

# WHERE EAGLES FLEW

AN EARLY HISTORY OF THE CHILLIWACK FLYING CLUB



BARB LAWRENCE • JUDY ROBB

# CONTENTS

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Chadsey Field was one of the first landing fields in the area. Earl and Helen Brett with their daughter, Deannie, at the field in front of a British made Golden Eagle monoplane. (Photo courtesy B. Prentice - Brett Collection. c. 1931).

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Front Cover: Harvey Webb soars over the Fraser River near Chilliwack. (Photo by N. Williams).

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# ***WHERE EAGLES FLEW:***



***AN EARLY HISTORY OF THE CHILLIWACK FLYING CLUB***



"Oh! I have slipped the surly bonds of earth  
And danced the skies on laughter-silvered wings;  
Sunward I've climbed, and joined the tumbling mirth  
On sun-split clouds - and done a hundred things."



# INTRODUCTION

This booklet describes not only the early history of the Chilliwack Flying Club but also attempts to portray the club members' spirit and dedication as they furthered the development of aviation in Chilliwack.

In the early years, the Chilliwack fairgrounds and other open fields were used by pilots to land their fragile craft. As aviation progressed, so did the need for specified landing fields. These fields are referred to in the text and a map of field locations has been provided (page 6).

The compilation of this booklet was completed in the summer of 1986 as part of a Fraser Valley College course.

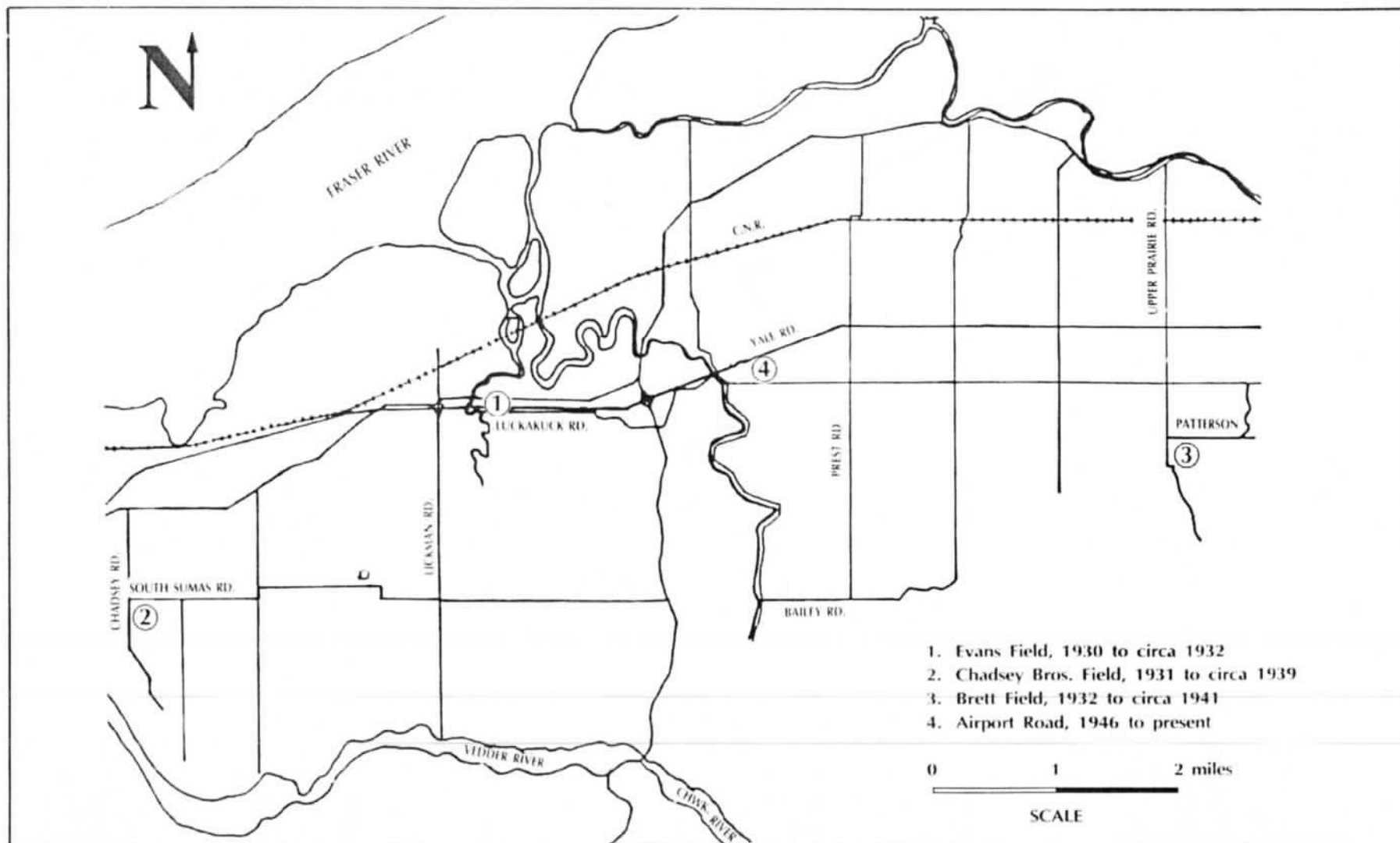
The task would not have been possible without the assistance of W. "Curley" Chittenden who spent the past two years collecting memorabilia and contacting members and their descendants. In co-operation with the Chilliwack Museum and Historical Society, Mr. Chittenden sponsored the additional research and writing required to complete this booklet.

Every effort has been made to authenticate the material, but if errors have occurred we would welcome corrections. We wish to express our gratitude to the many individuals who have helped with information, advice, photographs, and documents of special interest.

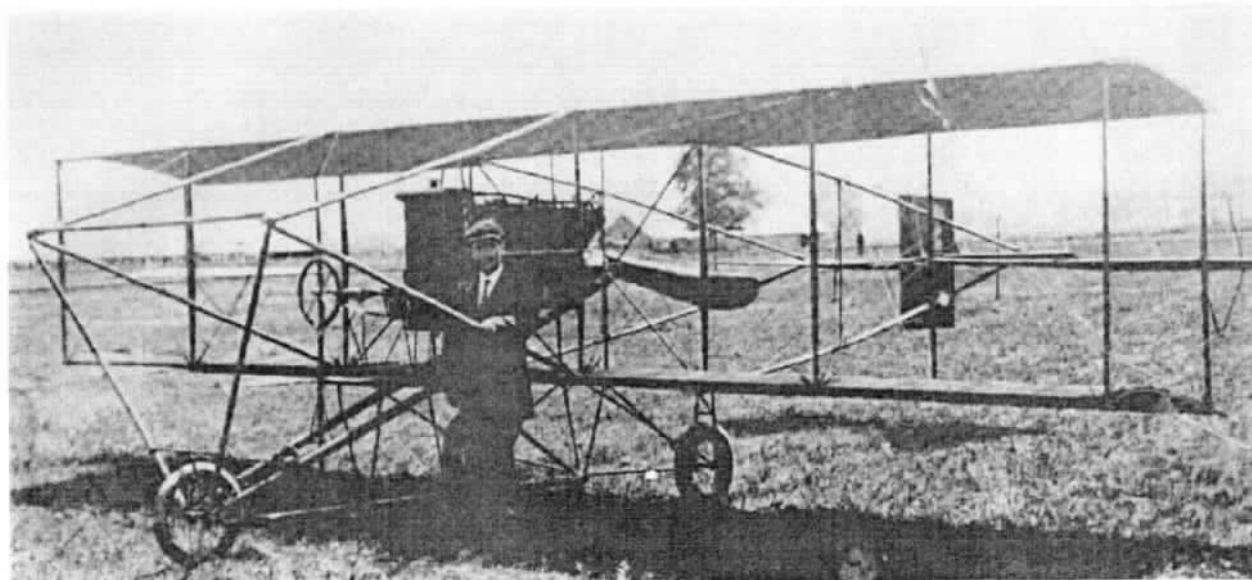
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**BARB LAWRENCE ♦ JUDY ROBB**  
BOOK DESIGN BY PAT JEPSON

# CHILLIWACK AIRFIELD SITES



The first plane to land at Chilliwack was this Curtis "flyer". Capable of flying at 60 m.p.h., it circled the City and brought applause from residents. For Chilliwack, July 1, 1914 marked the beginning of the flying age. (Chilliwack Museum, P 1061).



The members, old and new, of the Chilliwack Flying Club have experienced the thrills of "High Flight". Adventurous and far-sighted, they enjoy the special relationship of those who have escaped the bonds of earth. The club, since its inception in 1946, has recognized the benefits of aviation to the community.

Aviation has its beginning in Chilliwack on July 1, 1914, with the appearance of Billy Stark's Curtis "flyer" at the fairgrounds. The crowd applauded as the plane circled the town at a speed of almost 60 miles an hour. Stark's plane was typical of pre-World War I machines. "It was a finely-tuned mass

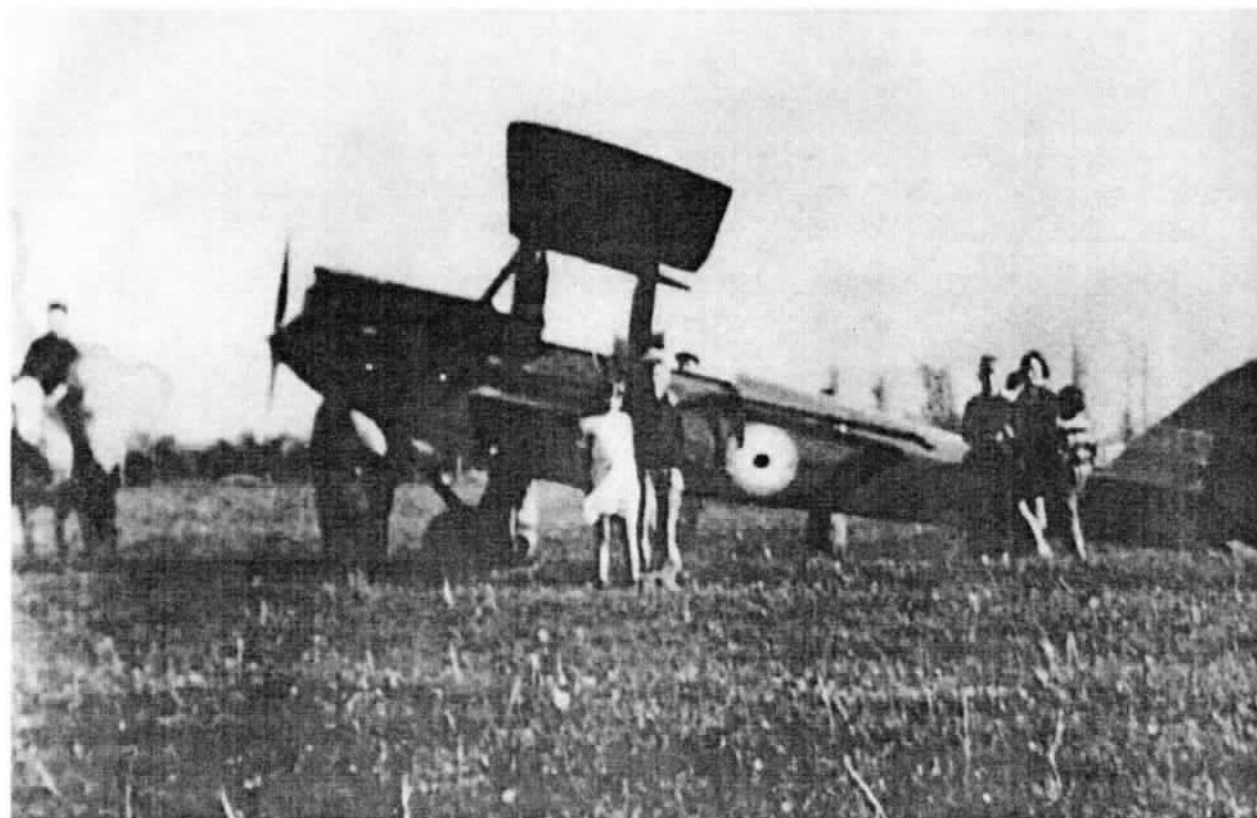
of wire, bamboo, interplane struts, and spruce, covered by stretched and doped fabric. The engine was a six-cylinder water-cooled "V"-type which was fueled by a gasoline tank mounted above it to permit gravity feed."

Local aviation history was interrupted by the advent of World War I, not to be renewed until the first cross-B.C. flight, from Vancouver to Princeton and the Okanagan Valley, landed in Chilliwack on the evening of June 27, 1919. Flying machines had been transformed. They were no longer frail, slow machines, capable of flying at only a few hundred feet. Now these sturdier machines were capable of travelling greater distances.



Brett's Field became the centre of flying activities in the 1930's. In this photo, Ron Wells and Eric Everfield are about to take off in an Eagle Rock. (Photo courtesy N. Williams - Wells Collection; May 13, 1936).

Planes competed with cows for landing rights. At the Evans' Field, a horse and rider were essential to ensure that cows were chased from the landing strip when planes approached. (Photo courtesy Mildred Evans Hall; c. 1931)



Chilliwack had scarcely settled down from the excitement of this first flight, by Captains Dickson and Hoy, when, on the following Monday, another machine came whirring through the air to land at the fairgrounds.

Several days later local interest was heightened when an advertisement appeared in the Chilliwack Progress offering residents the opportunity to take a flight over the city - with or without stunting. A local man, Lieut. Frank Edwards, astonished many when he walked the wing of an airplane as it circled above the fairgrounds.

Interest in flying was growing rapidly. A local branch of the Aero League of Canada was organized. Several citizens were interested in purchasing an airplane for the use of local flyers.

But, the flying boom, which developed following World War I, had passed its peak by the end of 1920. During the next few years some private and commercial aviation took place; but for the most part any flying of importance was undertaken by the Air Force which had established a base at Jericho Beach in what is now Vancouver.

Little local activity in aviation was generated until 1930 when R.L. "Ginger" Coote and C.L. Worthington

purchased a three-place biplane. From the landing field established on the farm of Mr. J. Allen Evans, Mr. Coote's commercial enterprise undertook all kinds of aerial work including pilot training. Among the first to take instruction were Earl Brett, Cecil Mackenzie, Ben McGrath, and N. MacFarlane, an ex-R.A.F. pilot taking a refresher course.

In December of that year, through the enthusiasm of Earl Brett, thirty-five members of the three branches of Brett's Ltd., an automobile distributorship, organized an air club and purchased a British-made Golden Eagle monoplane. The club was formed to enable the employees the opportunity to obtain commercial or private pilot licences without going through the usual protracted and costly process. The prospective pilots received ground school instruction and were required to have 10 hours of solo flight for a private licence and 50 hours for a commercial pilot's licence. R.L. "Ginger" Coote was the flying instructor and Harry Hull was the ground school instructor.

The club was further evidence of the air-mindedness of Chilliwack's citizens. Pressure was now put on the councils

to establish a local and properly regulated airport.

Several sites were considered and a temporary airport was laid out on the Chadsey Bros. property, Sumas Prairie. The airport was officially opened by Squadron Leader Earl MacLeod, on June 3, 1931, with over 3,000 spectators witnessing Chilliwack's first airshow. The pilots of the lighter planes thrilled the crowd with their loops, rolls, and spins as they participated in a "dog fight" in which the pilot of one plane endeavoured to shoot down the other. Chilliwack, in establishing its new airport, had shown it was a progressive community and had set a fine example for others to follow.

In 1932 a private landing field was established on the Brett property, Patterson Road. Many local aviators experienced their first thrill of flying from this field. Several private planes were based there including the "home-built" Heath Parasol owned by Leo Edwards. This craft was powered by a converted Henderson four-cylinder motorcycle engine and required a breeze to get airborne.



Leo Edwards shows his Heath Parasol in the 1936 Cherry Carnival Parade. (Photo courtesy N. Williams - Wells Collection).





Cecil Mackenzie, an aviation pioneer, received pilot training in 1930 at Evans' Field. (Photo courtesy N. Williams - Wells Collection).



Pilots came from all walks of life. Ed Prasioski, a school teacher, was active in flying activities in the 1930's. He owned an Eagle Rock. (Photo courtesy N. Williams - Wells Collection; c. 1936).

As the new airport was six miles from the city, Brett's Ltd. offered assistance to visiting flyers. For the guidance of pilots, the name of the garage was painted in large letters on the roof and pilots wishing transportation to Chilliwack from the airport were instructed to circle over the garage three times as a signal and a car would meet the visitors. Pioneer aviators maintain that Brett's garage was easier to spot from the air than the airport and the car would guide them to a safe landing.

By 1936 there were seven planes owned and operated in the district and an active flying club was keeping enthusiasm in aviation stimulated. Planes included Leo Edwards' Heath Parasol, Frank Edwards' "home-built" low wing monoplane, Roy Brett's Eagle Rock biplane, Earl Brett's Moth, Leo Edwards' Aeronca, Aliffe Carey's American Eagle biplane and Ed Prasioski's Eagle Rock.

Restrictions imposed during World War II interrupted local civil flying. Phil Edwards, an early flying club member, recalls early pilots using lamp fuel in place of gasoline during the period of gas rationing.

By 1945 the aviation boom had been rekindled. Many communities realized the advantages of aviation and Chilliwack citizens were voicing concerns. The question was raised, "Can we let

these chaps who have gone to the air service from Chilliwack come back to find they haven't even a cow pasture from which to fly?"<sup>2</sup> With these words the push was on to develop a permanent airport. Far-sighted individuals united in promoting the benefits an airport would bring the area; benefits such as: increased tourism, employment opportunities, passenger and freight transportation, and faster communications.

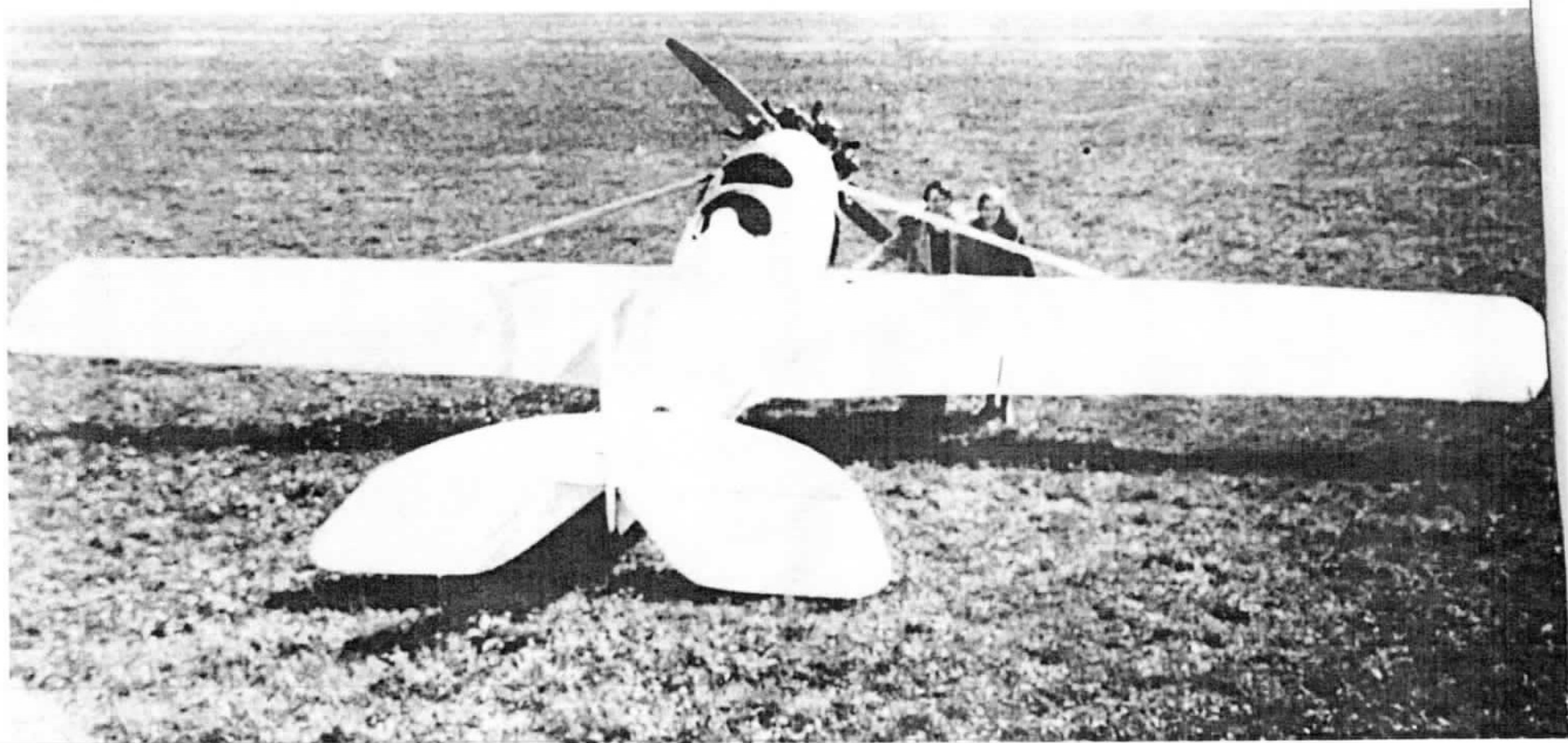
Further interest in developing an airport was generated in May 1945 when the Dominion Government offered Tiger Moth planes to those districts that were interested in forming flying clubs. Letters seeking support were sent to families of air servicemen who would be returning. A meeting was held in the City Hall council chambers and a score of aviation enthusiasts were turned away because the room was filled to capacity. The Chilliwack Flying Club was formed at this time and a decision was made to seek three Tiger Moths. Within two weeks the club boasted a membership of 150, comprised of 111 full members, 34 associate members, and 5 life members. Chilliwack now had a flying club, the promise of planes, and needed a place to put them.



Ian Clarke, with an unidentified woman, modified his plane by adding floats which enabled the plane to be used in logging operations. (Photo courtesy N. Williams - Wells Collection; c. 1935).



This American Eagle biplane was owned by Aliffe Carey. These planes could land almost anywhere. (Photo courtesy N. Williams - Wells Collection; c. 1935).



Mrs. Frank Edwards and Mrs. Roy Brett stand beside Frank Edwards' home-built low-winged monoplane. (Photo: Chilliwack Museum; P3789; c. 1935).

# VISIT CLOUDLAND

TRY THE LATEST SENSATION OF THE DAY WITH LIEUT. HALL, R.A.F.

Five Dollars will give you an aerial trip on

**Thursday and Friday, July 24 & 25**

*at the Exhibition Grounds*

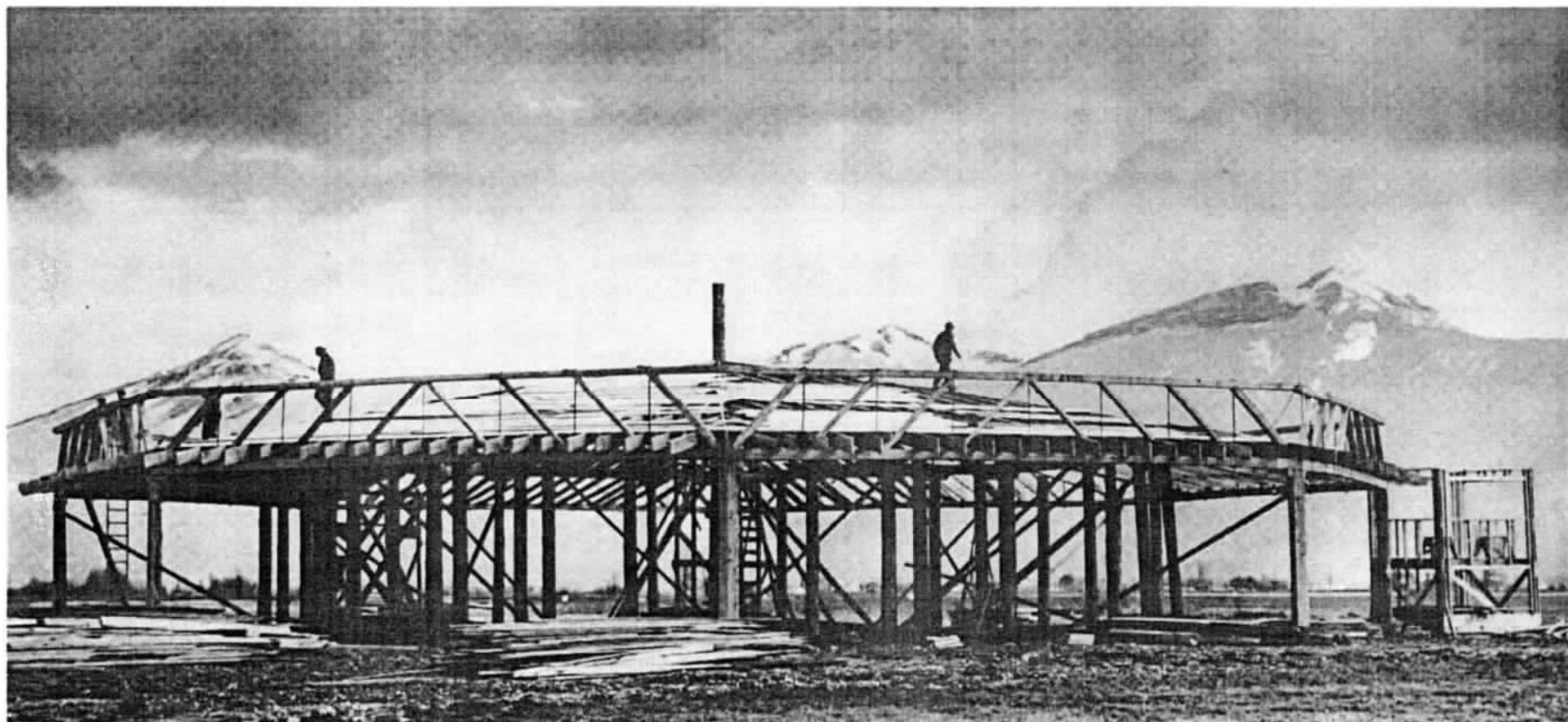
\$ 5.00	-	-	Flight over the city without stunting
\$10.00	-	-	Ten minutes with stunts, 15 minutes without
\$15.00	-	-	Do anything, go anywhere for 20 minutes

**SPINNING NOSE DIVE, LOOP, ROLL**

All reservations guaranteed a flight. Send your name at once to

LIEUT. F. EDWARDS, Lillie's Garage.

LIEUT. MAURER, Billiard Parlors.



Work proceeded quickly on the construction of the new hangar. William Orr supervised this part of the operation. (Photo: Chilliwack Museum; 986.200.3; 1947).



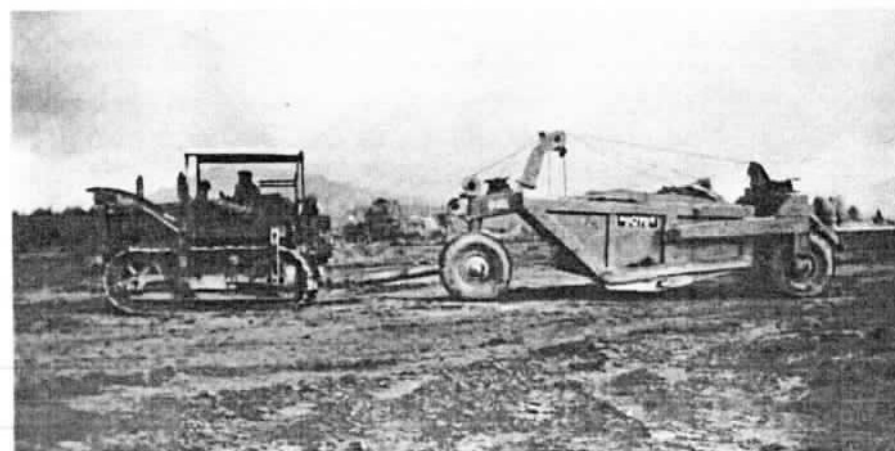
The farm owned by A.A. Hodgins and F.J. Hodgins was available at a cost of \$32,000. This property was viewed as an ideal location for an airport: it was close to the city, close to transportation lines, and the land was flat and able to accommodate a 3,500 foot runway - adequate for the planes of the day.

In August 1945 an airport bylaw was voted on to raise \$20,000 from the City and \$20,000 from the Township. The \$40,000 provided for the purchase of the 80 acres of land, allowing \$8,000 for initial development. It was pointed out that if the airport did not prove as valuable as it should, that the land would realize as much on resale - an investment, not a gamble. Jerry Pringle was instrumental in convincing the farmers to vote in favour of the bylaw. An airport would bring advantages to both the city and township and would mean increased business for city merchants as well as allowing farmers wider, more profitable markets.

With the passing of the bylaw, construction of the airport began. The hangar area was cleared, power lines rerouted, a bridge built, runway leveling undertaken, fuel tanks installed, and hangar plans drawn up.



Engineers from Camp Chilliwack (now C.F.B. Chilliwack) helped on surveys for the new airport. (Photo: Chilliwack Museum; 986.200.3; 1945)



Warren Fields volunteered the use of his heavy equipment to complete construction of the second terminal in 1947. (Photo courtesy W. C. Chittenden).

The newly formed flying club received its charter in 1946 and was recognized by the Federal Government as an educational body entitled to special considerations in securing equipment. These special considerations allowed the club to purchase three Tiger Moth aircraft and spare parts, valued originally at \$27,000, for \$1,400.

The first year of operation was a busy time for the club. The hangar was constructed, membership increased to 200, the Tiger Moths were assembled, the first Cherry Carnival Airshow was put on, and members participated in breakfast flights. Club members have fond memories of cooking bacon and eggs along the banks of the Fraser River.

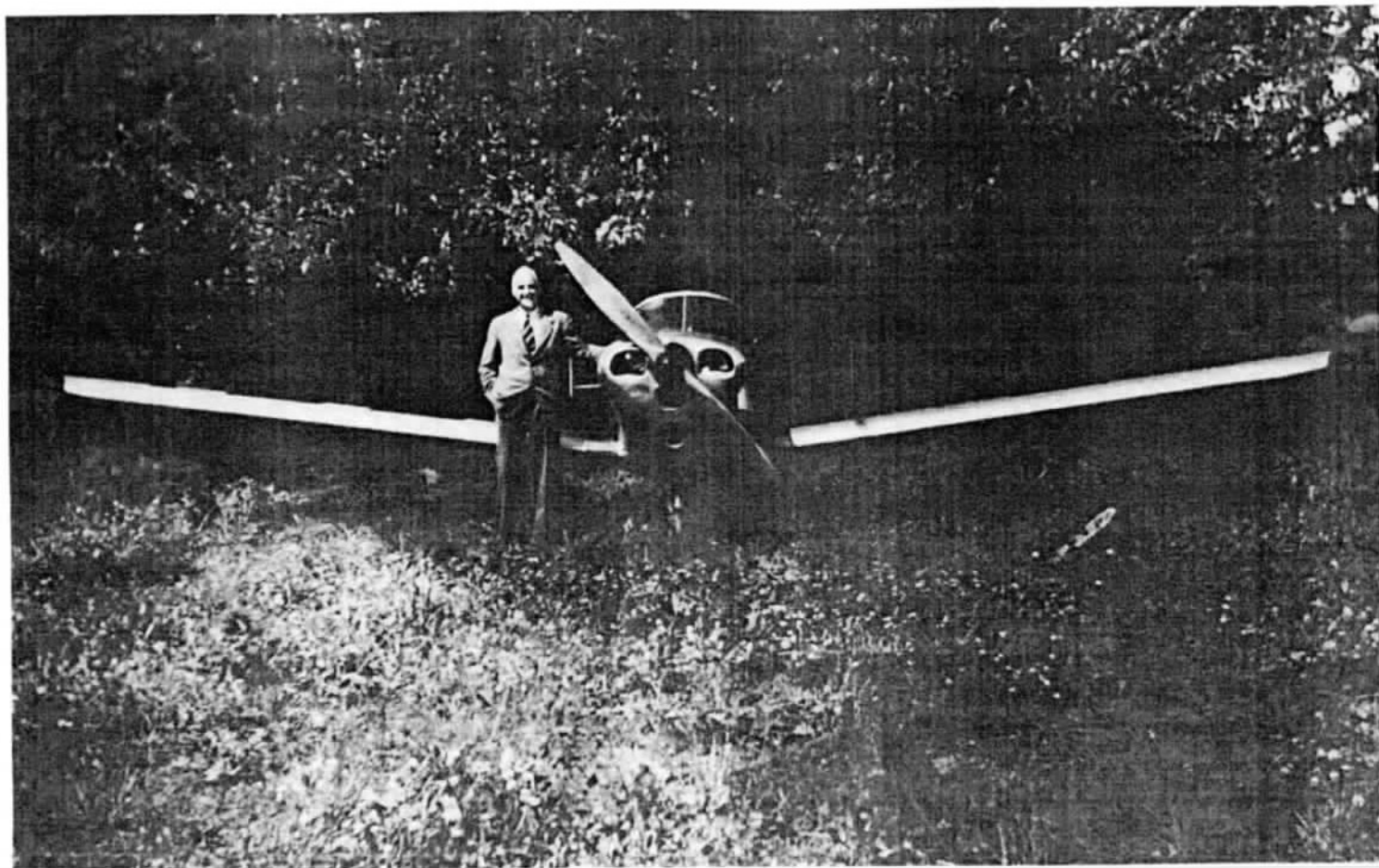
Chilliwack's airport was the envy of other areas. It was developed through local initiative without the help of provincial or federal subsidies. Many of Chilliwack's citizens stood out as driving forces behind this success.

One citizen recognized for his contributions was S. Leslie Brice. In September 1971 a cairn was erected to the

memory of Mr. Brice at the Chilliwack airport by the British Columbia Aviation Council, the City of Chilliwack, the Township of Chilliwack, and the Chilliwack Flying Club. This cairn recognized his dedication to the advancement of aviation and the good of his fellow citizens. During the dedication ceremonies the Chilliwack Flying Club conducted a perfectly timed three-plane fly-pass directly over the scene of the ceremony.

The club suffered a major set-back in February 1947 when a windstorm demolished the hangar. The building collapsed like a stack of cards as it was moved back 15 feet from its original foundation. The 125 foot long and 32 foot wide building was completely destroyed. The club also lost two planes and a third was damaged.

The Community, the Canadian Military Engineers from the nearby Vedder Crossing base and the Flying Club rallied. Salvage bees were held and over 100 volunteers worked at night and on the weekends. The debris was cleared away and construction of a

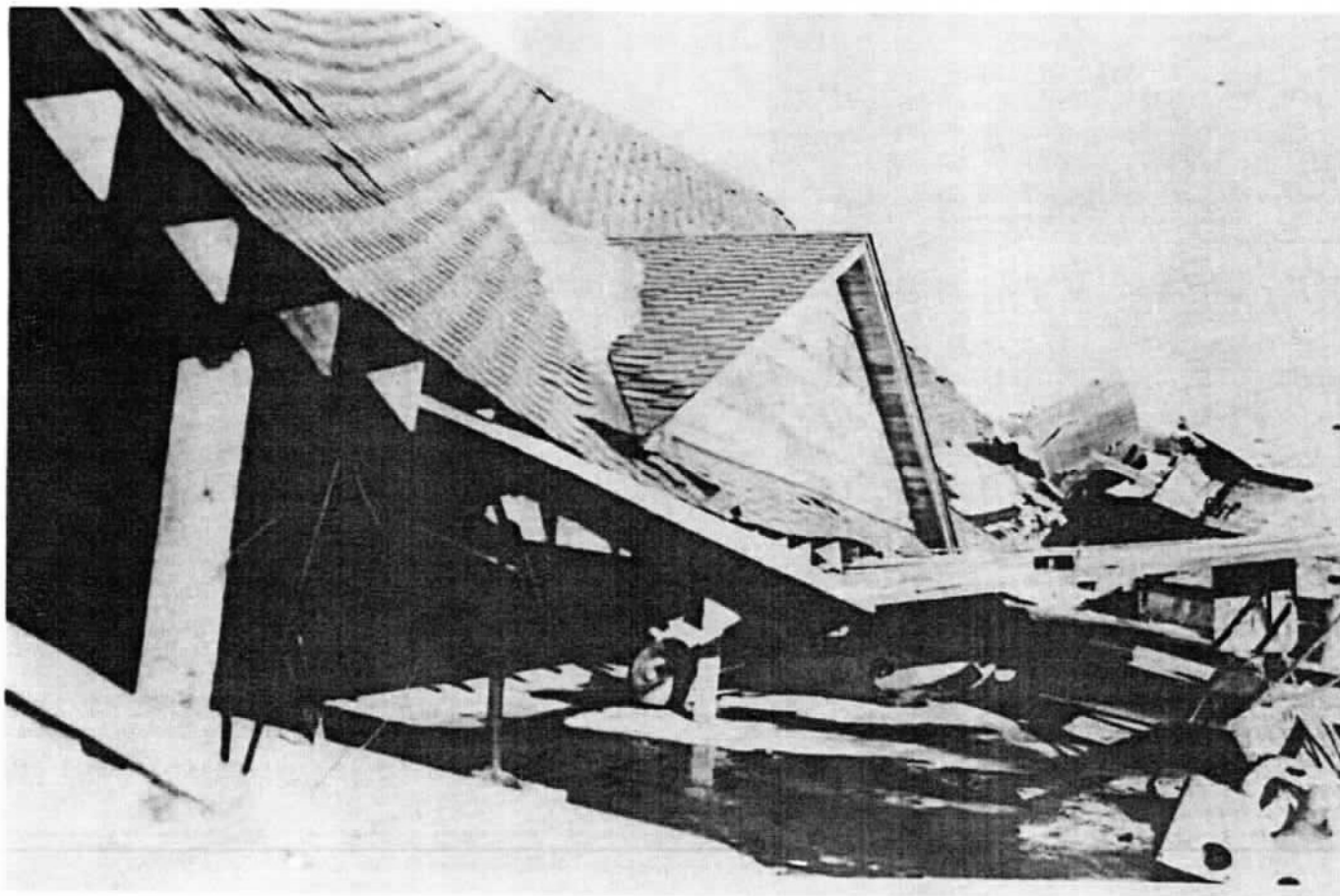


Leslie Brice was a prime mover and secretary for the Chilliwack Municipal Airport during the crucial building years in the late 1940's. (Photo: Chilliwack Museum; 986.200.3).

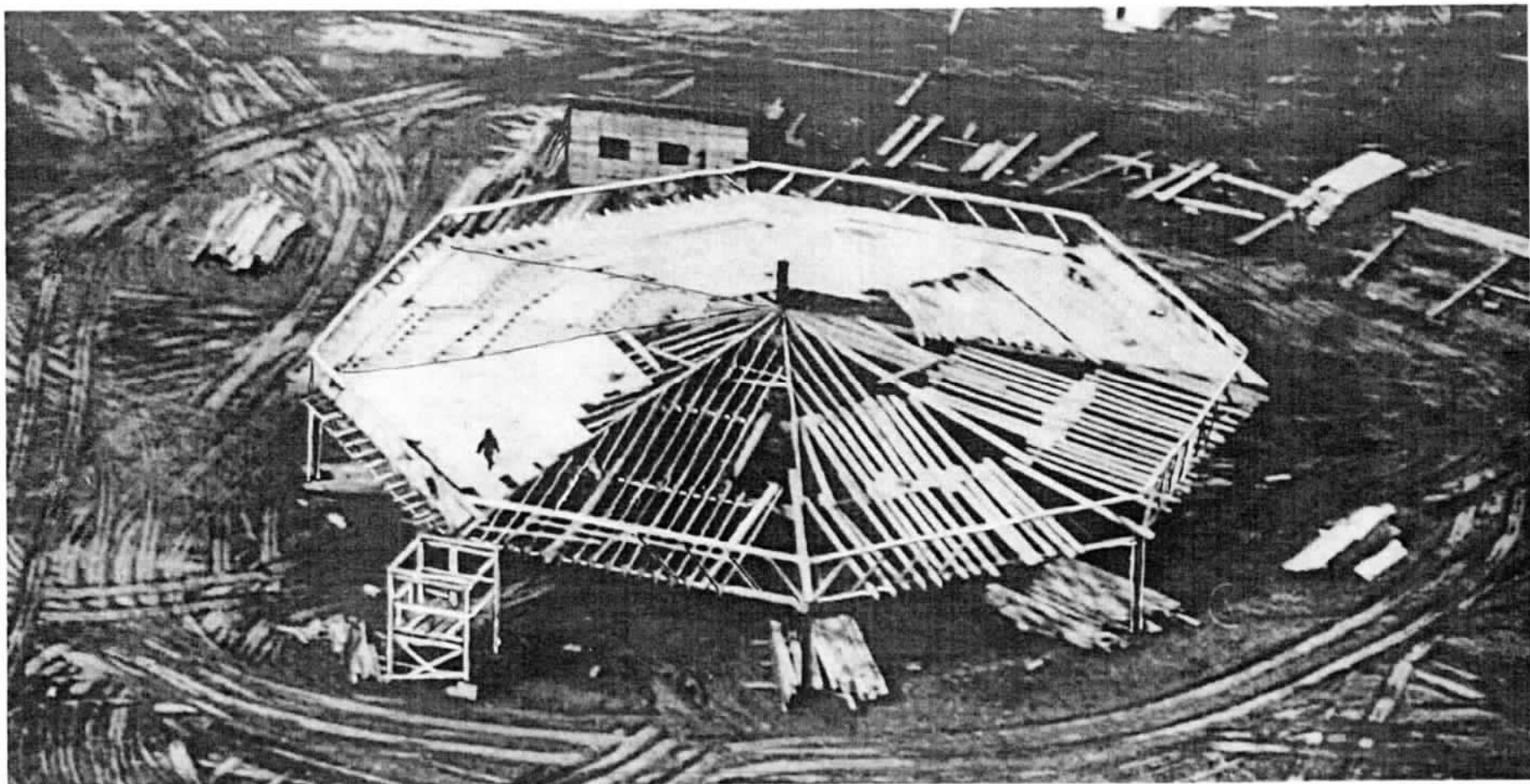




Hangar destruction caused by 1947 windstorm.  
(Photo: Chilliwack Museum; 986.200.5, 1947).



In 1947, a fierce winter windstorm destroyed the newly constructed airport hangar severely damaging this Piper Cub. (Photo: Chilliwack Museum; Elaine Bradley Collection; February, 1947).



A massive community effort resulted in the construction of a new airport hangar after the 1947 windstorm collapsed the first hangar. Timbers for the new hangar were cut at the sawmill at Camp Chilliwack, now called C.F.B. Chilliwack.

W. C. "Curley" Chittenden and Oliver Bowman, two experienced loggers, volunteered many hours to ensure this phase was successfully completed. (Photo courtesy of C.M.E. Museum; C.F.B. Chilliwack, #60; c. 1947).

new hangar began. William Orr was hired to supervise construction. The Flying Club obtained the right to cut Crown land timber and W. "Curley" Chittenden and Oliver Bowman directed this phase of the operation. The Army camp supplied heavy equipment and allowed the workers to use their mill. The volunteers were numerous and it would be impossible to mention everyone. Many volunteered to help, including Bill Brown, Leo Delisle, Harold Clarke, Oliver Bowman, S. Leslie Brice, Earl Brett, Curley Chittenden, Harvey Webb, Russell Thornton, Harold Burritt and George Land.

The workers constructed a unique eight-sided hangar. The building provided parking space for several aircraft, a coffee shop, an office area, and a club room.

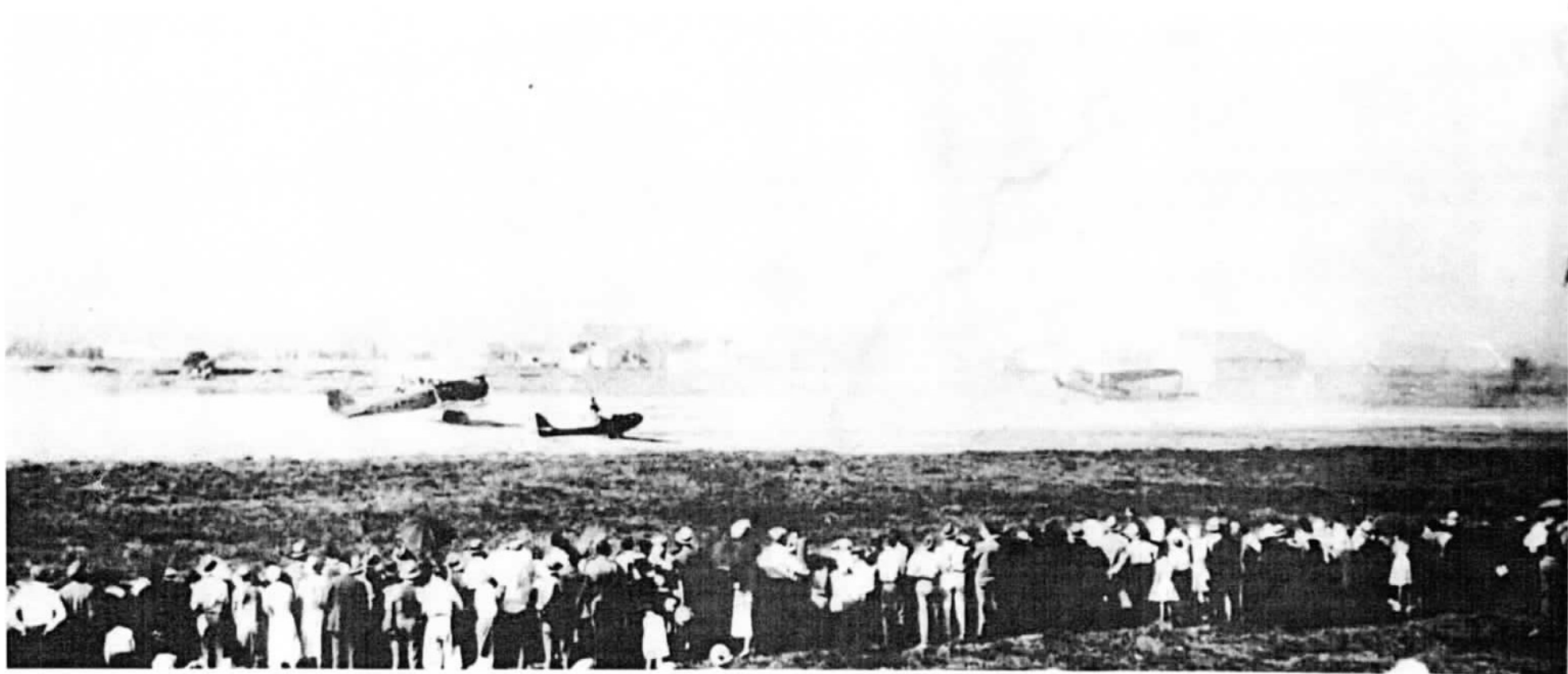
To pay off outstanding debts, the club held fund raising events, including raffles and dances. Chilliwack was one of the few flying clubs that could boast of having its own orchestra.

The Flying Club then entered into an agreement with the Chilliwack Municipal Airport Board. In return for a monthly rental fee and a percentage of

the gross receipts from flying operations, the club provided engineer services for visiting aircraft, operated the refreshment bar, and used the building for social purposes.

The hangar was completed in the spring of 1947, but work still continued on the airport. Airport manager, Reg Taylor, seeded the grass, planted the trees, and laid out lime markings. In addition to those duties, he pumped gas, was the Customs Officer, sold fishing licences, ran the concession, and for a short time managed the Flying Club. Reg Taylor, a man who wore many hats, described the club members as being "keen as mustard" - an apt phrase for a club that showed so much initiative and enthusiasm.

This was a period of rapid growth. The club now had five planes for members' use: two Fleet Canucks, two Tiger Moths, and one Piper Cub. Bruce Hodgson donated a Link trainer for training pilots in instrument flying, beam work (honing in on the control tower), and airline procedure. Several pilots, locally trained, went on to work for commercial airlines.



On June 3, 1931, 3,000 people gathered at the Chadsey Field to see Chilliwack's first airshow. This event sparked increased interest in aviation. (Photo: Chilliwack Museum; P4353).

The Flying Club, which had received support from the community during the gale of 1947, played a vital role during the flood of 1948. They hauled sand bags, machine parts and people, conducted surveys, took aerial photos, and transported officials. The aircraft stationed in Chilliwack were in the air almost every daylight hour during the emergency. Chilliwack Municipal Airport and Chilliwack Flying Club set a record for the number of flying hours during the peak of the flood emergency. For three days the airport was the only transportation link to the outside world.

To assist in raising funds for flood relief, the Chilliwack Flying Club and the Abbotsford Lions Club staged Abbotsford's first airshow on July 1, 2, and 3, 1948. About 19,000 paid admissions were sold and 1,300 free passes were given to flood victims. This event, held at the giant R.C.A.F. Base, featured an aerial circus, R.C.A.F. fast pursuit aircraft, the latest Vampire jet planes, parachute jumps, helicopters and crop dusters.



The Abbotsford Air Show, now the largest air show in North America, began in 1948 with joint sponsorship by the Chilliwack Flying Club and the Abbotsford Lions Club. This publicity stunt at the side of Highway 1 drew the crowds to the Air Show. (From left to right: Eldon Jacobson, George Bodell, George Toddington and Gordon Stimson). (Photo: Chilliwack Museum; 986.200.3).



Eight persons took to the air for the first time with the pilot who "brought them back alive." They were winners in the Chilliwack Flying Club, honoring the 20th anniversary of the national association. From left to right they are: Mrs. Helen McKenzie, Bob Campbell, Marjorie David, J.J. Andrews, Mrs. Robert Bradley, Mrs. John Hatzl, J.R. Richardson, Allan Nixon and Bill Brown, pilot of the twin engined Anson during the 45-minute flight. They were flying in Jerry Pringle's Anson aircraft. (Photo: Chilliwack Museum; 986.200.2; October 1, 1947).



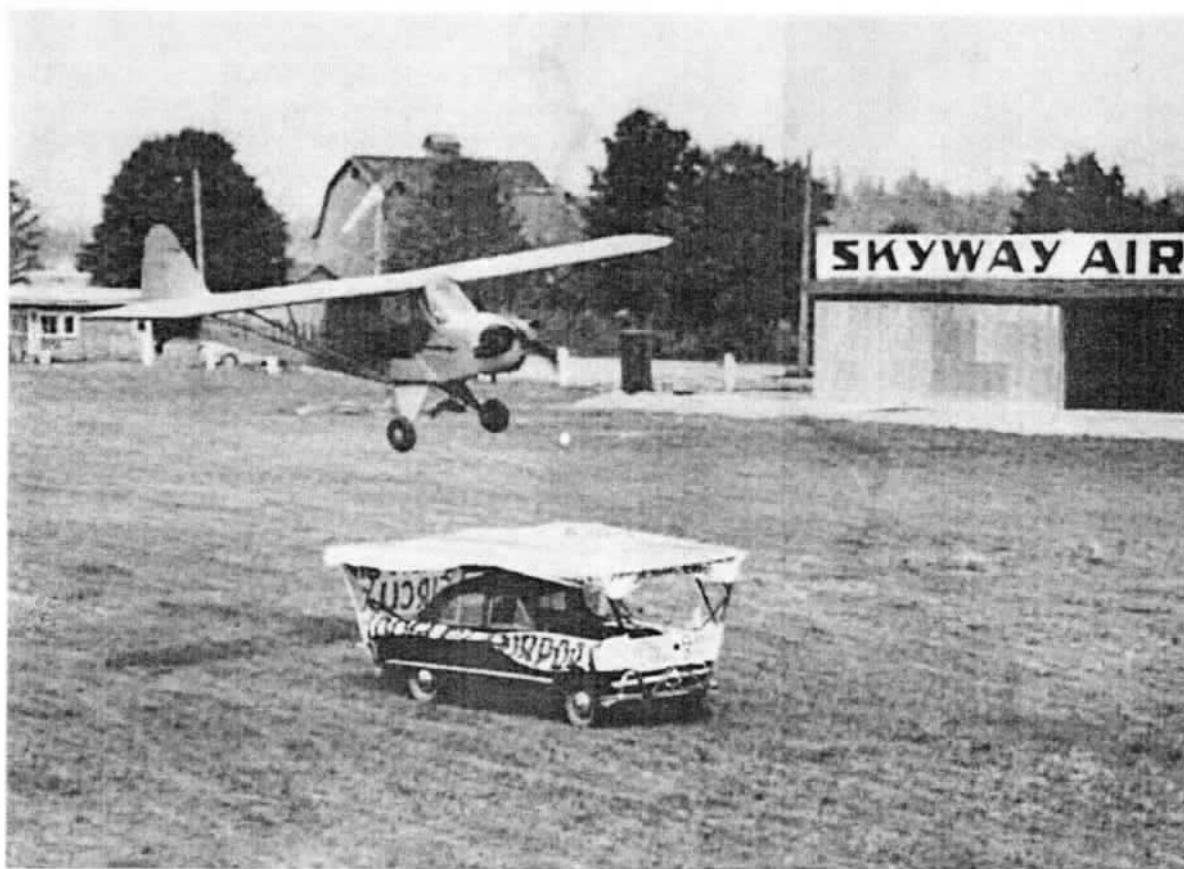


Formed in 1935, the Nodus-Tonus (No Dust on Us) Club remains active today. Some members of the Club's orchestra were Flying Club members. The band played at many fund raising dances for the Flying Club. Shown in this picture are: (back row, left to right): Bob Hales, Bob Turner, Dick Galloway, Larry Fortin; (front row, left to right) Gordon Dickey, Bob Knox, Russ Orr, Cy Weber, Enos Brett, Jerry King (drums), Doreen Chittenden (piano). (Photo courtesy B. Prentice; Brett Collection).





Rumoured to be the Cherry Carnival Queen of 1893, this "old lady" thrilled crowds at a 1949 air show. "Mrs. Peter Deck" needed help to leave the plane. (Photo: Chilliwack Museum; 986.200.3).



Peter Deck demonstrated precision flying as he landed his plane on the world's smallest airport - a car travelling at 50 m.p.h. (Photo: Chilliwack Museum; 986.200.3; 1949).

During their early airshows the club members demonstrated their flying skills. Air regulations of today would not allow some of the stunts performed by those daring pilots. A well-remembered stunt featured a club member who impersonated a female spectator. She clutched her winning ticket for a free ride. Before ground crews could intervene, she absconded with a club plane. With the "little old lady" at the controls the plane weaved crazily, then crossed the field and became airborne just in time to skim the fence. The plane stood on its tail, then doubled back to buzz the airport. It was finally grounded after it circled the field on first one wheel and then the other.

On another occasion, spectators witnessed a display of precision flying by the club's instructor, Peter Deck. Flying a Piper Cub, Mr. Deck landed his craft on the world's smallest airport, a 15 foot by 8 foot wide platform attached to the top of an automobile travelling 50 miles an hour. This platform allowed very little clearance for the six foot span between the wheels of the Cub.



The Chilliwack Airport with the new hangar and planes was a tribute to the voluntary effort of scores of people. (Photo: Chilliwack Museum; 986.200.3; c. 1948).

The Flying Club received good news when the Federal Government pledged support for cadet training. Canadian flying clubs were the only non-governmental organization able to train civilians to handle fast aircraft. The clubs were a major factor in bringing the nation's flying strength up to a safe standard. Many young cadets received their first flying instruction at Chilliwack.

The skills of the pilots were also demonstrated when the club hosted the British Columbia zone eliminations for the Webster Memorial Trophy. This was the elimination round to determine the best Canadian amateur pilot. Pilots flying light aircraft executed forced landings, precision turns, and other qualities of good airmanship. Safety, precision, and perfection of judgment, rather than stunting ability, were the basis of competition.

In 1949 the club received recognition when it won the Robert S. Day Trophy. This award is based on 50% for efficiency, the remainder for condition of the aircraft and building, safety, and the ability of the instructor, which is judged by the marks of the students.



Russel Orr and Jerry Pringle are at the controls of a Link Trainer. Donated to the Flying Club by Bruce Hodgson, this machine was used for advanced flying instruction. (Photo: Chilliwack Museum; 986.200.3; 1947).



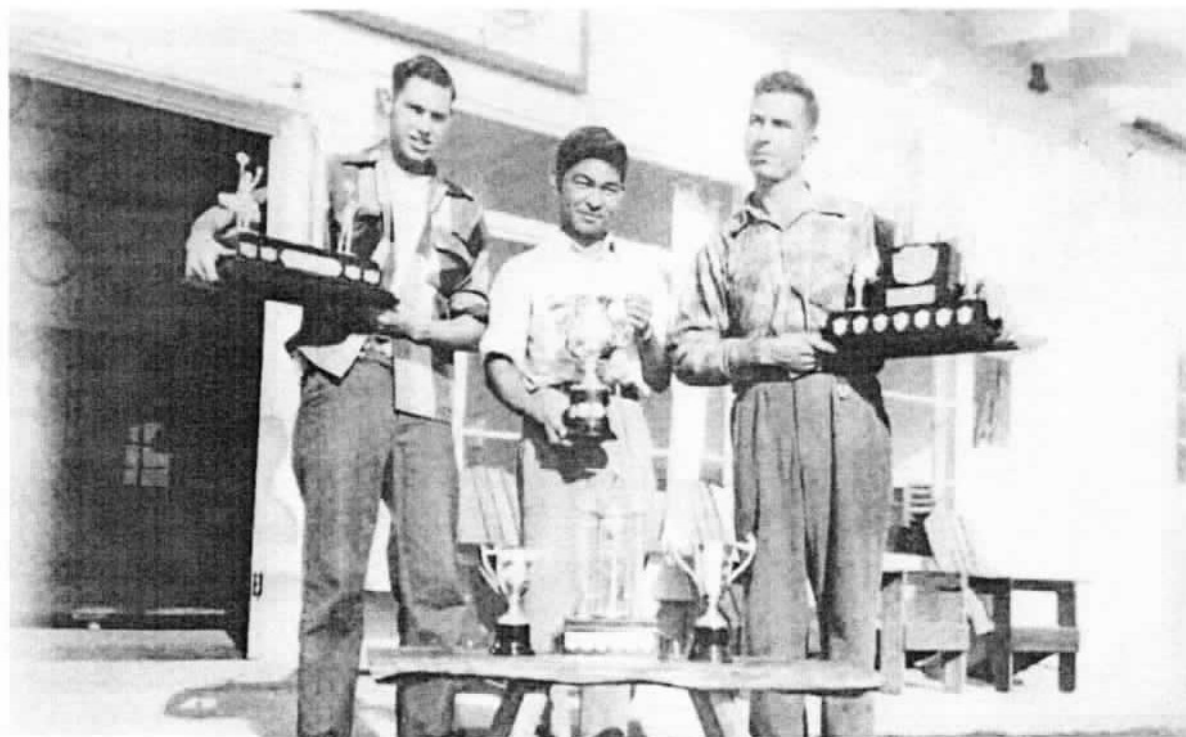
Elaine Bradley (nee Delisle) was the first woman to obtain her pilot's licence from the Chilliwack Flying Club in 1947. (Photo courtesy Elaine Bradley).

Elaine Delisle, the first woman to receive her pilot training and licence in Chilliwack, brought honour and distinction to the club and community in 1950, when she was declared the best amateur flyer in western Canada and was the first woman to compete for the Webster Trophy. Two years later, in 1952, the Club made a clean sweep in garnering trophies for amateur flying competitions. The trophies received were: the Safety Award given to the club that has the most hours of accident-free flying (won for the third consecutive year); the Hudson's Bay Trophy which is awarded annually to the best air cadet in B.C. (won by Dick Burton); the R.C.A.F. Trophy for the air cadet receiving the highest rating in B.C. (won by George Kato); the Stanley Gales Trophy (won by Happy Wells); and the Webster Trophy for the winner of the Dominion amateur finals (Happy Wells).

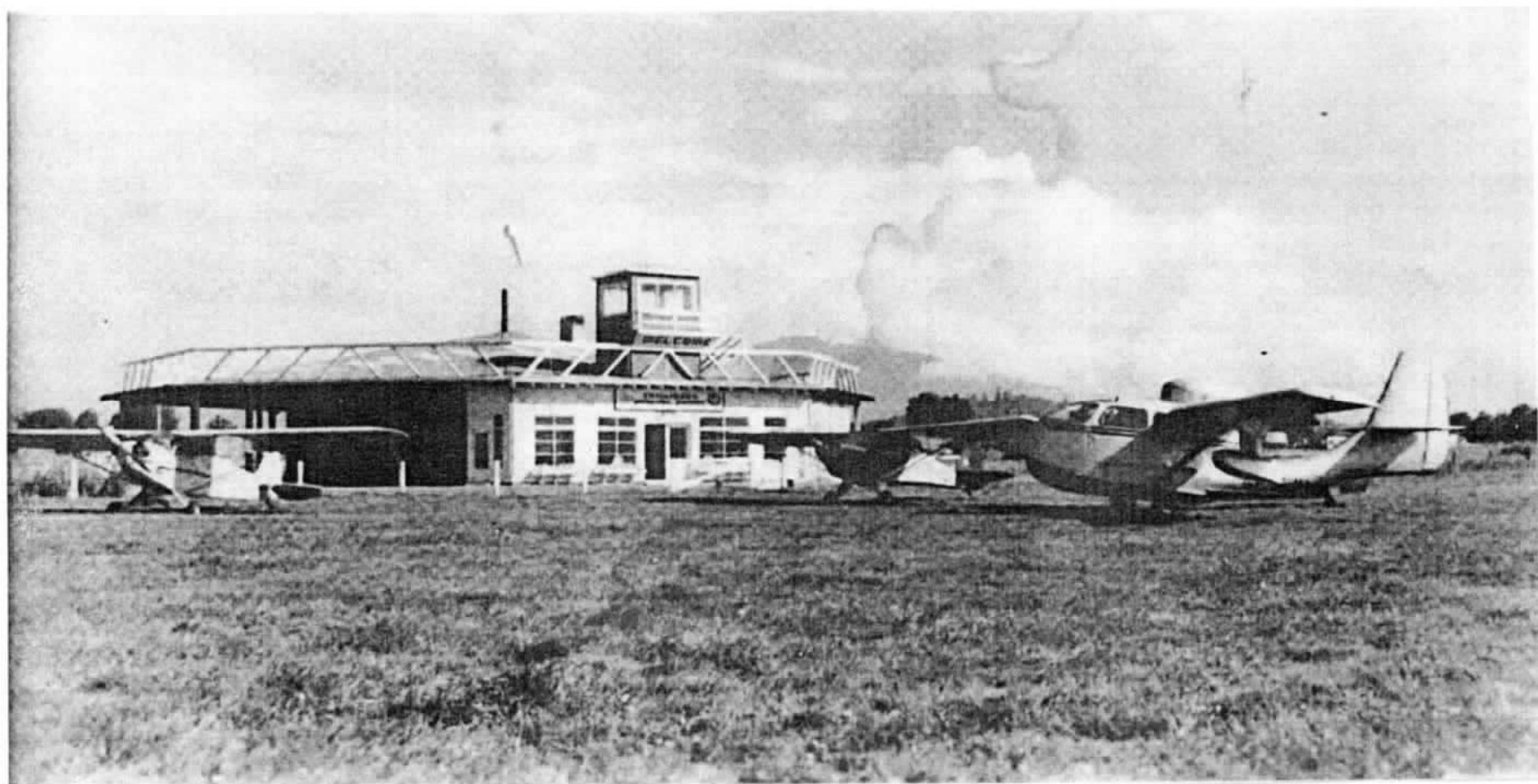


Training of the pilots continued at Chilliwack. The government still depended on flying clubs to train their future aviators and the club received \$100 for every student passing their private pilot's test. The ground school gave the student pilots a thorough background in aircraft theory, aero-engines, navigation and airmanship. By April 6, 1949 the Flying Club had trained its first instructor, Russell Orr, who joined the staff as a part-time instructor.

During these early years the Flying Club was one of the most active in Canada. Despite the fact that the club was one of the smallest of the 37 Canadian cities with aero clubs, it ranked among the top five in the amount of flying time and number of students trained.



*1952 award winners and trophies*



(Left to right) A Piper Cub, Fleet Canuck and Seabee were three planes owned by the Chilliwack Flying Club. (Photo courtesy H. Webb; c. 1948).

Enthusiasm for flying in Chilliwack surpassed all expectations. Far-sighted men with the "flying spirit" saw the benefits of aviation in the modern world. Through their efforts, Chilliwack was a leader in local flight development including pilot training. Despite all odds, they persevered. Their determination and dedication brought recognition and prestige to the community and laid the foundation for the Flying Club that ensured its continuing operation for years to come.

(Note: The Chilliwack Flying Club is still operating in 1986 out of a new modern terminal on Airport Road. The old terminal, built in 1947, and scheduled for demolition, was destroyed in a fire on October 29, 1986.)



October 29, 1986. The old hangar burns in a mysterious fire. (Photo by Walter Muehlebach.)





On a rescue mission for a sunk Seabee at Chilliwack Lake (from left to right): Harold Clarke, W.C. Chittenden, Oliver Bowman, Harold Burritt and Earl Brett raised the plane to fly again. (Photo: Chilliwack Museum; 986.200.3/ 1948).

# ACKNOWLEDGEMENTS

Interviews with the following provided useful information and their interest and help is appreciated:

Elaine Bradley, nee Delisle  
Earl Brett  
Eric Butcher  
W. "Curley" Chittenden  
Peter Deck  
Phil Edwards  
Mildred Evans Hall  
Mrs. J. Hinds  
Bernice Knutson  
Murdo MacLachlan  
Earl MacLeod  
Mrs. E. Mitten  
Reg Taylor  
Pat Very  
Harvey Webb  
Norman Williams

We would also like to extend our appreciation to the Chilliwack Museum and Historical Society for allowing us access to the archives, and to Pat Jepson for the assistance she provided.

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# APPENDIX I

## CHILLIWACK FLYING CLUB EXECUTIVE 1945-1949

1945 –

President: Murdock Maclachlan  
Vice-President: Bill Brown  
Secretary: Jack Mulford  
Treasurer: Jack Watson  
Executive: Wally Watt,  
Bob Abbott,  
Joe Phlip,  
Lloyd Griffiths,  
Oliver Bowman.

1946 –

President: Stanley Trites  
Secretary: Jack Mulford  
Treasurer: Ralph Watson  
Directors: Leo Delisle,  
Oliver Bowman,  
Harold Clarke,  
William Brown,  
Murdock Maclachlan.

1947 –

President: M.E. "Jerry" Pringle  
Vice-President: H. Webb  
Secretary: F. Edwards  
Treasurer: R. Watson  
Directors: Harold Clarke,  
Earl Brett,  
J. Leo Delisle,  
William Brown,  
Curley Chittenden.

1948 –

President: Bill Brown  
Vice-President: Leo Delisle  
Secretary: Frank Edwards  
Treasurer: R. Watson  
Directors: Earl Brett,  
Curley Chittenden,  
Mrs. Leo Edwards,  
Harold Clarke,  
Ralph Watson,  
Wally Johnston.

Secretary  
from Sept. '48, Eric Butcher.

1949 –

President: Bill Brown  
Vice-President: Leo Delisle  
Secretary: Eric Butcher  
Directors: W.R. Oatway,  
S. Leslie Brice,  
C.A. Skelton,  
Peter Heppner,  
Earl Brett,  
W. Curley Chittenden.

## II

### CHILLIWACK FLYING CLUB MANAGERS AND INSTRUCTORS

- 1946 – Ronnie Wells  
Mgr. and instructor
- 1947 – Doug Craton  
Mgr. and instructor
- 1948 – Peter Deck  
Mgr. and instructor
- 1949 – Peter Deck  
Mgr. and instructor
  - Russel Orr, part-time  
First instructor trained  
in Chilliwack

Reg Taylor, who was also the airport manager, managed the Flying Club during part of 1948 until Peter Deck took over.

## III

### PILOTS TRAINED BY CHILLIWACK FLYING CLUB

- 1946 – Jerry Pringle, Cliff Swanson,  
Russell Orr, Willard Webb,  
Lionel Clark, Curley Chittenden
- 1947 – Stanley Trites, Elaine Delisle,  
R. Jespersen, B.D. Easum,  
H. Aish, Harold Creber,  
Allen York, S. Leslie Brice,  
Herman Rempel, Ken Inkster,  
John Higginson, Lillian Russel,  
Rev. Fr. McKinnon, John Grant,  
Harold Clarke, Denny Burton,  
A.F. Smith, Phil Edwards,  
Ralph Clarke.
- 1948 – Eric Butcher, Earl Speers,  
Vern Speers, Buster McCoombs,  
Peter Heppner, Isador Woods,  
Mike Mooney, Don Manuel,  
L. Hazlett.
- 1949 – Mel Rockwell, John McPhee,  
William Tretheway,  
Harold Burritt, Reg Taylor,  
James Morgan, Ernie Harrison.

# BIBLIOGRAPHY

<sup>1</sup> Duffy, D. and C. Crane. (Eds.) **The Magnificent Distances.**  
Victoria Provincial Archives, Sound Heritage Series  
No. 28., 1980.

<sup>2</sup> Author Unknown. "Chilliwack Requires Post War  
Airport Plan". **The Chilliwack Progress,**  
Oct. 11, 1944, p.1.

# PHOTO CREDITS

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