for any manuscripts that are submitted for publication in the CMFT Newsletter. The editor reserves the right to make changes in manuscripts which he believes will improve the material without altering the meaning.

### CALENDAR OF EVENTS

Canadian Aviation Historical Society	May 10
CMFT Annual General Meeting and Dinner	Apr. 16
CMFT Season Opening	May 14
Langley Days	June 18
Abbotsford Air Fair	June 18-19
Wings and Wheels Sunday	July 10
Kidsummer Day	July 11
CMFT Volunteer Night Meeting and BBQ	July 15
International Nissan Meet	July 17
Chilliwack Air Fair	Sept 10
British European Car Meet	Sept 11

COVER PHOTO: This photo was taken shortly after the one on page 4. Harvard (s/n 1336) just as it is crossing the border on November 19, 1939. Sweetgrass, Montana is to the left of the rope and Coutts, Alberta is to the right. Credit: W. Preston Wright

## LETTERS

### PIONEERS IN AVIATION

Recently you obliged me by sending on a copy of "Pioneering Aviation in the West", for which I thank you. I am eighty four years old and have been a resident in Southern California for the past thirty six years.

Prior to that I lived in British Columbia. I joined the B.C. Police in 1935, moving over to the R.C.M.P. in 1950. I was stationed in Prince George from 1935 until 38 and during that time I met many of the early flyers in different parts of the province. We had their assistance for transport to remote places because it was often the only way you could get there and of course, the fastest. We had many a hairy passage, like landing in a small lake surrounded by tall trees and finding bits of fir tree branches caught in the tail skid.

All this to tell you that the book brought back a lot of great memories. I was a little disappointed not to find some of the names and exploits of men like Ginger Coote, Ernie Kubicet, Grant McConachie and a great many others.

I recall that when I was stationed in Sechelt, some of the lads flying up the inlet with badly needed parts for a remote forest camp, would waggle his wings to see if I had a patrol planned in the same area.

G. Sid Pearson  
Carlsbad CA



### RAF VISITORS

It is almost a month since my wife and I returned from our memorable holiday in Canada and I still feel I am on "Cloud Nine". Most notable amongst the highlights of our trip was the visit we made to the "Canadian Museum of Flight and Transportation", especially so because of the warm and friendly welcome and hospitality that you showed us. Your providing us with transport to Cloverdale to see your other aircraft was the "icing on the cake." May I take this opportunity to thank you again so very much for all your kindness.

Since we arrived home, I have been able to reflect upon the pleasure of the experience at your museum. I enjoyed it very much, now the photographs and literature that I have will be a constant reminder.

I sincerely hope that the problems you are facing with regard to moving to your new site are satisfactorily resolved in the very near future. A venture such as yours is deserving of every success. I shall watch the aviation press keenly, hoping there is an outcome to please all parties concerned. In the meantime-my regards and best wishes.

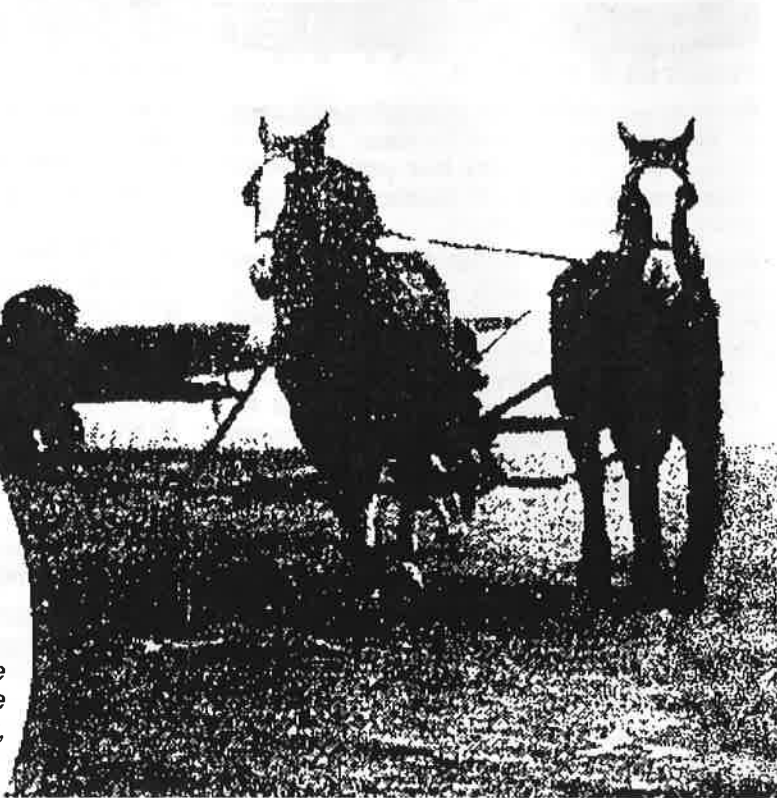
Jim Darwin  
RAF Museum (Retired)

EDITOR: The British Columbia Transportation Museum at Cloverdale has since been closed by the Government.

# HORSES ON THE PAYROLL

by JERRY VERNON

*A team of horses haul three Hudson bombers across the border at Emerson on Sat, January 20, 1940. Credit: Winnipeg Free Press*



For many years in the 1920's and 1930's, the United States was gripped by the powers of isolationism and pacifism. Even as war was breaking out in Europe in 1939, the U.S. remained neutral. In fact, many Americans still believe that World War II started on the 7th of December, 1941!!

When war was declared in 1939, the U.S. found itself in the embarrassing position of delivering arms, particularly hundreds of aircraft, to the countries at war, such as Britain, France, Belgium and Canada. This was contrary to their desire to avoid becoming involved.

As a result, on 4 Nov 39, the U.S. Government passed the Neutrality Act which forbade any U.S. pilots from flying aircraft in the airspace of a belligerent country. It also prohibited the flying of aircraft within U.S. airspace by the citizens of a belligerent country. As a result of this act, U.S. pilots could not ferry any aircraft

to Canada. The Act did not forbid the shipment of crated aircraft by sea, road or rail, so the flow of aircraft to Europe was not greatly affected. The manufacturers were allowed to send mechanics to Canada to carry out repairs or warranty work.

This action, less than two months after the Declaration of War, caught the RCAF just as aircraft deliveries were starting from the Lockheed, North American and Douglas factories in California. The first 15 Harvard trainers had been delivered by air in September but 15 more were coming. Only 10 out of the 28 Lockheed Hudsons diverted from RAF orders had made it to Canada so far. Also, the first of 20 Douglas B-18 Digby bombers was about to be delivered in November, 1939.

The aircraft were urgently needed, and the contracts had been priced on the basis of direct delivery by air. This was long before Brian Mulroney, and the RCAF could not tol-

erate any delays or extra costs caused by having the aircraft dismantled and delivered by rail.

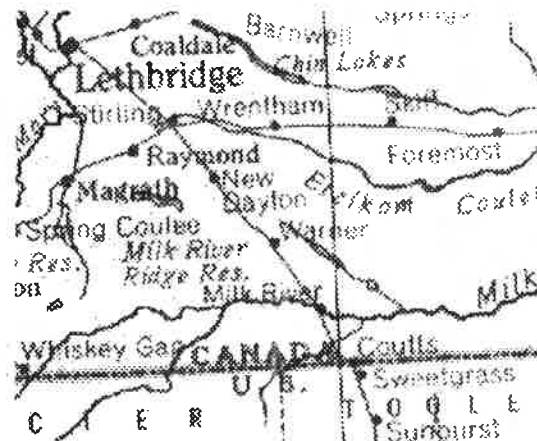
The solution to the problem was to circumvent the law by finding a pair of landing fields, located a few feet apart on either side of the Canada/U.S. border. A U.S. pilot would fly from the factory to the airport just inside the U.S. Then someone would tow the plane across the border to the Canadian airstrip. The Canadian pilot was then free to ferry the plane to its final destination.

Within a period of a few days a two pairs of landing fields were located and the aircraft began to flow again within a week. How fast would today's bureaucrats and politicians react?

Since all of the initial aircraft were coming from California factories, a search was started for a suitable location in the West. North American Aviation located a spot near Coutts, Alberta which was just across from Sweetgrass, Montana. A second location was arranged near Emerson, Manitoba next to Pembina, North Dakota. Later a third site was found on the Maine/New Brunswick border. A letter to Ottawa from Caribou, Maine, even suggested delivery of aircraft using an ice runway on the Saint John River with the international bound-

ary as the centreline of the runway but it does not appear that the ice runway idea was ever implemented.

Aircraft did flow in across the border at the other three sites until the mid 1940's when Roosevelt managed to sort out his end and have the Neutrality Act provisions revised or repealed.



## COUTTS-SWEETGRASS

An RCAF pilot was sent to Coutts, Alberta to set things up and to receive the Harvards. The RCAF officer in charge initially was F/O A. Watts, a pilot with No. 111 (CAC) Sqn. at Vancouver. He had been sent over the mountains by G/C Earl Godfrey to survey the situation and meet with the local U.S. Customs Broker to sort out the "rules of the game".

Watt noted that the aircraft could not be turned over to a Canadian military person on the U.S. side of the border. That is, a civilian had to accept each aircraft, push, roll or tow it across the border, and then turn it over to whomever he pleased! A Canadian Customs Broker was used to accept, check and move the aircraft across the line. Then an RCAF pilot would fly it ASAP to Calgary.

The U.S. pilot involved, from North American Aviation, was Waitt, who had



*Border crossing Douglas Digby 745 of NO.167 (Comm) Squadron at Summerside P.E.I. on Feb 9 1945. Credit: Public Archives of Canada.*

picked out the pair of fields to be used, and who later turned a profit for himself by tying up the lease on the U.S. field.

The strip on the Alberta side was 500 yards long, on Crown Land, into wind, and with few gopher holes. No major work was required, apart from a white lime centreline and windsock. North American arranged for fuel to be brought in from Great Falls. The U.S. field was 50 yards South of the border, and the 774 yard taxiway between the 2 fields dropped 25 feet downhill into Canada.

The ferry pilots on the first five Harvards (s/n 1336 to 1340) were F/L Berven, F/L Peterson, F/L Waterhouse, F/O Martin and F/O Hodgson. The planes were towed across the border at Coutts on November 19 1939 and were then ferried "in bond" to Uplands (Ottawa) for customs clearance.

The RCAF was advised that 10 more Harvards were at Great Falls, awaiting delivery. Ten pilots were sent from Camp Borden to Coutts for pickup. On 26 November Harvards s/n 1341 to 1350 were ferried through Coutts.

The first of the Douglas Digby aircraft was to be available in November of 1939 and Douglas began to request urgent sorting out of the port-of-exit arrangements. Douglas had some concern about the Sweetgrass field. They preferred Pembina, as it was already a "proper" commercial airfield, but it was 3 miles South of the border, and there was no matching field on the Canadian side at that time.

Also, they had heard that the local Customs Broker (on

the U.S. side) had leased the Sweetgrass field, in cahoots with the North American pilot (Waitt) and was charging an "exorbitant" landing fee of \$190 for Digby sized aircraft. There was a squabble between North American, Douglas and the U.S. Customs Broker over charges for using the Sweetgrass field. "Dutch" Kindlberger, President of North American, felt the charges were not exorbitant, in light of the work required to erect a "handover shed" (for the paperwork), staffing for security and crowd control.

Two RCAF pilots, S/L Gordon and S/L Carscallen, and groundcrew rode as passengers on 11 December, with the first Digbys, from the Douglas factory to Sweetgrass and then flew them from Coutts to Winnipeg. Title to the aircraft remained with Douglas until they reached the port of exit. These aircraft were RCAF 738 and 739.

Douglas delivered two more Digbys via Sweetgrass (RCAF 740 and RCAF 741) on 3 January 1940, and requested the same two RCAF pilots due to their familiarity with the fields and the aircraft type.

Deliveries of 18 Hudsons to Canada were set to start in December, but Lockheed preferred to go via Pembina.

#### EMERSON-PEMBINA

For Pembina, the initially suggested solution that satisfied the letter of the law of the Neutrality Act was to establish a special zone, with a 10 mile radius around Pembina, where Canadian pilots would be allowed to fly the aircraft on "checkouts" with Douglas factory pilots, and for Douglas to deliver them to Pembina with only one hour's fuel in the tanks.

#### THE PILOTS

The names of the ferry pilots that could be determined from the files were

- F/L Berven
- F/L Peterson
- F/L Waterhouse
- F/O Martin
- F/O Hodgson
- R.C. "Bus" Gordon
- A.G. Kenyon
- Clare L. Annis
- Hendrick
- S/L Gordon
- S/L Carscallen
- McBurney
- Procter
- Reynolds
- Blaine
- Mellor
- K. Birchall



This would get them only as far as Winnipeg. A precedent for this was the 10 mile circle around the Douglas factory, where foreign military pilots were already allowed to fly for checkouts, dual training and acceptance testing.

Later, there was some concern about the Pembina proposal. There was too much time needed for pilot checkouts on site, potential for sabotage, need for maintenance and corrective repairs. It was considered better to have the RCAF pilots checked out by Douglas pilots at the factory, while the aircraft were still the property of the Douglas Aircraft Co. This only needed Dept. of Army clearance and temporary CAA pilot licences. They could fly within a 10 mile zone around the Santa Monica factory and then travel commercially to Pembina to meet their aircraft.

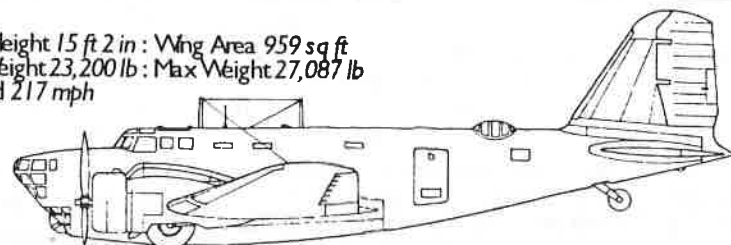
On the 18 November 1939, the RCAF arranged for 2 Bolingbroke crews, 4 pilots and 8 groundcrew, to be sent to Winnipeg to accept and pick up the first of the Douglas Digby aircraft. They were ordered to bring both uniform and civvies, in case they had to cross the border.

In March 1940, a DND letter to Mr. Alex H. Milne, Jr., of Emerson, Manitoba refers to his offer of services in connection with the towing of aircraft across the border. Milne was the caretaker of the International Airport, and claimed that the horses were damaging the runways. Rather than continue to use horses, Milne offered the use of his tractor, which he also used to smooth the runways.

In a letter 10(BR) Sqn. disputed the report that the horses were damaging the runway at Emerson. Reference was made to at least 10 bombers towed across by horses at Emerson,

#### DOUGLAS DIGBY

Span 89 ft 6 in : Length 56 ft 8 in : Height 15 ft 2 in : Wing Area 959 sq ft  
 Empty Weight 15,750 lb : Loaded Weight 23,200 lb : Max Weight 27,087 lb  
 Cruise Speed 167 mph : Max Speed 217 mph  
 Maximum Range 2,200 miles  
 Normal Range 850 miles  
 Ceiling 24,200 ft  
 Powerplant 930 HP  
 Wright Cyclone R-1820-45



The Digby (which gets its name from a British bomber base) is a variant of the Douglas B-18 Bolo bomber that the Douglas company tried to sell to the British as a marine reconnaissance-bomber. However, the British considered the plane to have poor airfield performance, to be underpowered and to lack defensive armament. Also, the price of \$109,000 each and a delivery schedule of 58 weeks for an order of 200 aircraft was not attractive, so the British opted instead for the Lockheed Hudson.

While the British never did proceed with an order for the Digby, the Royal Canadian Air Force did. They placed an order for 20 Digby Mk I's and took delivery of serials 738 to 757 in the first part of 1940.

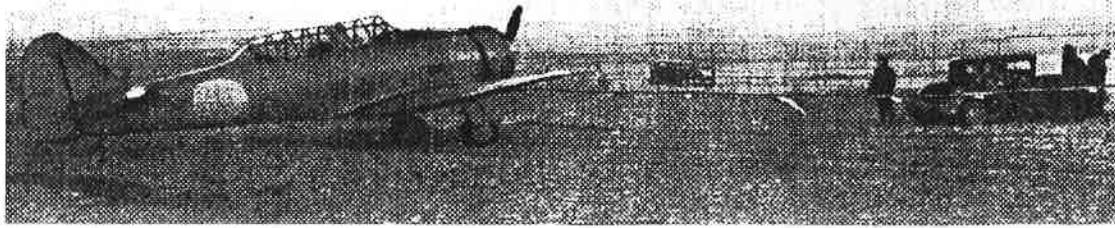
The B-18 was developed by Douglas in 1934 to win a competition that the U.S. Air Corp held to select a new multi-engine bomber. The prototype, known as the DB-1, was designed around the wings of the popular DC-2 transport of the time. The B-18's roots as a transport are apparent in its chubby appearance, as designers stretched the fuselage down to cover the bomb load carried under the wing spars. As a transport the DC-2 was meant to carry its cargo on the fuselage floor above the wing spars.

Douglas won an order for 133 B-18s as a result of the competition. Its price of \$58,500 per aircraft suited the Air Corp better than the \$99,620 per aircraft that it cost for the new Boeing B-17 bombers that

were also in the competition. The U.S. was in a depression and the War Department did not place much strategic value on bombers yet.

The Air Corps eventually ordered another 217 B-18As. These planes had different glazing and more powerful Wright R-1820-53 engines. About 122 of these B-18As had radar put in the nose and Magnetic Anomaly Detectors put in the tail and were redesignated B-18B.

Most of the RCAF Digbys were operated by No. 10 Squadron until replaced by Liberators. The last Douglas Digby (serial 745) was struck off strength by Canada in Nov. 1946. While never a high performance machine, the Digbys were considered as reliable as the DC-3 transport went on to be.



*This scene shows Harvard s/n 1336 about to be pushed across the border at Coutts Alberta on November 19 1939. The border is marked by the rope with flags attached. The plane does carry RCAF markings but they have been whitewashed over by the Americans to help preserve the appearance of American neutrality while selling war material. Credit: Star Phoenix*

using a maximum 3 horse team. However, the RCAF did have some concerns about jerking of the aircraft by the horses.

In April of 1940 the DoT outlined an agreement to option land and develop a site 2 miles West of Emerson. Since "aliens" were not permitted to own land in North Dakota, they used an American, Samuel L. Gwin, to buy the land near Pembina. As they could not openly pay for the U.S. land, it was covered by a "service charge", paid in advance, for a period of 300 days, at \$15.00 per day for a total of \$4,200.

The Emerson land, 160 acres (a Quarter Section), was bought on 15 Apr 1940 from Messrs W. R. Forrester and R. A. Johnston for a total of \$4,500.00. Messrs Choate, Hall and Stewart were the "sellers" of the North Dakota land, for \$4,200.00. Legal fees, miscellaneous improvements and maintenance of \$2,000.00, brought the cost for the two fields to a grand total of \$10,727.85. Foreign exchange and other unplanned costs later brought the final cost up to \$12,189.85.

A report from Northwest Airlines Inc. describes the fields two miles from Pembina as consisting of two Quarter Sections, one on each side of the border, perfectly level and smooth, ploughed and dragged and solid enough to operate aircraft, with 2500 feet clear in all directions. The fields were separated by a 50 foot border strip of level sod, and the farmer on the Canadian side would supply

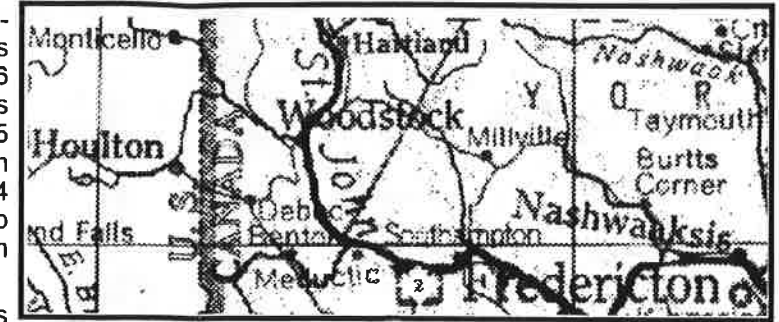
horses for towing, at a cost of \$3 to \$5 per takeoff.

A group of 8 used civil aircraft, consisting of four Boeing 247D's, one Lockheed 10B Electra, one Lockheed 212, one Lockheed 12 and one Beech 18D, were bought in the U.S. and most likely went through Pembina in June 1940. These were to be ferried by civilian delivery pilots from Emerson to Trenton for Customs clearance.

Note that, in this time frame, the RCAF bought at least 26 used airliners and light twins, plus a number of Grumman Goose amphibians, from U.S. sources. As these were ostensibly non-military aircraft, the Neutrality Act was easily circumvented by buying them on the U.S. civil market, issuing temporary Canadian civil ferry registrations, and then transferring them to the RCAF later. The Boeing 247D's were United Airlines hand-me-downs, bought from various small operators. They became RCAF 7637 to 7639, and were later transferred to Canadian Pacific Airlines for use on priority routes. The Lockheed 212 was an obscure bomber-transport version of the Lockheed 12. The files do not mention any others besides these eight, that came in via Emerson.

It was noted that it would not be possible for Canadian civil pilots to fly American planes that were definitely registered as military aircraft. This meant that only American pilots

could ferry the NA-26 and NA-44 (the two oddball Harvards used at Trenton). The NA-26 was most likely pushed across the border at Emerson on 15 July and taken away by an RCAF pilot, while the NA-44 flew direct from New York to Camp Borden, using an American pilot.



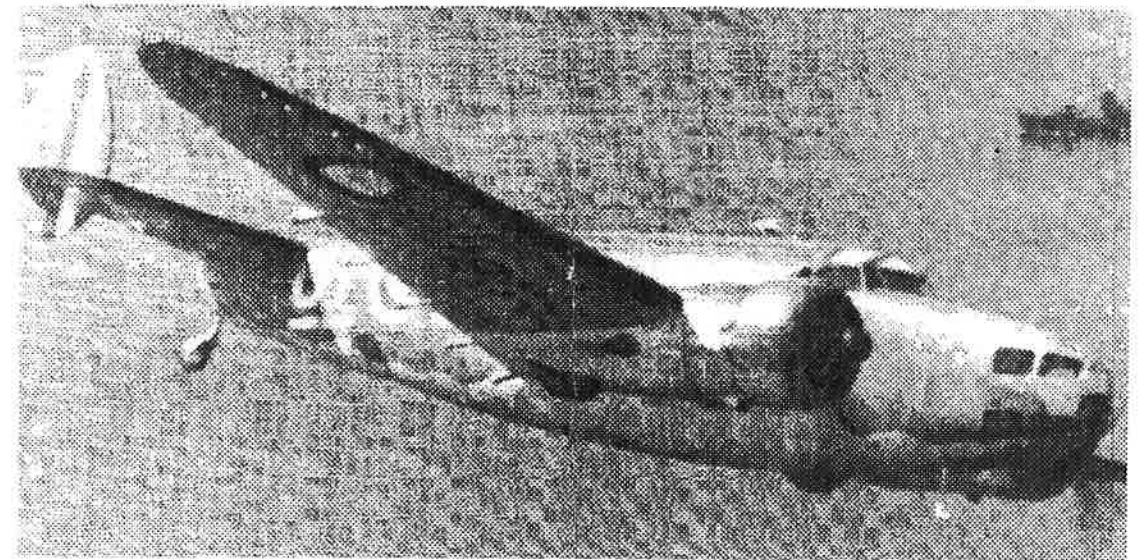
In August of 1940 regulations on the flying of aircraft across the border appeared to relax. DoT had anticipated that the International Aerodrome at Pembina would now be little used, however, North American and Douglas were still using it continually. North American were taking 3 to 5 aircraft per week via Emerson and more costs were coming in regarding seeding and liability insurance.

In September the DND felt that further expense should not be incurred, as it was intended to fly all aircraft across the border in future. They considered that it should be up to the Pembina Landing Field Corp. and other parties (North American, Douglas and Lock-

heed) to cover costs for any further use they made of this field.

### WOODSTOCK-HOULTON

In November of 1939 correspondence started between the Woodstock Board of Trade and the Minister of National Defence, on the possibility of exporting U.S. aircraft via Houlton, Maine and Woodstock, New Brunswick. There was an existing airport at Houlton, but their pitch was for building a matching airport at Woodstock. This proposition was put into motion in early 1940.



*One of the Hudsons (s/n 785) brought across at Pembina is shown on patrol near a minesweeper off Halifax in August of 1940. This aircraft served with 11(BR) until it was lost in a flying accident. Credit DND PL1184.*

During the early months of 1940 there were 40 more training aircraft due to come to Canada within 2 weeks. The Woodstock folks still wanted to get a piece of the action, especially for aircraft delivered from Eastern factories.

In June there was a U.S. Proclamation, which allowed U.S. nationals to travel in belligerent aircraft over New Brunswick, Nova Scotia and PEI. That is, U.S. pilots could deliver aircraft directly to ports or Customs points of entry in the Maritimes. This meant that the 1 1/4 mile connecting road through the bush and across the border to Houlton was not required:

It seems that 33 planes had been flown out via Woodstock between June 1st and 4th, plus 3 Curtiss bombers on 11 Jun, and 95 more Curtiss bombers were enroute from Boston. This refers to the Curtiss SBC "Cleveland" biplane dive bombers for France, that were put on ships in the Maritimes, and later dumped off in Martinique to rot, rather than have them fall into the hands of the Vichy French Government.

The files also refer to Brewster "Buffalo" fighters for Belgium, Stinsons for France and Northrops for Britain all being routed through maritime Canada,

## SUMMARY

It would appear that the Emerson/Pembina route was used for at least 10, and possibly 16 of the Douglas Digbys (the first 4 went via Coutts for sure). Also, it appears that the 18 RAF Hudsons (RCAF s/n 769 to 786) came via Emerson. All of the Hudsons were ferried to Canada with U.S. civil registrations.

Although 15 Harvards came directly to Canada in September 1939 (via Seattle and Vancouver) before the hassles began, 15 more

were brought via Coutts. It is obvious that North American were making regular use of Emerson later (3 to 5 aircraft per week). The single NA-26 came via Emerson, and there were several hundred Inglewood built Mk.II Harvards flown to Canada in 1940 and 1941 prior to the Canadian production start-up, that may also have come via this route.

### THERE'S A WAR ON!

**W**hile conducting his research, the author found much correspondence concerning the payment of room and board for a group of U.S. Master Sergeants who were in Halifax to dismantle Curtiss P-36 pursuits for shipment to France. It seems that Canada, Curtiss-Wright, France and the U.K. all tried to pass the bill to each other. The bill covered 7 men for 4 nights at \$1.00 a night, for total of \$28.00!! This was not settled until nearly a year later, when the men involved agreed to each pay the \$7.00 out of their own pockets.

Air Museum in Ottawa and was RCAF 7638, one of the four mentioned earlier. Any of the early Inglewood-built Harvards, such as the three used at the BCIT Aviation Campus at Vancouver Airport, are also candidates for having come across at Emerson.

There was lobbying for two other transfer airstrips to be built at the top of Lake Champlain at the junction of the Quebec/Vermont/ New York border. Like the winter landing strip on the Saint Lawrence River, nothing ever came of these proposals.

The author has one further mystery to solve. Over the years, there have been stories that the original plans for RCAF Station Abbotsford called for a twin airfield to be built on the U.S. side, connected across the fields by a taxiway, to facilitate the transfer of aircraft. Is there anyone out there who has also heard this story or has some confirming reference of it? —

## CAMEL AT DOWNTOWN TRAVEL SHOW

Vice President, **Bill Thompson**, in the CMFT booth at the Holiday Travel Showcase. Over 5000 people attended the 3 day event. For the Skybridge party the Camel was stationed by the front door, which was made up to resemble a WWI hangar.



The museum was invited to put attend the **Holiday Travel Showcase** which was held on Feb 26,27 & 28 at the Vancouver Trade and Convention Centre. This is Western Canada's largest consumer travel show.

Skybridge Holidays offered the museum a complimentary display booth if we would bring one of our aircraft into the ballroom for a display at their party. Due to its good looks and the fact that it can be broken down for travel, the Sopwith Camel replica was chosen.

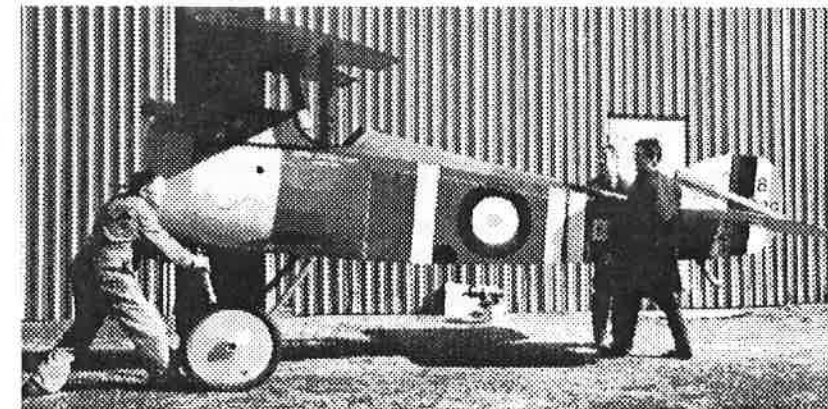
Museum President **Jerry Vernon** and Vice President **Bill Thompson** manned the booth during the show and answered the publics questions about the museum. Many people were concerned about our Homesite problem.

**Ed and Mark Zalesky** trailered the plane to the convention center early in the morning of

the the last day. They really had to work to get the fuselage up a 3 foot wall to the floor of the loading bay. Even the Camel did not have enough manouverability to get it around the tight hallways to the ballroom and Ed and Mark had to muscle it around some corners.

The Camel was the centerpiece at the wrap up party hosted by Skybridge Holidays Inc. which was held in the evening of the last day of the show. Many of the travel agents had their pictures taken with the aircraft. To thank the museum for the Camel display Skybrige has donated tickets for a trip for two to London for the museum to use as a fundraiser.

The museum is offering the tickets as a prize in a membership drive. See page 10 in this issue for details. The museum thanks all those involved in this event which has given us great exposure to start the 1994 season. —



Museum members **John Clark** (on the nose), **Norm Weber** and **Brad Thomas** manhandle the Camel replica out of the storage building. Every public display like the Travel Show requires much behind the scenes work by volunteers to move, load, clean and assemble the display.

## MINISTER OF TOURISM VISITS

In the early morning of Feb 18 The Honourable **Bill Barlee**, B.C. Minister of Tourism paid a visit to the Canadian Museum of Flight. He spent an hour and a half viewing the site and talking with the President **Jerry Vernon**, Vice President **Bill Thompson**, Directors **Jack Meadows** and **Ed and Rose Zalesly**.

Mr. Barlee, who had his own small museum before his job as Tourism Minister, was impressed by the work that our members have put into the museum. He also expressed his sincere feelings that we could use some help!

He did say he would support the museum and promised to talk to Mayor Bose on our behalf. We thank him warmly for this assistance.

Mr. Barlee also made some recommendations regarding B.C. 21 funding. He felt that a small project, such as paving a parking lot for the CMFT and the Stuart farmhouse to share, would qualify for provincial and municipal support.

To help us reach this end he encouraged us to increase our paid up membership to over a thousand. As a result of his advice we are running a membership drive with a trip to London as a prize. (See page 16)

The museum representatives were very impressed by Mr. Barlee's interest and sincerity. The province appears to have the right person in the Tourism Ministry.



*Frank Quigg during the General meeting at Yic's restaurant, as he struggles to get his projectors working for his amazing presentation.*

## DINNER WITH FRANK QUIGG

For the last general meeting the guest speaker was **Frank Quigg**, who came to tell the assembled members the tale of his attempt to fly around the world in an open cockpit biplane.

Technical problems delayed his presentation but Frank demonstrated some of the resolve that took him half way around the world, and he quickly resorted his slides and ran the show with only one projector.

While the screen showed us beautiful images of the world taken from his Waco, Frank amused us with stories of \$9,000 goggles in Greenland and how his flight almost ended in Iceland due to military exercises.

Frank met many warm and friendly people in his travels but few of them were air traffic controllers, however he did compliment the French controllers who let him experience some of the most pleasurable low and slow flying of his trip. He also ran into some friendly Texan air traffic controllers, in of all places -Saudi Arabia!

He told us of his death defying visits to some Egyptian ruins, which were frequented by terrorists and also how the turbulence of the desert air almost threw him from his airplane.

He and his plane survived all of the physical dangers encountered in a journey more than half way around the world (his GPS showed the middle of the Arabian desert was 180 degrees from his starting point in Abbotsford) only to be brought up short by bureaucracy!

Frank made it all the way to Bombay before becoming mired in the corrupt bureaucracy of India. It took days just to get the permits for him to work on his own aircraft. While trying to do the paperwork needed to leave India, his permits to fly through Russia expired. His trip coincided with the violence at the Russian Parliament and airtravel was restricted.

He was becoming quite sick in India so he had to abandon his trip and return home by commercial airline. Despite this, he did set 12 new world records during his adventure. ✈

## SEASON OPENING

The CMFT will open for the 1994 season on Sat. May 14th. The displays will be open from 10 to 4 daily with the gift shop open from 9 to 5. The admission for adults is \$3, children \$2 and children under six are free. There is a family rate of \$10. Members, of course, are admitted free of charge. The adult admission includes a free Walkman audio tour guide. The museum will remain open until October 16th.

A great deal of work is required to prepare the site for opening day. Signs need to be put out, planes assembled and positioned, ropes strung around the displays, benches and litter barrels placed, grass cut, aircraft washed up, gardens weeded and many other jobs.

Volunteers will be needed for the 3 previous weekends to get the site ready. Please try to commit yourself to coming out for a Saturday or Sunday to help out. By the way things look now the summer should be a gorgeous one. To offer your assistance please call 535-1115.

## CALL FOR VOLUNTEERS

The museum has several aerial cameras and needs someone knowledgeable to help us catalogue them. If you know cameras and can help out please call 535-1115.

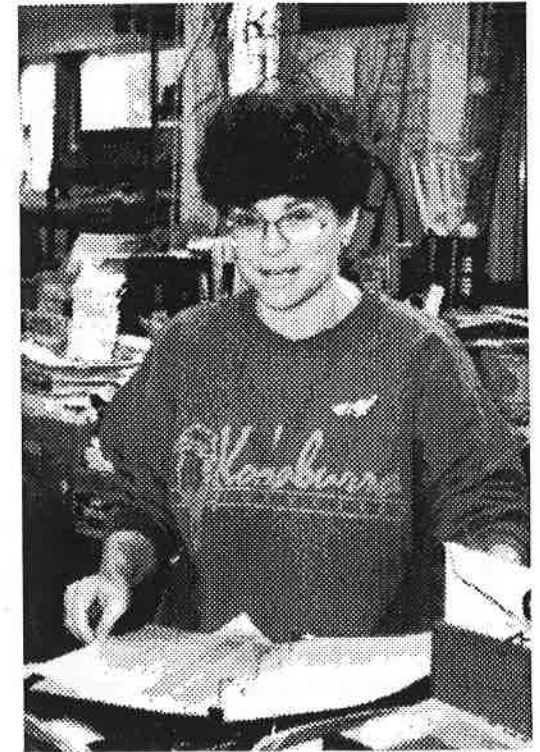
## MAGAZINE INSERT

Included in this issue of the newsletter is an insert that introduces a new aviation magazine called **Aviation Quarterly**.

This is not a production of the CMFT but we felt that it would be of interest to our membership. The new magazine is being published by Bob Baglow who has been involved with books like **Canucks Unlimited & Sting of the Homet**.

Well known aviation writers like **Larry Miberry** and CMFT's own Director **Jack Meadows**, will be contributing to this new venture. We wish them the best of luck.

Anyone who finds they couldn't sell an article to **Aviation Quarterly** is welcome to donate it to this Newsletter.



## NEW ACCESSIONS CLERK

Meet **Margaret Giacomello**, who was hired from the more than 140 people who responded to our ad in the local paper for a part time clerk. She will help **John Reid** with the paperwork involved with donations and to catch up with long the neglected work in the library, and, as with everyone here, whatever else needs doing.

Her salary, like **Mari Komatsu's**, is being paid out of the Bingo proceeds. Because they work scheduled hours, and are both very capable and pleasant, the gift shop and office are now running smoothly, and we look forward to a productive (and fun) summer season.

More staff would be wonderful, but the dollars are simply not available at this time. The museum asks you to please considered scheduling some time to work at the museum on a regular basis. This kind of consistent help ends up being the most productive.

## PAMEA AVIATION SYMPOSIUM

On February 3,4 and 5 **George Proulx** and **John Reid** manned a table at the Delta Pacific Resort and Conference Center during the Pacific Aircraft Maintenance Engineers Association Annual Symposium. The museum President **Jerry Vernon** dropped by to help out as well on the 5th. The general state of the aviation industry was reflected in gross sales for the three days of \$625. It is a good thing the people staffing our table were volunteers. Thank-you very much to them.

## SOME WANTS AND NEEDS

The museum office needs some more **filing cabinets**. If you have a 4 or 5 drawer standard type or lateral type cabinet that holds either letter or legal files and are willing to part with it for cheap or for a tax deductible receipt then call the museum at 535-1115.

On the list of wants is a **torpedo** for the Hampden bomber. We realize that there are not many of these in peoples basements but what we are hoping for is someone to construct a full scale mock up as a project.

We would also need a **torpedo trolley** to complete the display. The torpedo is basically a tube about 18" in diameter with a proper shaped nosecone and some tail fins. Fred Gardham, the Hampden rebuildier, can help arrange for a nosecone to be spun. If you have the skills, and want to help with a small project then give Fred a call at 681-6886.



## AVIATION EXPO

On Saturday March 19 th **George Proulx**, **Jerry Vernon**, **Chris** and **Basil Watson**, **Marilee Elgood** staffed two tables during the Aviation Expo at the Delta Vancouver Airport Hotel and Marina. (a.k.a. Delta River Inn) They managed to sell almost \$1,000 of Gift Shop merchandise during the one day. The tables cost \$80 but it was a worthwhile investment in time and effort.

The show was well attended with most of the crowd interested in airliners. One of the vendors, who was selling postcards, flew in from London just for the day. He is a retired British Airways employee which explains how he could afford the flight!

Thank-you to our museum volunteers for making this an event that exceeded expectations.

## GENERAL ARRANGEMENT DRAWINGS FOR SALE!

We have a large stock of 3 view drawings of aircraft. All types of general aviation, WWI and WWII at different scales. These are 8 1/2"x11" copies at \$2.50 each.

For modellers we have 1/72 scale drawings of a wide variety of aircraft. The format for the plans is 11 3/4" x 17. Cost is \$2.50 /set.

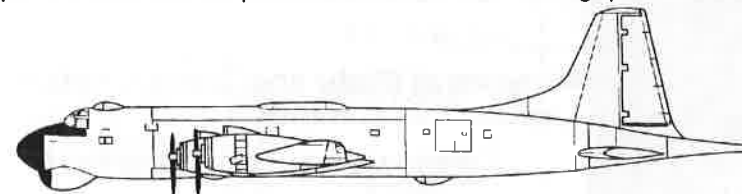
Also available in the gift shop are laminated cutaway drawings of many different types of aircraft. Come down to the gift shop and check them out!

*The good weather has allowed the museum work crews to get alot of work done cleaning out the storage buildings. From left to right we have Dimitri Kaltzas, Mark Zalesky, Inky Klett, Norman Weber, Giles Chater and John Clark. The lofts in both buildings are clear and there will be room for the biplanes indoors this summer. Come out and help there is still more to do!*

## OTHER GROUPS COMOX ARGUS PROJECT

Plans are underway at 19 Wing Comox to restore an Argus and create a walk through museum. The aircraft exterior should be ready for the Aug. 6 Comox Airshow.

The **Comox Heritage Aircraft Society** is using one of the 33 CL-28's built by Canadair Limited (s/n 712) from 407 Squadron. Only 5 of the airframes have not been scrapped. A group of 60 volunteers has completed a survey of the airframe to identify damage. Restoration includes engine work, removal of the props, flaps, bomb bay doors and stripping the paint to address the problem areas.



The latter phase of the project requires the collection of souvenirs and mementos of that era. The group is already recording many anecdotes from air and ground crews, and are compiling footage of all the surviving aircraft for a video documentary.

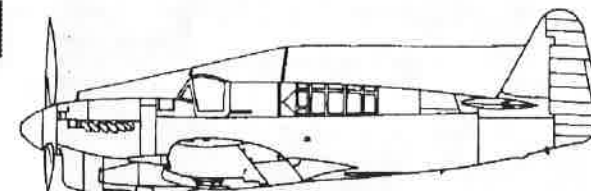
If you wish to contribute to the project please contact:

Graham Vokey  
Comox Heritage Aircraft Society  
Argus Committee  
Box 485 Lazo, B.C  
V0R 2K0



### 1894-1994

Everything from plane crashes to a mummy.  
1100 Chestnut St. Vancouver , Ph:736-4431



## NAM ACQUIRES FAIREY FIREFLYS

Two Firefly FR-Is were dismantled at the Asmara airbase in Eritrea Africa by **National Aviation Museum** Staff and Canadian Armed Forces personnel and brought back to Canada by Hercules transport last September.

These two aircraft are ex Royal Canadian Navy and once restored will fill an important gap in the National & Shearwater collections.

The derelicts were spotted by Col. John Orr, military attache of the Canadian embassy in Cario. Ambassador David Stockwell negotiated the return of the Fireflys in exchange for medical supplies.

Ed Patten and Corey Stephen of NAM and five CAF personal ,worked in very hot and primitive conditions to dismantle the planes so that they could be fitted into the Hercules.

## AIRCRAFT MAINTENANCE ENGINEER'S HISTORY

Roger Beebe, Transport Canada Regional Director of Airworthiness in Edmonton is asking anybody who is interested to participate in a project to compile an AME History Book. Members who can assist Roger or who wish to submit material for inclusion in the project, may contact him at:

Transport Canada  
Airworthyness Regional Office  
1100-9700 Jasper Avenue  
Edmonton, AB  
T5J 4E6

Phone: 403-495-3862

Fax: 403-495-6659

## DONATIONS RECEIVED

A special thanks to the following people who have made contributions to the Canadian Museum of Flight since publication of the last time we published the list. (#41) (TR5134-5272)

### LARGE ARTIFACTS

Mildenhall, Frank  
Dalrymple, Mr.

### SMALL ARTIFACTS

Danyluk, Ken  
Edgeland, A.  
Hiorth, David  
Holley, S.  
Kudrna, Richard  
Neyedli, Bud  
Niven, Larry  
McCauley, Neil  
Paris, Richard  
Pawlikowski, Jan  
Sil Industries  
Symons, Paul

### BOOKS, MAGAZINES, LOGS, BROCHURES, MEMORABILIA

Bock, Elaine  
Braddell, E.  
Chilton Publishing  
Collins, Paul  
Coyne, Kevin  
Drinkwater, Alan  
Edwards, Harold  
Foster, Ed  
Fraser, Doug  
Guy, John  
Hancock, Dave  
Heakes, Elaine  
Imperial War Museum, Duxford  
Julian, Minnie  
Klett, Inky & Nora  
Lawrence, Micheal  
Marsh, Don  
Meadows, Jack  
Morrison, Ian  
Nicolay, Marcus  
Pantages, Diane

Pogue, Bob  
Prior, Jean & Bruce  
Proulx, George  
Puckrin's Production House  
Rutledge, Margaret  
Scelsa, Bonnie  
Smith, George  
Templeton, Chris  
Vernon, Jerry  
Watson, Chris & Basil  
Winton, Maurice  
Wright, Frank  
Zalesky, Rose  
Zalesky, Mark

### UNIFORMS, MEDALS, TROPHIES, CRESTS

C.F.B. Chilliwack  
Cockburn, B.  
Edward, Desmond

### PHOTOS, PRINTS, VIDEOS, AEROPHILATELY

Bethel, Michael  
Burley, Bob  
Davies, E.G.  
Dickson, Paul  
Ferland, Michel  
Hough, Cal  
Insight Tours  
Juraski, Lothar  
Knowles, P.  
Morgan, Robert  
Olson, Donald  
Paley, A.  
Royal B.C. Museum  
Smith, Tom  
Walks, Jean  
Ward, Robin  
Winifred, Rose  
Zalesky, April

### TOOLS, EQUIPMENT, FURNITURE, FIXTURES, CONSUMABLES

Anderson, Ed  
Clark, John  
Demers, Art  
Dines, Don  
Dupont De Nemours & Co.  
Lawrence, Ray  
Manning, Raymond

### MODELS, PLANS, DRAWINGS, MAPS

Tilley, John  
Duffin, Vera  
Watson, George

### CASH

Anderson, Ed  
Ballanger, Stanley  
Blakey, Richard  
Bowers, Del  
Brown, Alene  
Dines, Dorothy  
Denny, Mildred  
Farren, Malcolm  
Fossheim, Elnor  
Gardham, Fred  
Hampton, Bert & June  
Hayward, A. & I.  
Hinson, Harold  
Kamm, Richard & June  
Klett, Ingvar & Nora  
Knibbs, Leslie & June  
Langford, Mike  
Lepore, Guido  
Macgowan, Ken  
Mills, Dave  
Olson, Donald  
Rose, Jack  
Rotech Industries  
Smith, Thomas  
Stevens, Mark  
Street, Shelia  
Tobias, Cyril  
R.C.A.F. #6 Group  
Vernon, Jerry  
Western Command Military  
Vehicle Historical Society  
Williamson, G.F.

## NEW MEMBERS

The museum would like to extend a warm welcome to our new members . (2209-2273)

Ballinger, Dale  
Ballinger, Stanley  
Biondi, Mario  
Bock, Elaine  
Connolly, Don  
Coly, Don  
Dickinson, Paul  
Dines, Dorothy  
Douglas, Joel  
Drinkwater, Alan  
Duffin, Vera  
Edgeland, Andy  
Fowler, Douglas  
Harow, George  
Haslam, Robert  
Heakes, Elaine  
Keller, Bruce  
Kudma, Richard  
Langford, Michael  
Lawrence, Ray  
Manning, Cyril  
Manning, Raymond  
Marcus, Nicolay  
McCauley, Neil  
Minnie, Julian  
Mortimore, George  
Orheim, Verna  
Paley, A.  
Pantages, Diane  
Paris, Richard  
Parsons, Bill  
Pawlikowski, Jan  
Ralph, Wayne  
Robinson, Ron  
Scelsa, Bonnie  
Shimooka, Richard  
Smith, George  
Smith, Thomas  
Stephen J. Cannell  
Thompson, Frank  
Vouri, Kelly  
Walks, Jean  
Ward, Dan  
Watson, George  
Winton, Maurice