

AVIATION

Mr. Ewan Boyd
5141 Sperling,
Burnaby, B.C.

Interviewed Sept. 5th, 1973.

In 1928, when he was 13 years old, Ewan bought three shares in B.C. Airlines. Still has the stock certificate. Spring of 1930, took his first airplane ride, from Vancouver to Victoria, with Alaska Washington Airways. This was in a FAIRCHILD, registration CF-AJP, piloted by GORDON BALLENTINE. Boyd still possesses that flight ticket.

He was a model-airplane builder, along with BRYAN MAHON and RUSS FARQUHARSON.

In the summer of 1930, Boyd attended a meeting of the Glider Club of Vancouver, held in the Boeing A/C Coy's coffee shop at 1927 West Georgia. Harold DAVENPORT and GORDON BALLENTINE ran the club and they built a glider at the Aero Schools of B.C. on 4th Avenue.

Boyd had been flying gliders as a student at weekends since the spring of 1930, at Lulu Island Airport. He took an hour's instruction from MORRIS MCGREGOR in form of 15 minute lessons for co-ordination of controls and wheel landings. MCGREGOR charged \$30 per hour.

Bryan Mahon was with Boyd throughout the summer at Lulu Island. Mahon now works with Boeing, Seattle. He has a 16 mm. sales film made in 1935, advertising the Columbia School of Aeronautics (1933-6). In addition, he has another film shot in the winter of 1936, relating to flying out of northern Alberta.

Others around the airport in 1930 were HARRY MCKENZIE, NOEL HUMPHRIES, GEORGE SULK and BILL BOLTON.

Dominion Airways was run by the four DOBBIN BROTHERS. CLARE was the youngest, FRANK the oldest. Capt. TED DOBBIN was the pilot, an ex-WWI type in high military boots. The fourth worked as an accountant in Vancouver. Dominion had two seaplanes at MARPOLE, one a STINSON DETROITER on floats, piloted by BARNEY JONES EVANS. The ground school was run by CLARE DOBBIN, who gave lectures at night.

Summer 1931

Boyd left KING GEORGE HIGH SCHOOL and commuted to the airport by the Oak Street streetcar, which terminated at MARPOLE. The airport road at that time ran to the East end of the runway. There was a farmhouse there and the farmer planted trees to prevent planes landing and taking off. Boyd was apprenticed as an AIR MECHANIC with Davenport's AIRCRAFT SERVICE of B.C. Davenport serviced Wells Air Transport seaplane. Boyd and Joyce Fox did the work. Boyd became a crewman. Early seaplanes had no water rudders and had hand-starting engines. The crewman had to throw the rope, start the engine, and manoeuvre the plane by pushing. For the TRANS-CANADA AIR PAGEANT, a Mr. Ressinger flew an Aeronca (CF-AQK) from Montreal. This was a 2-cylinder 38 h.p. engine. FRANK GILBERT, a cinema projectionist, bought it for DAVENPORT and BALLENTINE to operate.

ALASKA WASHINGTON AIRWAYS, situated at the bottom of Broughton Street on False Creek, where DOMINION AIRWAYS hangar was, operated

a service to Victoria. ALASKA WASHINGTON was an American Organization, which was bought up by WELLS AIR TRANSPORT under HUNTER WELLS. By the summer of 1933, WELLS were making 2 trips a day to Victoria and 3 trips a week to BRIDGE RIVER, using a FAIRCHILD 71 and a BOEING Flying Boat. SPROTT SHAW had a BARLING (cracked up in Merritt, with RUPERT SPILLSBURY, pilot, and GORDON BULGER, passenger) and a WACO 10. These were owned by ED BENNETT and TOMMY LAWRY.

The first PUSS MOTH in Canada was CFO-JO, owned by De Havilland.

The AERO CLUB of B.C. had two CIRRUS MOTHS with wooden fuselage - CF-ANN and CF-ANL. They built the small hangar at Lansdowne. The municipality built the larger hangar.

Late 1931

Ross Farquharson, Bryan Mahon, Aubrey Roberts and Ewan Boyd bought two gliders for \$25 a piece.

Vancouver Aero Tech began in the summer of 1933 in a garage on Main Street and in the fall, moved into the dope shop at Air Land Manufacturing Co. Subsequently, they moved to 6th and Granville and then to the airport, taking over the land plane hangar workshops from Davenport. The Aero Tech became the Columbia School of Aeronautics, and was in business until 1936.

Bob Pike gave ground school courses at King Edward High School. He left the school in the summer of 1933 and attempted to form a High School Glider Club. Pike talked Bryan Mahon into leaving University in his fourth year, where he was studying aeronautical engineering, and they then formed Vancouver Aero Tech.