

AIRCRAFT QUALITY FINNISH BIRCH PLYWOOD

In stock for immediate delivery. Prices below are for 50" x 50" sheets, (except for 1/4" which is 48" x 48"). Quality is aircraft GLII, except for 1/4", which is BU. BU allows for jointed faces, occasional pin knots and streaks, but no patches.

Prices are based on your picking up goods in person. If to be shipped, add bundling charge of \$5.00.

THICKNESS	NO PLYS	SIZE	QUALITY	REGULAR PRICE, PER SHEET	SPECIAL PRICE FOR CMPT MEMBERS ONLY
1.5 mm	3-ply	50" x 50"	GLII	\$20.12	-10% \$18.11
2.0 mm	3-ply	50" x 50"	GLII	\$22.97	-10% \$20.67
2.0 mm	5-ply	50" x 50"	GLII	\$28.26	-10% \$25.43
3.0 mm	3-ply	50" x 50"	GLII	\$26.40	-10% \$23.76

NOTE: Add bundling charge of \$5.00 if to be shipped.

ORDER FORM

Mail order to:

AIRPLANE SUPPLY CENTRE,
11040 Cambie Rd.,
Richmond, B.C.
V6X 1L2
Phone 278-9804

Temporary Warehouse/pickup location

13527 Crescent Road,
Surrey, B.C.
Phone 531-2465
(Crescent Beach exit off 99 South
1 1/2 miles from 9900 way to Beach)

QUANTITY	THICKNESS	PLIES	SIZE	PRICE, EA.	TOTAL

- Will pick up on (date) _____
- Ship via (name of truck) _____
 CN CP
- Cash with order
- C.O.D.
- Visa # _____
 Visa Expiry Date _____
- Date of order _____

TOTAL OF GOODS
6% TAX
BUNDLING CHARGE (IF APPL)
TOTAL

SHIP TO:
Name: _____
Address: _____

Postal Code _____

Phone: Bus: _____ Res: _____
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Signature _____

THE CANADIAN MUSEUM OF FLIGHT AND TRANSPORTATION
Held June 12, 1981 7:30 P.M.,
RICHMOND ARTS CENTRE, MINORU COURT, RICHMOND, B.C.

OPENING:

The meeting was called on order at 19:35 with 26 people in attendance.

GUESTS: Morris and Irene Brett, from England, John Kyte, Richmond Museum, Don Cassidy, Reporter

MINUTES OF APRIL 10 MEETING: Posted, but not read as all members receive a copy in mail.

TREASURER'S REPORT: POSTED, but no read. Brief verbal report that CMFT has at May 31, 1981 \$7520.88 on hand, of which \$3,200 is Bolingbroke purchase fund.

GENERAL REPORTS:

CAPA CONFERENCE - Bruce Duncan reported on his attendance at the Canadian Aeronautical Association at Moose Jaw on May 7 and 8. Subjects discussed included DND disposals of surplus aircraft, National Museums representatives advised funds normally available to Associate museums are not available due to financial pressures on NMC. Delegates visited Harry Whereatt collection. Motion passed recognizing CMFT as official Aviation Museum for B.C.

NEWSLETTER UP-GRADE: - No report. Frank Stevens not at meeting.

P.R.: Recent press coverage May 28, 1981 includes letter to editor Vancouver Sun, May 28 article in Times-Colonist, Current Air Classics has Jerry Vernon article on CMFT.

Fly-In participation at Salmon Arm 4th and 5th July and Alberta Air Show Aug. 1 and 2 discussed.

DINNER DANCE: Held May 2 at St. Paul's Auditorium in Richmond, Fewer than 50 people attended, and those who did had good time. Fun auction held. Enough money left after expenses to get Appreciation awards for next year. Pot luck supper turned up superb food.

ARGUS, CF-100: Attempts to procure one have so far failed.

AUDIO (TAPE RECORDINGS) LIBRARY: Word received that neither of student employment grants awarded. Helena Ashdown offered to work on it; but need another to help her.

NEW BUSINESS:

A SHOP on Harris Road in Coquitlam has been offered at a very low rental rate, including use of equipment owned by other renter. Mike Latimer will check out.

PHOTOCOPIER: We've got it running, but it should work better. Mike will look at it, too.

JOHN KYTE offered to help organize the museum records-keeping.

PART-TIME HELP still needed in office. Have an offer of person to work at very low rate, which we are taking, but where are the volunteers?

MEETING DATES to be changed to third Wed or Thurs if Arts Centre available. Next meeting planned for Sept. Check newsletter for new date.

VOTE TO SPEND \$2,000 on a rebuildable Stearman motioned and carried.

MIKE LATIMER offered to help haul H21 helicopter from Ontario to farm.

ART SELLER has given CMFT permission to store the PB4Y2 at the Fort Langley Airport.

BEECHCRAFT at Salmon Arm has been moved, but seems to be OK. Was to be padlocked.

ROY WILLIS advised that S55 stuff has got to be picked up (see newsletter).

"BRISBANE ROCKET", famous Vancouver Airport landmark discussed as being an ideal item for permanent display. Gordon Peters will look into possibility of constructing replica with help of retired sheet metal union members. We'll need money to buy sheet metal and other materials to build. Who wants to sponsor the project?....partially sponsor?

GORDON MOORE offered some needed office equipment. Thank you.

RON KRYWIAK is planning to build up a replica Demoiselle, and needs while bedsheets. Offers?

WHITE ROCK SAND CASTLE COMPETITION AUG 2 fee is \$25. CMFT will pay fee if group can be put together to make up a really impressive sand carving or? Must know immediately.

KEN TURNER is working at indexing magazines for the Library. As he lives a long way away, he takes batches of books home with him. Its not hard to do, We train, and its easy to learn. Many more magazines that need the same indexing work.

CMFT NEEDS MISC. ITEMS for making up information booklets, filing and storing Library items. Used stuff okay. Please refer to newsletter for list.

ADJORNMENT: 20:30. Coffee and goodies as usual for all. Door prizes were CMFT jewelry.

MOVIES: Bob Fortune's very enjoyable "Klahanie" film on the Stranraer and the casual reminiscences of the people who flew or knew them. Thanks, Bob, for the loan of not only the film but your excellent projector. Morris Brett showed several reels of Super 8 on the DH Moth Rallye in 1980, and other (Moth and otherwise) British Airshows.

NEXT MEETING: CHECK NEWSLETTER. WEDNESDAY, SEPT. 16 RICHMOND ARTS CENTRE 7:30 P.M.

VIDEO MACHINE: - still looking for someone with a video recorder to tape Aviation oriented T programs for CMFT library.

INCOME TAX ADVICE REGARDING DONATIONS

We recently received a billing that jarred us to the bone: \$840. for advice on how one potential donor could receive tax benefits by donating an airplane, and another donor who was considering land donation. Up til now advice had been given free of charge, and we were not advised this request would be any different. Any one out there with the knowledge of current laws and regulations on donations who would be willing to help us with needed advice from time to time as potential donors come up with specific cases?

PERSONALS COLUMN

We try to keep this paper interesting, and we now have an item for this category. George Neale is looking for C.J. "Fergie" Ferguson, who was with #10 AOS Chatham, N.S. in 1944. He was last known to be in Seattle with a major airplane company. We checked with Boeing who went to no end of trouble to try to locate without results. Anybody who knows or knew Fergie, please let us know, or we will give you George's address in Downsview, Ontario.

RAFFLE TICKETS FROM COTTONWOOD CORNERS DRAW

If you've still got those unsold stubs kicking around, please send them in, so bookkeeping can be completed.

AIR SHOWS:

Alberta Air Show Aug 1 and 2, 1981, Medicine Hat. We have rented a booth at \$100 day for the two days, to sell Tee shirts, hats (cowboy included), jewelry, posters, post cards, and a few coffee and beer mugs. Wayne Manning will be there, but he needs at least 2 or 3 more people to help him. We'll pay the gas for a small pickup with canopy or stationwagon to go there. Posters are bulky and won't fit into an ordinary car. All items are priced and selling is easy, and besides, you get to see the Air Show. There will be demos of crop dusting, forest fire protection, flying displays of Harvards, Acrojet (world's smallest), Ultralight demos, Aerobatic acts including Callier Flying Circus, The French Connection, Al Hauff Pitts special, Bob Hoover, Canadian Reds, Art Scholl, etc., not to mention 4x4 drag racing, Flea market, and British Army training unit display. Sounds better than Abbotsford!

Abbotsford Air Show Aug. 7, 8, 9th. We'll have our display on the tarmac only this year. No sales allowed inside of buildings, and no circus tent this year. Have several offers of help but need more. Need help also in pricing materials and getting stuff ready to take out, all of which takes a lot of time, and has to be done a few days before the show starts. Passes for the show included, but please don't turn up and pay a short duty visit to the booth then buzz off for the rest of the day. Come prepared to spend at least four hours in the booth.

"BILLY BISHOP GOES TO WAR"

Lou Hansen's Nieuport 17 half-scale again a "star". This time in the lobby of the Queen Elizabeth Playhouse for more than a month during the staging of this very good play. A big sign and a pile of brochures available for the taking we hope will have acquainted a few people with our efforts.

MEMBERSHIP RENEWALS

Please keep those renewals coming in. Lots of you are unable to help out physically or with donations, but your membership is very much wanted and needed. Please check the mailing label which lists the expiry date, and if its due or overdue, send along renewal. \$12. per year, (plus \$3. non-mandatory postage fund donation), \$6. Juniors under 16, \$300. Lifetime, \$100. corporate.

LETTERS TO MP AND MIA's

These are a very powerful and effective way to reach the ears and get the attention of our politicians. Ken Swartz has written a superb letter which you are free to copy all or in part, and is included in this newsletter. Substitute your own MIA's name (his address is in your phone book) and send it off. Change it around to suit, but for our home's sake, send it!

PHOTOGRAPH COPYING WORK

Proceeding in fits and starts. Dave Bennett has been doing some work making copies of photos that owners want returned. Thank you.

RY VERNON ARTICLE

Our FIRST contribution to the newsletter is enclosed with this mailing. Pictures of the Alexander Eaglerock described in the Hal Wilson story, also further serialized herewith, and some of our Fairchild Husky donated by the Patterson group.

SHOP BUILDING, AND more on next page, please.

LETTER UPDATE

Frank Stevens advises he hasn't had any calls re helping out financially or otherwise to enable the production of a classier newsletter. Is everybody really happy with the messy and loosely organized one we now have? Money to pay for the making of photographic plates will not only make it more readable but will enable the inclusion of pictures, of which we have lots of good ones.

RECENT DONATIONS

RON KRYWIAK - several Luftwaffe collar patches, CAF beret, some felt patches from HMNZS Canterbury and HMCS Cornwallis. CLARENCE KOLCUM - an instrument panel with some instruments, a mag and carb and hand-painted insignia from the tail(?) of the Alexander Eaglerock. RON KRYWIAK and KEN SWARTZ tried to re-locate. ART ARNOLD came up with a superb book on the Commonwealth Air Training Program. BILL MCGARIGLE who is a wonderful and steady source of material turned up with several well cared for RCAF uniforms, including hat and greatcoat, misc. buttons and decorations, and more magazines, and some felt crests. ROY WILLIS donated a set of (playing card size) aircraft recognition cards. Mrs. Dot Valerie, who has already donated lots of material, sent along an aerial camera, and a large number of Aviation items, including a 1934 Webster Trophy plaque. The metal figure on the plaque needs repair - who can do? LOTS OF MAGAZINES have come in, and if I've missed acknowledging its because I've missed recording the donation. Please phone and tell me.

ITEMS FOR SALE

Mrs. Valerie has asked us to help her sell a number of brand new items that Ben used to dis-tribute. Included are tubes of "Grip-It Metallic Friction Compound" for attaching brake linings, several new "Perfection Schwank" infra-red heaters, a couple of Movie projectors, some old-style inter-com sets, and other "goodies". Need someone to research and help set prices. If you are interested in buying any of this material, please phone.

HELP WANTED:

1. Project Cleanup of #1 shed to make it more presentable. Work is sweeping up startling nesting material and building of parts shelves to hold stuff presently flat on the floor to free space for more material. Saturday morning best for this job, or evenings, if weekdays too hard to arrange. Materials all supplied. Bring hand tools only.
2. Project Wingrack: A wooden rack needed to vertically store wings now laying around all over the place taking up valuable space. Materials all supplied. Bring hand tools.
3. Project Airshow Display Booth - Bruce Duncan has donated his old collapsible tent-trailer, which should convert into a dandy portable booth. Need someone with imagination, and ability to do a little woodwork and a bit of metalwork. Colin Walker will take on project but needs someone to help. We have the plywood on hand, and will get conduit or whatever material is used for the canopy, but would appreciate any interior finishing plywood to doll it up.
4. Project tailplanes rack: A rack to store small surfaces needed in loft of #2 shed, again to free floorspace. Somebody handy with a hammer who can tack together some 2x4 and 1x4's.
5. Project Tire Rack - A rack to store tires, now laying around taking up floorspace. Materials supplied as with all projects listed here.
6. Retractable Staircase Project - Does anyone have one of those retractable stairs that fold up into the ceiling kicking around unused and unneeded? We need one to get at storage space in the loft of #1 shed now under-utilized as it takes a monkey to get up there now. If no staircase is offered, need someone to make up one.
7. Project S55 parts: Someone with a pickup or van and/or trailer to haul the S55 helicopter material donated by Deltaire Helicopters (Roy Willis?) to the storage yard, as its in the way there. Short local haul.
8. Project Webster Trophy: The 1934 Webster Trophy plaque donated by Mrs. Valerie has suffered a fall, and the metal figure is broken in two spots. Need someone to fix, please.
9. Project Taped Interviews: Helena Ashdown needs someone to work with her on getting taped interviews from local Aviation pioneers. We have the list of names and small recorder. We need someone to help research the prospect, to visit and make the recording, and then to transcribe the result on paper, and catalog. Ideal part-time job.
10. Project Library - Outside of Ken Turners help, the work has come to a grinding halt. Ron Krywiak and Ken researched out methods of setting up, now we need someone who can spare about 3 or 4 hours a week on a regular basis to come in and get the place organized. You pick the hours.
11. Project Newsletter - No offer to take over its production and/or publication refused.

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RECIPT DONATIONS

Mediasse delivery. Prices below are for 50" x 50" sheets. Quality is aircraft GLII, except for 1/4" thick 48" x 48" sheets. Occasional pin knots and streaks. Will not only make it more readable but will enable the production of your picking up goods in person. If to be shipped, have lots of good ones.

THICKNESS	NO. PLYS	SIZE	QUAL.	PRICE SHEET
3/4"	3	50"x50"	GLII	\$25.15
3/4"	3	50"x50"	GLII	\$22.97
3/4"	3	50"x50"	GLII	\$28.28
3/4"	3	50"x50"	GLII	\$26.45

NOTE: Add bundling charge of \$5.00 if shipment to be made by truck.

THINGS FOR SALE

Mrs. Ylarie has asked us to help her sell a number of brand new items... included are tubes of "Grip-It Metallic Etching Compound" for developing... several new "Perfection Bohawk" infra-red heaters... old-style inter-com sets, and other "goodies".

ORDER FORM

Project Cleanup of 1/2 shed to make it more presentable. Work at... Project Wintack: wooden rack needed to vertically store wings... Project Arrow Display Booth - Bruce Duncan has donated his old... which should convert into a handy display booth. Need plywood...

Project	Material	Quantity	Notes
Project Arrow Display Booth	Plywood	10 sheets	Need plywood for display booth.
Project Wintack	Wooden rack	1	Need wooden rack to store wings vertically.
Project Cleanup	Various materials	As needed	Materials for cleanup and renovation.

TOTAL OF GOODS: 60.00. We have the plywood on hand, and will get conduit on wheels... Someone to help. We would appreciate any interior finishing plywood to line floorpace.

Project The Rack - A rack to store tires, now having around taking up space... Project Webster Trophy: The 1934 Webster Trophy plaque donated by Mrs. Ylarie... Project Taped Interview: Helene Ashdown needs someone to work with her on taping...

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BUILDING

Going up this summer FOR SURE, Ed Zalesky hasn't had the time to get the contractor, the materials, and the building permit altogether, but it's the next project on the agenda so hope to be able to start within another month on it. We'll need help in building trusses, in putting them up, wiring, plumbing and heating. If you can help during weekdays all the better, but if not will organize work over weekends and maybe evenings. Please phone your offer to help. If you're already on the list, please re-confirm.

VERTOL H21 HELICOPTER

Geddes Contracting Ltd. of Kamloops have donated a Boeing Vertol H21 helicopter to CMFT. It was licensed until not too many years ago, and is not damaged, but will require some work to make it flyable. It is in Ontario and has to come out here. We've asked the Armed Forces to help transport, but do not expect to get any, so as usual, will have to do it ourselves. We'll need several trucks, trailers, and low bed(s) to haul it out in pieces. It has to be moved by summer's end, at request of landowner and to preclude possibility of vandalism.

OFFICE AND LIBRARY ITEMS WANTED

We need the following items to carry on:

1. A table needs to be made up to hold the photocopier. The two sawhorses it sits on now are needed elsewhere.
2. Looseleaf binders, any size, with or without someone else's advertising, thesis covers, cardboard or plastic covers, and any kind of binding equipment or supplies.
3. File folders, used okay.
4. Filing cabinets, any size, from card size up.
5. Records storage boxes - either the kind that stack with a sliding drawer, or the kind that have lids and stack on each other. Used ones okay. Need for storage of uniforms, odd-shaped items, extra magazines.
6. Three-hole punch.
7. A paper-cutter, or someone to repair the one Rose has been using for nearly 30 years.
8. A nice new carbon-ribbon typewriter with all the fancy features wouldn't be refused.

BOUNDARY BAY AND HOME SITE PROGRESS

Mentioned here because members always ask how things are coming. The short answer is "not really at all". We've had a meeting with Mr. Hall MacKenzie of the Transportation Collection, and with Trades and Industry Minister the Hon. Don Phillips and Newell Morrison, the head of the B.C.D.C. We've been told that the Transportation Collection's mandate is to collect, and not to function as a museum. Collection is specifically for Transpo 86, after which time the artifacts are to go to the Provincial Museum or ? Again, we were told we could expect no financial help from the Government until we are prepared to turn over title to all the artifacts. We did not get a clear answer to our query as to possibility of direct grants as other Museums do. Discussions as to another application to Lotteries fund not too productive, as got impression we would have to have considerable assets of our own before expecting participation. Seems the airplanes and materials we have are not assets. Rumor is that the decision as to who, if anyone, will be the prime operator of Boundary Bay airport will be made some time in August. Unofficial request for re-zoning portion of Zalesky farm to use temporarily unofficially turned down. The only option appears to be to "go it alone". If we have the land we are then in a position to expect a grant to build might be considered. Any ideas on how we can collectively acquire a nice piece of land next to the river (preferably) somewhere in the Fraser Valley?

TEE SHIRTS AND HATS

In deference to the advice of our younger members, we've gone "mod" on our tee shirts, and more have been ordered in a new format. This time we've ordered kids' sizes too. Hundreds and hundreds of hats have been ordered, so everyone pray for hot sunshine at Abbotsford and Medicine Hat on the appropriate days.

ENTER SAMPLE AND MORE OF THE HAL WILSON STORY NEXT PAGES

NEXT GENERAL MEETING

7:30 P.M. Richmond Arts Centre, Minoru Gate, Richmond, B.C.
WEDNESDAY SEPTEMBER 16, 1981

SAMPLE LETTER TO MIA'S Following is Ken Swartz's letter to his MIA Mr. Allan Williams.

Dear Sir,

I wish to draw your attention to the plight of a non-profit society of which I am an active member.

The history of British Columbia is intertwined with the history of aviation in Canada. There are perhaps few provinces more dependent on aviation to link isolated settlements with major centers. It would therefore seem reasonable that British Columbia should one day have its own aviation museum.

The history of efforts to preserve British Columbia's Aviation heritage and historic aircraft is relatively young. Two museum groups were formed in the early 1970's when it became apparent that many artifacts were leaving the country for the United States and Great Britain. In 1980, the two non-profit aircraft preservation groups merged under the umbrella of the Canadian Museum of Flight and Transportation.

There was much hope that federal provincial governments could now be approached in an effort to establish a permanent home. However, the provincial government seems to have established a parallel organization of its own to duplicate the efforts of various non-profit Transportation societies. Little information has been published on the B.C. Museum of Transportation, Science and Technology, other than it is a branch of the B.C. Development Corp.

I would be most grateful if you could clarify the operating terms of the B.C. Museum of Transportation, Science and Technology. Is the intention to assume control over the various transportation collections in the province? Is it reasonable to believe that any future Aviation museum will exist under this BCDC funded organization? Would this be a duplication of work undertaken by non-profit societies, primarily done with volunteer labour? Would turning over title of our collection to the BCMTST mean the end of a citizen's supported Aviation museum?

A great deal of private money, time and labour has gone into building up our museum's collection of 35 aircraft. Two groups were amalgamated to form one organization. Now it seems that the province would rather support a museum of its own creation. What promise can this hold for private enterprise?

Yours sincerely,

SUMMARY OF EARLY AVIATION ACTIVITIES IN THE PROVINCE OF BRITISH COLUMBIA
BY A. H. WILSON (Continued from Newsletter number 13) November, 1954

It was only a matter of time before the referenced company had to fold its operations. It sold its two Eaglerocks which were still intact to the Aero Club of B.C. in Vancouver, and the Driggs Dart to the Sprott-Shaw School of Aviation. I flew this aircraft from Victoria and delivered it to the Sprott-Shaw School in Vancouver. This aircraft, having a 3 cylinder engine which was only operating on 2 cylinders upon its arrival in Vancouver, was left in the hands of the Sprott-Shaw School of Aviation to be held in custody pending arrival of the B.C. Aviation Engineer, Mr. Cressy, who vacated the aviation business many years ago. It appears that Mr. Cressy was successful in getting the 3 cylinders to once again function, and the enthusiasm of the students of the Sprott-Shaw School and its manager was such that Ted Luke, against his better judgement, was persuaded to take this aircraft up without any check out by someone who was familiar with it. This resulted in an inadvertent spin shortly after the take-off. The aircraft fortunately landed on one of Lulu Island's many water filled dykes and Mr. Luke survived the ordeal. He is today a Senior Officer in the RCAF.

I did not completely escape becoming involved in accidents. However, the two which I was involved in were fortunately of a minor nature. One took place on July 19th, 1928 following a complete engine failure at 1,000 feet altitude on the Fir Crest Golf Links near Tacoma. Mr. E. Eve, who was in the front seat, and myself had been visiting the National Air Tour (Ford Reliability Tour) at the Tacoma Airport. Neither Mr. Eve nor myself were injured, and in due course the aircraft G-CAIS was repaired in Seattle and resume service.

The second accident took place at Hatley Park on March 2nd, 1928. Once again Mr. E. Eve was in the front seat of the Driggs Dart, and after landing in the field in front of Hatley Park (now Royal Roads) we were successful in selling the Dunsmuir's \$500.00 worth of stock in the
continued next page.

Airways Ltd. Due to exceedingly poor judgement I struck a fence in taking off, doing damage to the aircraft amounting to \$460.00. After adding to this, the cost of transporting the wreckage to Victoria, etc., the net profit of the operation was nil. The strange part about these accidents was that Mr. E. Eve accompanied me on both occasions and was in the front seat both times. Not only did he survive injury but he is today the Airport Manager at Dog Creek. He is 60 years of age, owns his own aircraft and still flies it. His brother had to give up flying due to ill health and retired on a farm on Vancouver Island.

It was during 1928 that the Canadian Flying Clubs were organized, two being commenced in B.C., one in Victoria and one in Vancouver. The Victoria Flying Club had one Wooden Moth and I was called upon to instruct during the week when volunteer instructors were not available. Mr. Sidney Pickles and Mr. A. W. Carter usually carried out instructions on Saturday and Sundays. There was a fair list of students, but after a few months operation Mr. Carter had the misfortune to have a forced landing, putting himself in the hospital and writing off the aircraft.

The other Flying Club located in Vancouver was issued to DeHavilland Moths, employing Mr. Percy Hainstock as their instructor, and Mr. Bill Bolton as engineer. Early in 1929 the instructor and one of his pupils were killed. It was following this accident that I became instructor for the Aero Club of B.C. and worked hand in hand with Bill Bolton for a period of 10 years. Pilots graduating from this club were Len Foggin, Capt. Don Lawson, Geo Lothia, J. Wright and many others who will be referred to later.

During 1928 Mr. Archibald of the Consolidated Mining and Smelting, a great flying enthusiast in his day, came to Vancouver and took some instruction, following which he returned to Trail and instigated the construction of the Trail Airport, known as Columbia Gardens. I have little knowledge of operations at the Trail Airport in those days, but it is felt that this information could be obtained from some other source who would be better informed on the subject.

It was during 1928 that the Sprott-Shaw School of Aviation started up in Vancouver, the airport being located on what was known as Lansdowne Field immediately North of the race track. As stated above, the first aircraft that intended to fly cracked up on its first flight. However, this aircraft could never have been of any use in training, since although it had dual controls, it only weighed 380 pounds and was exceedingly sensitive and somewhat tricky to fly. The company later purchased an OX5 Waco. This aircraft had quite a career. The school at a time to time employed instructors, the first of which was Pat Renahan who took over from Ted Luke, who as stated above, wrecked the Driggs Dart. Renahan was succeeded by George Silke, who in turn was succeeded by Snelgrove. Following Snelgrove Ted Curtis became the school's pilot. They added a Barling to their school of operations. This, however, did not take place until 1930. The school, with all its instructors, in addition to the undersigned, working them for a matter of a few weeks, did not turn out many pilots, but did avoid becoming involved in accidents. If my memory serves me correctly Capt. H.O. Madden went from his Private to Commercial on the Waco as did Gordon Bulger, who is now with the Department of Transport in Ottawa.

This aircraft was ultimately sold to Ed Bennett who with Tom Laurie, now with CPAL, flew it for a great many years. I cannot recollect what became of this aircraft, but it was like the case of the old soldier, it never died but merely faded away. On one occasion it was known to have shed its propeller while flying at 1,000 ft. Not even this bothered it, as it landed and the propeller was put back on, and it then continued operating.

In the Spring of 1929 the RCAF was once again generous to me and gave me a seaplane and flying boat conversion course. Mr. O'Brien Saint, who was later killed in a flying accident with the Toronto Flying Club, was my instructor. In order to build up time it was the custom for two pilots to fly together. For this purpose I was teamed up with Jock Shields, who later became the DSAR in the Winnipeg District for the Department of Transport.

In the fall of 1929 an American company formed a subsidiary in Canada known as the Alaska-Washington Airways, and since I always had an inclination to become engaged in scheduled operations, I temporarily left the Flying Club to commence the Victoria-Vancouver scheduled service between the False Creek where the Burrard Bridge is now located in Vancouver, and the inner harbour in Victoria. This operation commenced October 15th, 1929 and a Fairchild 71 CF-AJP was the aircraft used. Mr. Gordon McKenzie, who had been brought in from the U.S.A. promised this job, but due to him not being able to obtain his Canadian license until he had written the necessary examinations, I was put to work temporarily. Six weeks later, however, McKenzie obtained his license and took over from me, placing me in the reserve position of flying one day a week. In January, 1930, however, he had the misfortune to crash in the fog in English Bay, which resulted in the aircraft having to be placed in the newly organized Boeing Aircraft Factory, situated near Gorgia St., in the vicinity of Stanley Park, for major

repairs. In the meantime, the company was without a Canadian aircraft and accordingly laid me off. This action caused me considerable annoyance since it was the second time that I had been crashed out of a job.

I returned temporarily to the Aero Club of B.C. since during my absence they had had unfortunate dealings with their instructor. Although considerable persuasion was placed upon me to stay with the Club, I still had a desire to become a scheduled airline pilot, with the result that I started negotiations with Mr. W. Anderson of the Hayes-Anderson Truck Manufacturing Co. Two factions were negotiating with Mr. Anderson, one headed by Mr. Paddy Burke, Messrs. Coerss and Leonard Miller, who had some get-rich-quick scheme in mind operating in the Northern part of the province and the Yukon on some very secret gold mining mission. I, on the other hand, was trying to persuade Mr. Anderson to operate a Canadian coastal service taking in Vancouver, Victoria, Nanaimo, Powell River, etc. The final outcome was that Burke and his party won out, with me being offered the job of operating a flying school, since for their proposed operations they were purchasing two Junkers L6 type and one Junior, a two place. Since I had no desire to become involved in the operation which I regarded as a risky one, I returned to the directors of the Aero Club of B.C. with the result that the club was re-financed and we started operating with Fleet Fawns.

Mention was made in the above paragraph of a Canadian Boeing Factory. Mr. H. Hoffer was the general manager of this company and Mr. Ed Elderton, who had previously been with Vickers and who I believe designed the Vickers Vancouver, was their engineer. In 1936 the writer visited Mr. Elderton who was engineer for Saunders Roe in the Isle of Wight. The Boeing factory produced Canadian versions of the Boeing BLE which was a flying boat bi-plane with Pratt and Whitney pusher power. They also manufactured some primary trainer gliders and on July 31, 1930 I was towed in one of these gliders by Mr. Holley, the Fleet salesman, in CF-AKC to an altitude of 1,000 ft. and cut loose. It is believed that this was the first aeroplane towed glider flight in Canada. In any event, the Government Inspector, Mr. Carter Guest, had wired Ottawa for permission for this to be done and before a reply refusing the request had been received, the successful flight had been carried out. Fleet CF-AKC was then sold to H.O. Madden, who, with Joe Bertalino, his engineer, proceeded to the interior and carried on a flying school both at Kamloops and Trail. When the Trans-Canada Air Tour returned East Capt. Madden accompanied it and remained out of B.C. until the outbreak of war in 1939.

THIS IS PART TWO OF A FOUR-PART (THREE IF ROOM PERMITS) STORY. NEXT NEWSLETTER WILL BE # 15

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