College of New Caledonia Oral History Series

Pan Am
ND ALL THAT

WWII aviation in Prince George, British Columbia

PRINCE GEORGE AIRPORT
EL 2230' ASL

An interview with Warren Meyer, retired Pan American World Airways pilot

Compiled by J. Kent Sedgwick for the Prince George Oral History Group

PAN AM
and all that
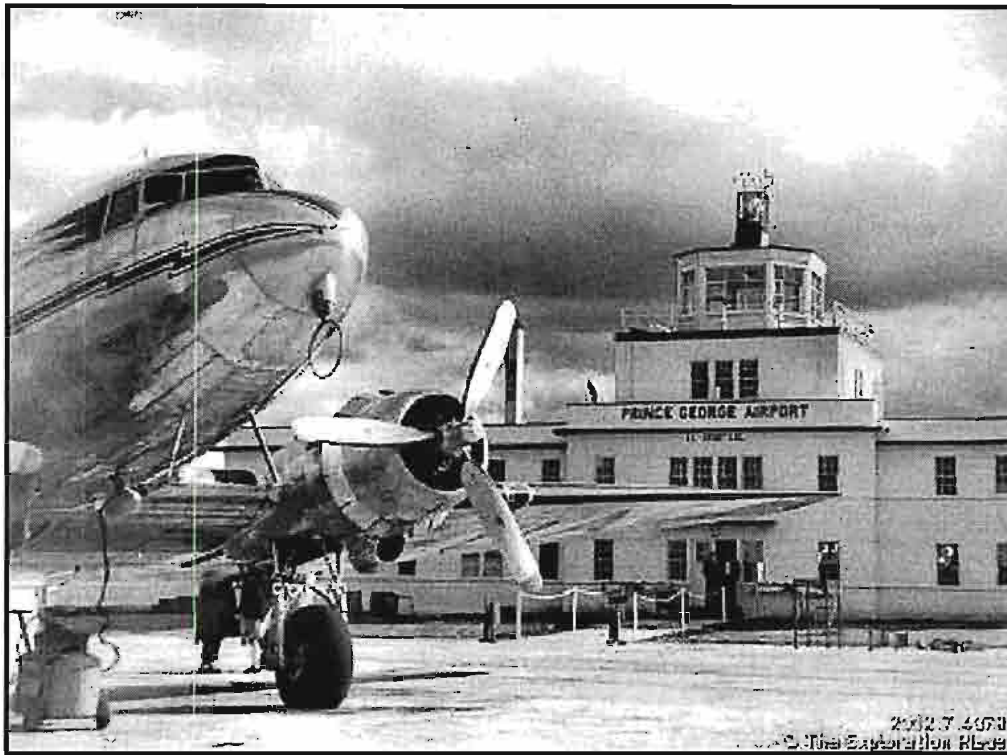
WORLD WAR II AVIATION
IN PRINCE GEORGE, BRITISH COLUMBIA

An Interview with Warren Meyer
Retired Pan American World Airways Pilot

Compiled by
J. Kent Sedgwick
for
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PHOTO CREDITS

INTERVIEW PARTICIPANTS
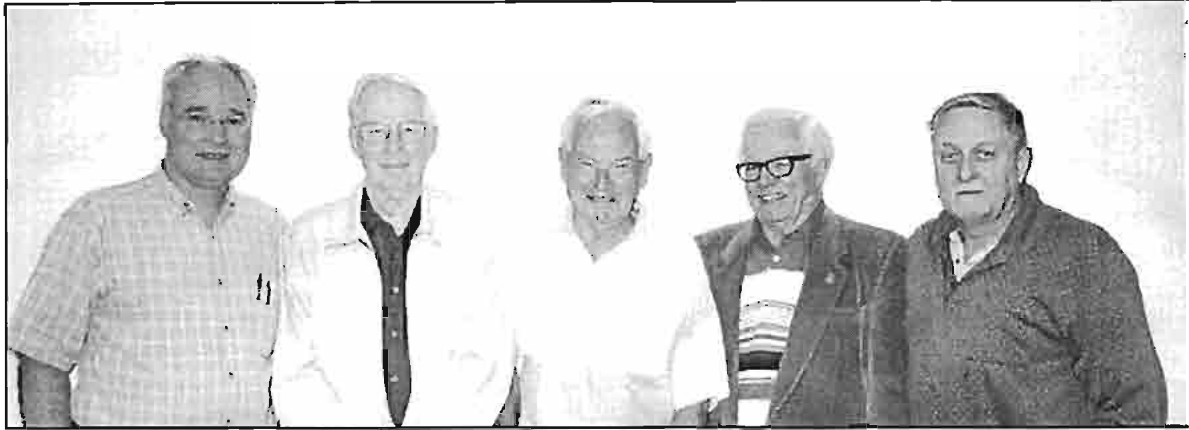
| Bill | Trelle | Warren | Tommy | Kent |
| Dodge | Morrow | Meyer | Norton | Sedgwick |

INTRODUCTION

The interview of Warren Meyer was arranged by Joan Jarman of the Prince George Public Library. At her request, I volunteered to facilitate the interview with my recording equipment. I undertook the project on behalf of the Prince George Oral History Group, using their consent form for Warren to sign.

A transcript of the tape was financed by the Oral History Group and was produced by Liz Jones of A-Z Wordsmith Services Ltd. of Prince George. The original tapes are on deposit at the Northern B.C. Archives at the University of Northern B.C.

I edited the transcript for readability by deleting repetitive words and removing words that simply agreed with the previous statements such as "yea, right, OK" in order to preserve the continuity of the narrative. On occasion I [added words] to clarify the meaning of statements.

The photos I added at appropriate places in the text to illustrate what was being discussed in the narrative.

There is a previous interview of Tommy Norton by the Prince George Oral History Group, done in March 2005. It describes his background and time in Prince George. It is available in libraries in Prince George,

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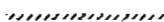
J.Kent Sedgwick
March 2008

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PHOTOS and PAGE NUMBERS

BC AIR ROUTES

NW Staging Route ▬▬▬▬▬▬

Pan Am Route ⁄⁄⁄⁄⁄⁄⁄⁄⁄⁄⁄⁄

Nome

Fairbanks

AK

YK

Whitehorse

Aleutian chain

Juneau

Ft Nelson

BC

AB

Ft St John

Smithers

Edmonton

Prince George

Great Falls

Seattle   Spokane

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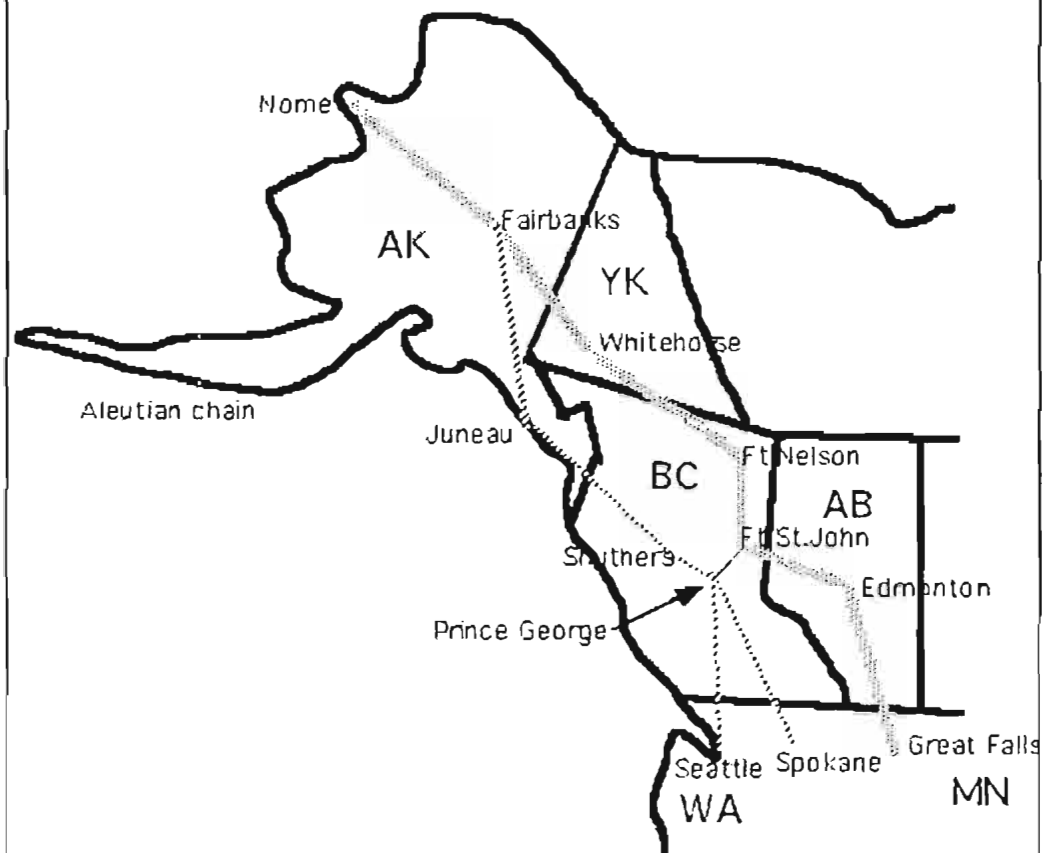
Prince George Aviation History
Warren Meyer Interview
25 August 2006

TAPE: SIDE ONE

SEDGWICK: My name is Kent Sedgwick. I am interviewing Warren Meyer who has a long history as a pilot and in aviation, and was here at the Prince George Airport in World War Two. Also present here is Tommy Norton, who was a radio operator for the Department of Transport at the Airport in the war; and Trelle Morrow, who has an interest in aviation history. And along with us also is Bill Dodge, who is a friend of Warren's. And between the two of them they managed to fly Bill's plane here from the Seattle area for this interview.

So we will start off now. Warren, can you tell us a little bit about your biographical background: your family, your schooling, where were you born, that kind of thing? When were you born? This is a very important story [his age, 91].

MEYER: Well, I was born on December 19th, 1915, in Oakland, California. And I lived there with my family through grammar school. My mother passed away in 1928, when I was about twelve years old. But I stayed living in Oakland, graduated from high school, and went through a couple of colleges: University of California and San Francisco State Teachers' College. And then I learned how to fly at the Oakland Airport, and got my pilot's licences at the Oakland Airport. At that time I was an employee of the Oakland Flying Service where I was getting my flying training and licences. And then, in 1939, when I received my instructor's licence, I became employed at the Palo Alto Airport in Palo Alto, California, as a flight instructor. At that time, the United States was getting ready for the inevitability of entering into the war, and the United States government saw the pilot shortage appearing. So they financed airports in the acquisition of brand-new training aeroplanes, basic training aeroplanes. And Palo Alto airport, where I just was employed, received seven brand-new Piper airplanes for basic training to staff or students who were going to Stamford, at the nearby Stamford University. The programme was called the Civilian Pilot Training Programme, CPTP. and it became nationwide, big time. And there were several airports in California that were engaged in this programme. And the aircraft went on from a Piper Cub [PHOTO above right] into a Waco biplane [PHOTO right], and a Stearman

biplane [PHOTO right], and the CPTP programme became quite large. I stayed at Palo Alto Airport until April of 1940, at which time I quit my job as an instructor at Palo Alto, and was hired as a First Officer with United Airlines, based at Salt Lake City.
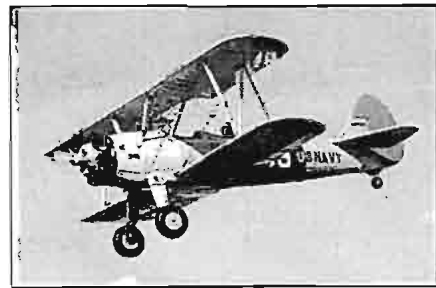
SEDGWICK: Warren, before you go any further; when you got into flying, when you took your initial training, did you feel it was just an interest, or was it kind of a calling? When did it become important to you?

MEYER: Oh, well. From the time I was ten years old I was interested in airplanes and in flying, and I think it was always my first love, even when going to high school and college. It was my first love.

SEDGWICK: It has obviously stayed with you for a few years [laughs]

MEYER: Yes. And I paid for all my own flying. I sold my car to pay for flying licences; did everything I could to get through my commercial licence and instructor's licence, including working for five dollars a week sweeping the hangar out at Oakland. And finally made it big as an instructor at Palo Alto Airport, making $125 a month, with eight students. But I still wanted to be an airline pilot, not instruct. So I got my big chance, as I have said, in 1940, when I became a First Officer with United Airlines.

SEDGWICK: What sort of aircraft was United flying in those days? Well, what kind of aircraft did you fly with United, I guess I am saying?

MEYER: After I became an airline pilot?

SEDGWICK: Yeah. Type of aircraft.

MEYER: When I became an airline copilot with United Airlines, I flew the Boeing 247 transport [PHOTO above right] and the Douglas DC-3 transport [PHOTO below right]. At that time those were the only two airplane types that United had.

SEDGWICK: And that was 1940?

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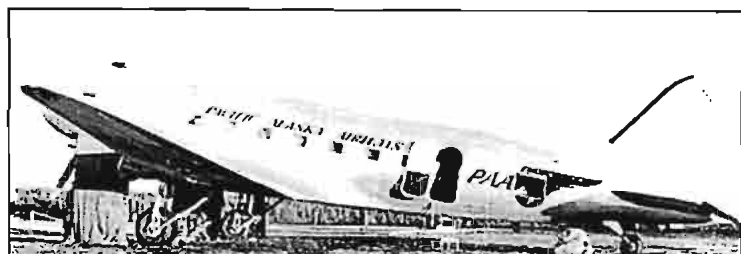
MEYER: That was 1940, April of 1940.

SEDGWICK: And you stayed with United for... ?

MEYER: I stayed with United until September '41, when I became a First Officer with Pan American World Airways at Seattle.

SEDGWICK: Right, OK. And that takes us more into your career here with Prince George, with Pan Am.

MEYER: Yes, that's right.

SEDGWICK: The Prince George operation.

MEYER: I was hired in September of 1941 by Pan Am, and ten days later I was a copilot flying to Prince George for Pan American [*laughs*].

SEDGWICK: OK. Now, the two other fellows here, Tommy and Trelle: you guys know more about this era, really, than I do. And maybe you want to interject some questions and so forth about the situation in Prince George. We talked earlier about two airports that you may have landed at. Trelle, I don't know that Warren remembers where it was, but you can maybe ask him *what* it was [*general laughter*] that [he] landed at.

MORROW: Yes, all right. You landed in 1941 at one of Prince George's early airports and it is where the present day golf club and curling rink are situated, and it is right beside Carney Hill, over in Prince George, pretty well in the centre of Prince George [PHOTO above right]. And that airport was used from 1932 until 1942, when the transfer, the move, was made up on the hill to its present-day location. So in '41, you had the privilege, if you like, of landing in a gravel pile out in Central Street [*laughs*]. Off the end of Central Street [now called Recreation Place, parallel to Hwy. 16W].
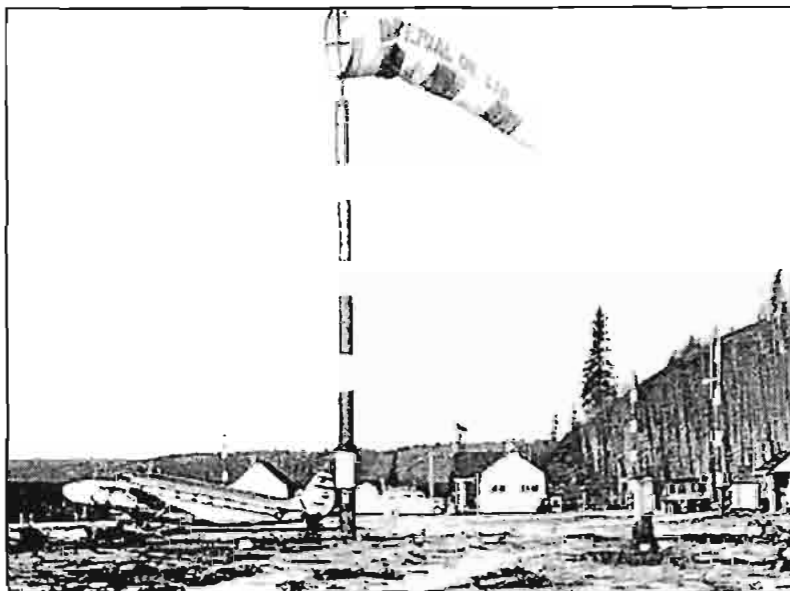
SEDGWICK: Was that a DC-3 that you were flying at that time; do you remember?

MEYER: Yes. DC-3. And the Lockheed Lodestar [PHOTO right, sometimes named Loadstar for a cargo version.] We interchanged; we owned three Lodestars and one DC-3.
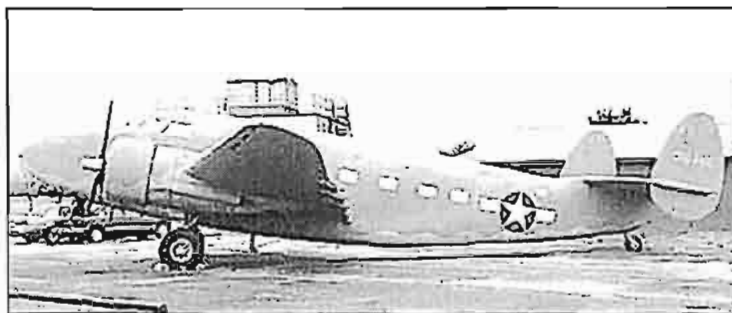
NORTON: We have been talking about the airport where Trelle has explained where it was. When I came to Prince George in '42, late '42, the airport location is where it is now, up on top of the hill [east of the Fraser River]. And in January the 8th of '42, the radio range beam signal with the Department of Transport that had been constructed here; went into operation Monday for the first time. That would be January 8th, '42.

SEDGWICK: So that effectively means that was when that airport began to operate, the present one?

NORTON: Well, no; it operated before that. This was when the radio range navigation came in. But not [operated] for a great long time. Because when, in early '43, I was only here for a short while at that [time], and then came back in, oh, I don't know; February or March of '43. At that time, the old airport was, by the Department, officially closed. It was not open for landing or take-off: you used the new one. And that area where it was, [the airport at Carney Hill], you could still see its outline quite plain at '42/'43; but it is very hard to describe today because the roads have changed; everything has changed [AIR PHOTO at right].

CARNEY HILL AIRPORT

cemetery
RUNWAY
Hwy 16
golf course
Carney Hill
SOUTH
NORTH
1948 air photo
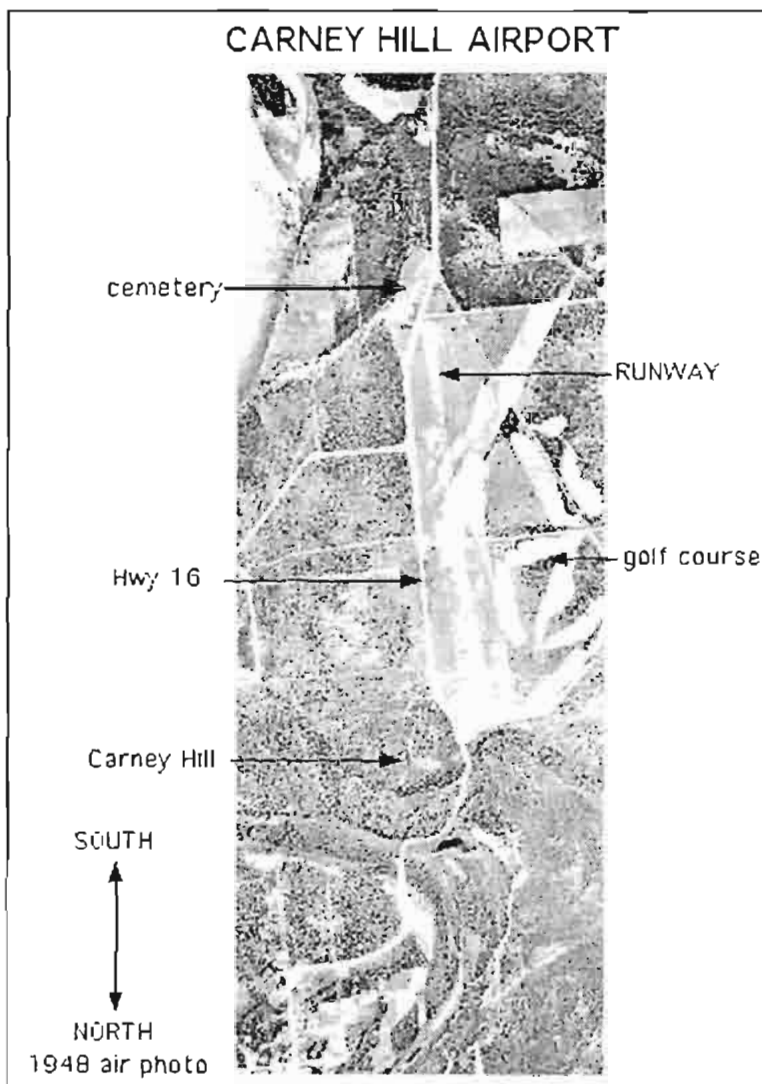
SEDGWICK: Yeah – about where [the road called Recreation Place is today].

Norton: - About where the cemetery is [in the south], out there coming in from the north; it was a north/south runway. That's what Warren has just mentioned. And you came in over what is now Carrie Jane Gray Park. And you hit it [the runway] just about where the bypass is going across, where the [highway 97] overpass is over Massey, that would be the approximate [north] end and start of it. And then it went right up to Peden Hill. With Carney Hill off to your left side, yeah.

SEDGWICK: These are some photos; I don't know where they came from. Are these Warren's photos?

MEYER: Yeah, these are the ones I took.

SEDGWICK: You took these?

MEYER: I took these with a little [camera].

SEDGWICK: And Trelle's got a couple here. Do you want to just describe a couple of things here?

MORROW: This is Carney Hill in the back here, what we are talking about. And the City of Prince George has a water tower up there, a water reservoir up there. This is the photo that I have. A similar one, close up.

MEYER: Is that on here?

MORROW: Yeah, it's on here. Here's the building [administration office, PHOTO right] here. And this is taken by Ross Goodwin, who was one of the operators, radio operators.

MEYER: Yeah, right. I know him, yeah.

MORROW: This is one of Ross's photos.

MEYER: This is the one sitting in front of the hotel [laughs].

SEDGWICK: Do you remember landing on the gravel? Was it a problem at all?

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MEYER: Oh, no problem. No, no.

SEDGWICK: DC-3s were good for that kind of thing?

MEYER: Oh, absolutely. Oh yeah, it was a good airport for up here. Well, for the country, I would say.

MORROW: Now, 1941, you would have stayed over at the Prince George Hotel [PHOTO above]. And as you can see, there were bay windows on the second floor at that time. Those have since been deleted. And also the front of the hotel was set back from the property line about ten feet or so. There was an arcade, covered canopy across the front. But that has all been –

MEYER: There was a coffee shop right in here.

MORROW: – that's all been filled in now.

MORROW: This hotel was built, I think, in 1912, thirteen [It was built in summer of 1914]. Somewhere around there.

DODGE: We took a picture last night with our rental car parked where the Pan Am van is, and Warren standing right there.

MEYER: Full of drunks, right? Then and now.

MORROW: Does that say Pan Am Air?

MEYER: Yeah. Same here. Yeah, that was a Pan Am vehicle. There it is, right there. Same vehicle.

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MORROW: Pan Am. That was a Pan Am vehicle, was it?

MEYER: Oh, yeah.

SEDGWICK: Parked at the hotel?

MEYER: A magnifying glass would pull up the letters on that, which I forgot to bring; my magnifying glass.

SEDGWICK: I think it says Pan Am World Airways. So you were flying into Prince George by 1941?

MEYER: In '41.

SEDGWICK: And you started at the airport that is out at Carney Hill, the old dirt strip. But very quickly, I guess, your flights ended up at the so-called new airport up on the hill, where the present one is. How many, how frequent was your flying into here, into that new airport?

MEYER: Well, it wasn't too frequent because, some time there in '42, I got on the run going out to Adak to Kodiak, Dutch Harbour and Adak. See, we had,,,Pan American had a contract with the Navy, to fly men, equipment, everything. We had fifteen R4Ds; R4D is a DC-3, and the Navy called it R4D [PHOTO right]. And we had fifteen of those based at Seattle, and we had a contract going from Seattle, to Kodiak, to Dutch, to Adak and back. That was our contract. [places in the Aleutian Islands, Alaska]

SEDGWICK: So you were flying military personnel and equipment?

MEYER: And equipment, military, until the end of the war. So therefore I didn't get hardly into Prince George at all. Even if I remember right, we were still coming in here. But once in a great while I would get a trip through here, but I can't remember, for some reason, I can't remember coming into the new airport.

SEDGWICK: Well, you probably just think of it as "the airport". You know. It had a paved runway.

MEYER: Anyway. So in the war, in other words, in the War I flew to Adak and back.

SEDGWICK: Right. Which is way out on the tip of the Aleutian Islands?

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MEYER: Yes, it is way out. It is on the way to Atu, to Kiska [Island] on the way, and Shemya [Island]. We called it "the Chain"; we flew the Chain.

NORTON: Just from memory, as I [remember], there were two contracts; one that Warren is talking about. Then, right through the '43, '44, Pan Am also had another contract: Seattle, Prince George, to Fairbanks, and there were up to two to three flights per day of the same thing: supplies to the US navy. And that's how they took them all up. Primarily what Warren is talking about, this is just memory, was personnel, people. The flights coming up here were DC-3s with nothing in them but freight room; there was no passenger seating. And it was primarily supplies and all kinds of the bulk stuff. People went that way; the supplies went this way. And it is just memory and sketchy. But what Warren says: it was just basically what the deal was.

SEDGWICK: Yeah, and it was a good contract. The contract is interesting, with the Navy.

NORTON: Because the navy didn't have enough planes. Pan Am had all the planes.

SEDGWICK: What's this one [photo], Trelle?

MORROW: Now Warren, would this be one of your aircraft? You may have flown that aircraft.

MEYER: Oh, yeah. We had three of them [Lodestars].

MORROW: This is at Carney Hill, and this is at the old gravel strip. And that would be...I think my date is probably correct.

MEYER: It certainly is.

MORROW: That could have been your aircraft?

MEYER: That could be; it could be me sitting there; oh, absolutely. Yeah, absolutely, yeah.

MORROW: These are the Lockheeds, or the Lodestar?

MEYER: The Lodestar, yeah, right. I have these notes: I have some old log sheets here. In there, my log would have the numbers of the planes on. I am sure that it would bear out. You might see 'em there, triple...you see those? Maybe you can see those numbers. I am sure it would show up on these old logs.

MORROW: There's an NC - thirty-three, sixty-eight, three.

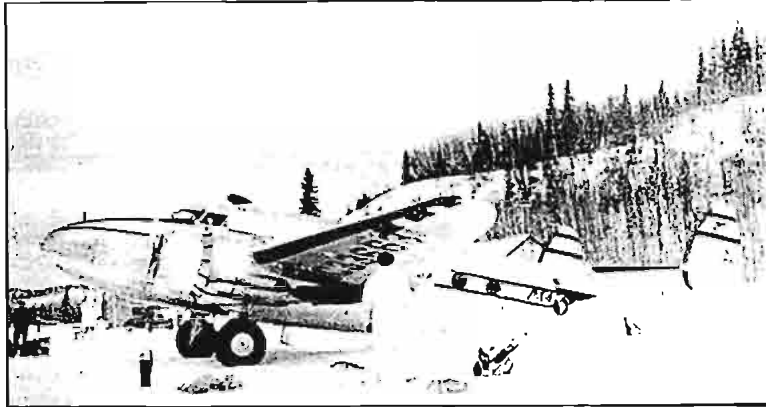SEDGWICK: Thirty-three, sixty-six.

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MORROW: Three.

DODGE: There it is, right there [PHOTO right].

SEDGWICK: Same aircraft? No kidding [*Laughs*].

DODGE: That's your old log sheets. That's your aircraft.

NORTON: Isn't that something, eh? There's many more: oh, these are the small ones.

MEYER: And these dates reflect the days I was in Prince George while they fixed the wing on my plane. I wonder if I am right on the 1941. Tell us the date on there.

NORTON: That's a date: March, that's 1942; month, year.

MEYER: Yeah, right. That's when the accident happened.

NORTON: That is a pilot's monthly flight time statement. First Officer, NC – 3-3 and 6-6-3. There it is, right there.

MORROW: That's your aircraft, yeah.

MEYER: It could be me in it [*laughs*].

NORTON: They were going [to] Fairbanks; they weren't coming here.

MEYER: LPG means Prince George.

SEDGWICK: Tell us about this accident; the wing replacement.

MEYER: Oh, well. That was Jerry Jones and we had a crosswind, it was winter, ice on the runway, and to compensate for the rough air and the crosswind and all that, the plane [DC-3, had to come in quite fast, a little high and all that. Hit down on the ice and couldn't stop.   W e n t down and hit a fence right here. Here's the fence; knocked the left gear back there. Hit the wing [PHOTO next page right]. And there was a cemetery, this one, and so we stopped.

NORTON: Are these out of the newspaper?

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SEDGWICK: No, these are [photos] that Warren has. So the cemetery; this was the Carney Hill Airport. And then you had to repair the wing. That was a long story.

MEYER: We replaced the wing. Wing came up on a train.

NORTON: Now that's 643. Is that on that log sheet, too?

MEYER: Oh yeah, the number of the plane is still on the log.

DODGE: So November 1941.

NORTON: November '41.

SEDGWICK: So how did you get this wing, the replacement wing?

MEYER: It came up on a train, if I remember right. I think; it had to come up on the train, because they brought a wing up. I remember that.

SEDGWICK: Vancouver, CN, to Jasper, and then from there to Prince George.

NORTON: You could never bring it by truck because a wing was fairly long. And there was no airplane you could put 'em in.

SEDGWICK: So you replaced the whole wing? You had mechanics here to do this?

MEYER: Well, actually there is a picture there that shows how we replaced it [PHOTO above right], which is very interesting. [*Laughs*] That's the picture that has...
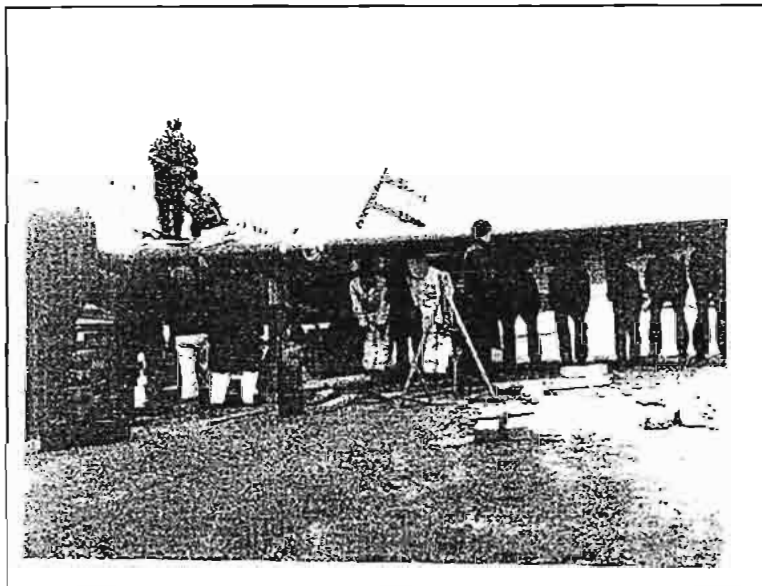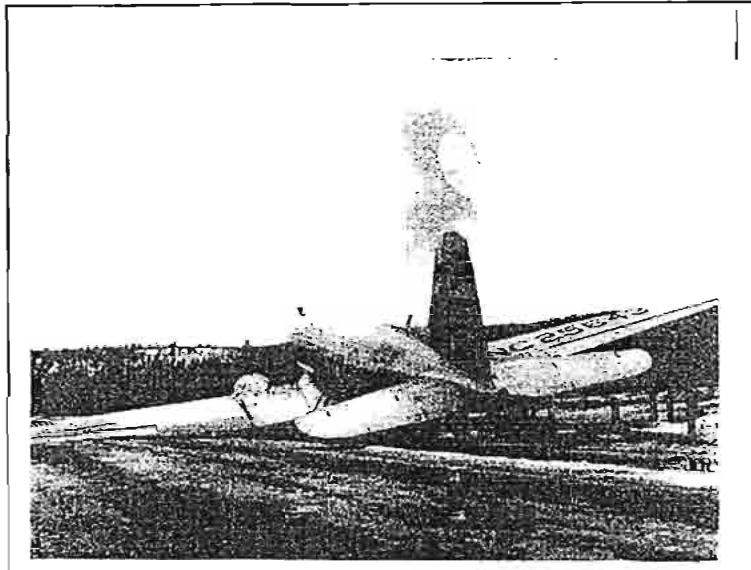
SEDGWICK: I like the forklifts [men under wing] you had.

MEYER: Yeah, the forklift we had; that's George Campbell that we have been talking about all morning. That's the guy, kneeling; that's George Campbell kneeling right there.

NORTON: He's a local boy.

SEDGWICK: George Campbell?

MEYER: Was a local boy.

NORTON: He's local again. He's buried here.

NORTON: His family, they lived out on Eleventh Avenue. George was hired in Prince George and went on to quite an illustrious career. He visited [and] I saw him several times in the summer and knew him because he was around that time.

MEYER: That's how they got the wing up, where they bolted it on; that wing's bolted it on.

NORTON: Yeah, he was a neat fella!

SEDGWICK: The fellow that is just underneath, kinda pushing it up with his back?

MORROW: That's George Campbell, getting it into position.

MORROW: Well, a dozen guys lifted it into position.

NORTON: Yeah, look at them all. These were the bosses in the white uniforms [*laughs*].

SEDGWICK: That's kind of a neat picture all right.

DODGE: Warren, you actually flew with George Campbell out of San Francisco.

MEYER: Yeah, I had a few trips with George. He became a supervisor, a flight engineer down there. And he did very well. He did very well with Pan American. He really knew the job, knew the job real good.

SEDGWICK: When this wing needed replacement, you were here for what...a week or something?

MEYER: It shows right on there the dates I was here, yeah.

SEDGWICK: How long was he here on that...?

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MEYER: Twelve days or something like this. Shows there; about twelve or thirteen days. Something like that. It shows the dates.

SEDGWICK: And you were staying at the Prince George Hotel?

MEYER: Yeah, right.

MORROW: Actually, March '42.

SEDGWICK: What did you do, other than that, for twelve days? Had the occasional beer?

MORROW: '42, actually. Wasn't '41.

SEDGWICK: Did you travel around at all when you were here over that time? Do you remember out in the country or anything?

MEYER: Well, we made friends with the local people, you know. Pan Am employees based here, you know, like Ian Ogg, and Bob Thorpe, and Campbell. Our friends took us around, you know. But we slept in the hotel.

SEDGWICK: Do some fishing?

MEYER: No, no. Never that, no. But the time went real fast.

NORTON: [Coughs] Excuse me. Look at that picture. There weren't many vehicles around, but we had the use of this Pan Am [vehicle], so...

SEDGWICK: Yeah, this is the picture of the Pan Am [vehicle]. What, a passenger transport or something?

MEYER: Yeah, right. Well, that was a vehicle to get passengers in there.

SEDGWICK: This is June of 1941. Tell me about flying in here: weather conditions in winter and that kind of thing.

MEYER: Well, in those days, we did not have anything like what we have today. In the first place, in those days, we used CW [continuous wave, using Morse code] on the airplane: we didn't have phone. We only had phone for local; coming into a place. The Pan Am radio operator here at that time was a guy named George Dunn.

SEDGWICK: Do you remember him, Tom?

NORTON: No.

MEYER: He came out of the bush up here. He was up at Takla, or Dease Lake, or somewhere up here, at the Pan Am radio station. We had a Pan Am radio station between here and Whitehorse on the ground. And a direct line – Dease Lake, or Takla, or one of those places – and he was there, and he went from there, here to Prince George. But as we approached CW, like 100 miles out of Prince George or maybe eighty, we could start hearing him on the radio phone. We could barely hear. So that was the communication, the main communication: the whole damned thing was CW – day-day dar [Morse code] –, y'know. CW. Morse code. We had a radio operator on board, sitting right back of the captain, right here. And that was for communication. For navigation, we had the radio ranges: we did have radio ranges, you know, ANN, for all the way from here to Seattle. But no radio ranges from here to Whitehorse, you see. And so that was our navigation. Primary navigation. Also, what we really depended on was standard road gas stations [meaning unclear]. Like, when we went from here to Whitehorse direct, we depended on the radio standard broadcast station at Juno, which was a thousand kilo, it was KJNU or something like that. Y'know, the regular radio station was powerful, y'know: a thousand – it came on a thousand kilocycles.

NORTON: A thousand watts.

MEYER: That's where we would dial it in at thousand, eh. And it was powerful; way more powerful than the radio ranges. And so we would get a bearing as we went from here to Whitehorse, we got bearings on that station; that was our way.

SEDGWICK: That's what the Japanese homed in on Pearl Harbour wasn't it: listening to the radio station? [Laughs]

MEYER: Oh, absolutely. Oh, absolutely.

NORTON: Y'know, as Warren mentions, Juno at a thousand. When Prince George opened, it was fifty. CKPG; so you can get an idea. And then it went to five [550 watts]. But that was quite a difference.

MEYER: So anyway that was, in those days, that's how we navigated, and that's how we used it as we approached these airports. As we got within eighty miles or so we could get [radio contact] and they would tell us what the weather was.

SEDGWICK: Trelle, you had well, two pictures, that reminded me: one was, I think, clearing the airport runway with a truck. Do you remember that? Or was that one of Tommy's?

MORROW: I have a copy; Tommy gave me a copy.

SEDGWICK: And the other one was the guys standing around, the security people. Maybe Warren can clarify that a little bit.

MORROW: Now this photo here is up at what we call the new airport [PHOTO right, Lodestar]. And I have got 1943 on here. And we have got some white uniforms and armed guards and so on. Would they be navy personnel, riding in that aircraft?
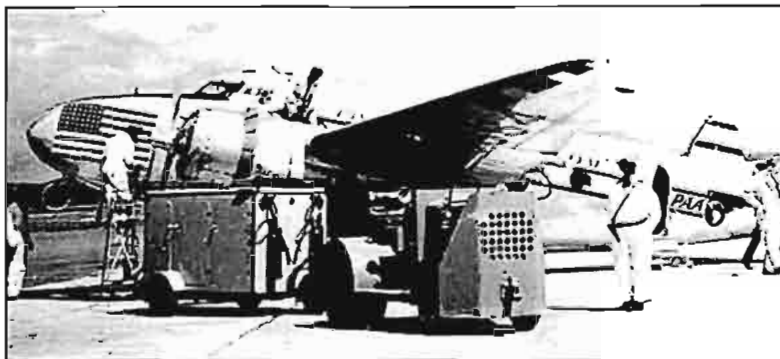
MEYER: You say riding in the airplane? No, no. These were Pan Am employees.

MORROW: They had white uniforms.

NORTON: Sure; these were Pan Am employees around here, with guns.

MORROW: Did you have a white uniform, too?

NORTON: Oh, no, no. A navy blue uniform.

NORTON: So these are Pan Am employees.

MEYER: Yeah, right.

MORROW: And would they be Prince George people, or are they riding in the air?

MEYER: No, no.   These were local people; lived here, yeah. Here, Bill, is a great picture of that loop I kept telling you about. And this was how we really depended on them for navigational assistance: loops [direction finders]. See a loop right there [PHOTO right; on nose of DC-3 at Prince George Airport].
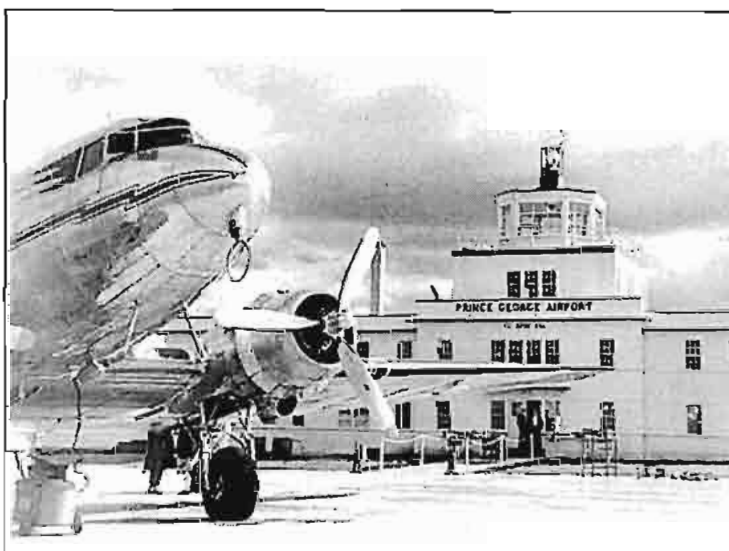
NORTON: Bellini-Tosi [direction finder]

MEYER: That was a real fine antenna.

SEDGWICK: What did you call it?

NORTON: Bellini-Tosi

SEDGWICK: That's the inventor? [Bellini and Tosi; Italian inventors]

MEYER: Yeah, this was the automatic direction finder up here, see. But then we had antennas on the top and on the bottom, and because of the static we couldn't use these antennas: we would prefer to use this loop, which was not automatic; you turned it by hand, this loop. And in this position, right now, in the maximum signal position, straight like that.

MORROW: Was this the same aircraft?

MEYER: No, no. This was the Lockheed Lodestar and that was the DC-3.

MEYER: I think you can see a loop on this thing, too.

MORROW: Just a tiny little loop, yeah.

MEYER: Well yeah, but there is a big loop right here.

MORROW: *A flag was put on* a lot of the aircraft.

NORTON: It's hard to see, but the big loop was right here. Hard to see. But that's what we did. You can see it real good, right there.

MORROW: It's the only one with the flag on it.

NORTON: No, this is the DC-3, that flag.

MORROW: These earlier ones...some of these earlier ones don't have flags.

MEYER: Yeah, right. A paint salesman came around [joke].

SEDGWICK: Tommy, do you have that photo of the truck clearing the runway? Have you got that one [PHOTO right]?

NORTON: Yeah, I've got it.

SEDGWICK: I was just wondering if Warren wanted to comment on the ice conditions, the winter conditions, and the snow clearing which looked a little primitive. [*Laughs*]

MEYER: Actually, there was no snow clearing.

SEDGWICK: No?

NORTON: There it is. There is the first snow clearing machine in Prince George airport– '42 and '43. They got it in the fall of '42.

SEDGWICK: That's it. That was a lot of clearing with one blade.

NORTON: Well, it even had a fan; you could eject [snow].

SEDGWICK: But you say they didn't often clear the runway. You landed in snow?

MEYER: Yeah. I'm trying to remember, yeah. It just sort of evaporated and stuff around: you landed in it. If it was a foot thick that was all right, or a foot and a half thick, that was all right.

SEDGWICK: Trelle, you had a couple other things you were going to ask Warren about here.

MORROW: I have a couple of historical items here perhaps we can look at. I got this dated '42, but I might be a bit late. This is Pacific Alaska, and Pan Am owned Pacific Alaska.

MEYER: Yeah, it was a subsidiary company like Pan American Grace in the Pacific.

MORROW: Did you ever run into these people? Not literally!

MEYER: Well, they were the same people...

MORROW: This is at the old airport on the gravel strip. I'm dating that about 1942.

MEYER: Well, this picture was probably taken in '40; this picture was probably taken in 1940, because in '42 it would not have said Pacific Alaska; it would have said Pan American, if you see what I mean.

MORROW: OK, OK. So this was probably taken in 1940. Thank you.

NORTON: When you put Goodwin here, was that Ross Goodwin?

MORROW: Yes, that's Ross's picture.

NORTON: That is probably up North.

SEDGWICK: You think it's not here?

NORTON: I don't think it is.

MORROW: Well, according to Ross, it was here.

NORTON: Well, that could be. But who knows. There's lots of memory.

MORROW: And talking about the army coming in here, too, and in 1941 there were two or three flights. Tommy, I think you mentioned there was five in one flight of army planes in '41. This was before the war; before the US was in the war.

MORROW: Now, what are these? [PHOTO right]

MEYER: Douglas B-18s, that's a B-18. That's a standard bomber, a standard bomber [PHOTO right].

MORROW: I have a photo of eight of these aircraft in a line; this is from up on Carney Hill [PHOTO right and below right]. So yours, yours had five. So there were probably several flights through here.

NORTON: This is March 27, '41.

MORROW: And this is on the old gravel strip out there. But this is quite amazing because here we are with these huge aircraft coming in. And as a matter of fact, the Martin B-10s in 1934 [PHOTO above next page]. Now, who was that: Mitchell?

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MEYER: Billy Mitchell? No, he was earlier than [that].

MORROW: That would be 1934; there was four of them landed on this gravel strip out there [PHOTO below right].

MEYER: What year was that?

MORROW: That'd be 1934.

NORTON: I couldn't locate them, Trelle. But Frank Hewlett had some pictures from about that time of aircraft landing about where now the bypass highway is.

MORROW: OK. The bypass highway was the first airport in Prince George, and Frank told me that it ran from Tenth Avenue down to Eighteenth Avenue, or maybe closer to Twenty-second. But that was used from 1920 through to 1932. And then this is the second airport, which is 1932 to '42. And up now

where we are today is airport number three, really, if you want to get technical.

NORTON: Those decades just fit, too, don't they? '22, '32, '42?

SEDGWICK: There's that one I managed to clip [from the internet] – that's the first airport.

MORROW: This is the first airport; this is the Nome flight from 1920.

MEYER: Yeah, that's a DH-4: a de Havilland Four [PHOTO right].

MORROW: And there were four of them through here. Delivered the engines and all the rest of it. And they were in Prince George about ten or eleven days because two of them cracked a wing and damaged [it]; they hit some jackpine [laughs] coming down. This is the first airport right where it is the main highway

18
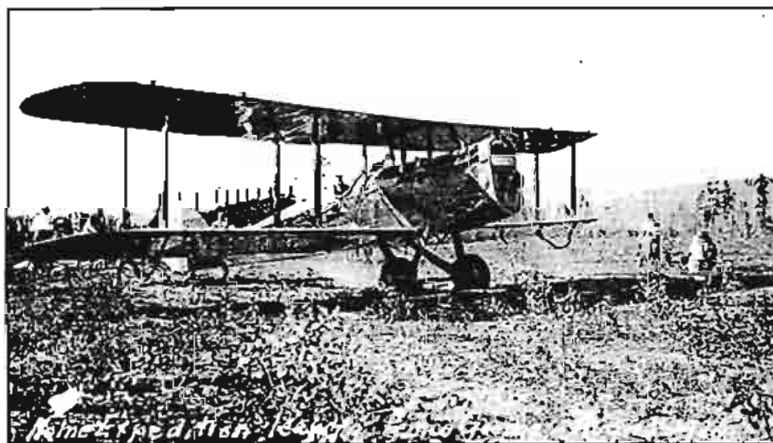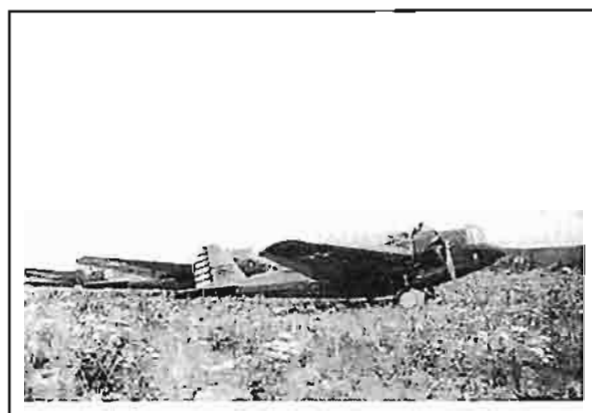
[Hwy 97N], Central Street [PHOTO right; Junkers JL-6 with engine cowl up]. That's between Eighteenth, or Tenth Avenue and Eighteenth Avenue. So anyway, in '41 there were a lot of these bomber flights going through to Alaska. That was before the US had declared war. There was an awful lot of activity, it seems.
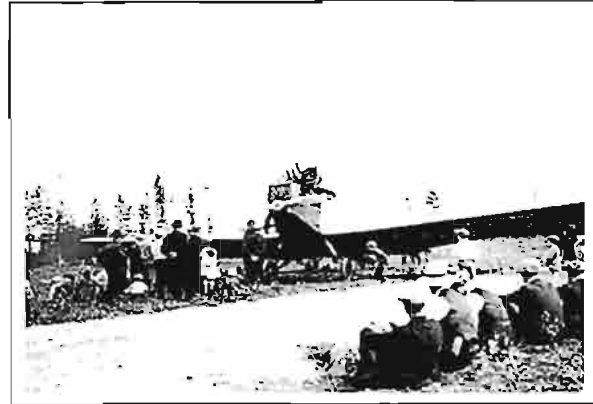
NORTON: Well, I think as you mentioned, the inevitability in early '41. I think they had an inkling that Pearl Harbour or something like it, was going to happen. They were getting ready, because the Aleutians were real close.

MEYER: Well, you can remember when we were kids; even when we were kids the only talk was: Oh, the Japs are going to shoot back at us, you know.

MORROW: Oh, I can remember that, exactly.

MEYER: Remember? When we were kids, we were gonna fight the Japs, when we were kids. This was way back, and we finally did it.

SEDGWICK: When I saw the DVD; you had a DVD, your family made you a DVD for your ninetieth birthday. And in that there is quite a bit about your career, flying career, in World War Two, in the Pacific. Do you want to talk a little bit about that? It was still with Pan Am, I understand.

MEYER: Oh, definitely. Well, World War Two was the Aleutians with me, see, until the war was over. I was going up to the Aleutians. And then the next; well, now we are talking about 1945, '46 now on to 1950. And in 1950, in June 1950, the Korean War started.

SEDGWICK: Oh, OK. I was mistaken: it was the Korean War that you were in.

MEYER: There again, we had a contract: Pan American had the primary contract for all the US to haul, equipment and everything to Hanada Airport in Tokyo. We did that: that was called Pacific Airlift, and Pan Am used all their DC-4s [PHOTO next page left] and all their airplanes; B-377s [PHOTO next page right]. But we also got airplanes from most all the major airlines in the United States. In other words, United contributed airplanes to Pan Am, Eastern Airlines contributed airplanes to Pan Am, Western, TWA. And it all started from San Francisco Airport, all these DC-4s parked in there, and the Pan Am DC-4s. What we did mostly was we ferried up to Travis Air Force Base, which was just this side of Sacremento; Travis was near Fairfield up there, on the way to Sacramento, just twenty, thirty miles towards San Francisco. Travis Airport: that's where you got loaded up. That was the big base for loading men and equipment; flew to

Honolulu, to Wake Island, to Tokyo. Tokyo was Hanada; Hanada was the airport. And that was the Korean War airlift. Pan Am, it was big, and that went on until the Korean War ended, and I was on that from the time I started until the time it ended, flying DC-4s.

SEDGWICK: Yeah, OK. That clears that up, and I was kinda interested in that.

SEDGWICK: Trelle, you mentioned Pacific Alaska: what was the other one you mentioned? Pacific...Canadian Pacific?

MORROW: Well, Canadian Pacific

SEDGWICK: Did you want to ask Warren about Canadian Pacific?

MORROW: Well, he alluded to that earlier. Because Canadian Pacific was formed in 1942, and Grant McConachie [PHOTO right, 1942] turned out to be the Chief Operations Officer, owned by the Canadian Pacific Railway, really, Canadian Pacific Airlines. McConachie was a great friend of Juan Tripp [PHOTO next page, right] that started Pan Am. And as a matter of fact, Juan Tripp had McConachie flying New York to Bermuda, just as a guest pilot business. And McConachie did Pan Am a favour, apparently, at that time, perhaps '41, when he was instrumental in getting licences, Canadian licences, for the radio operations in Canada. Because you had to be a British citizen to get a licence. So McConachie got these

Yukon Archives. Finnie Family fonds, 81/21 #8 PHO 140

licences, and Juan Tripp never forgot that. So he was always a great friend of McConachie's and did McConachie, I think, untold favours probably.

NORTON: And on that same story, that same connection, [Tripp] got CPA a Lockheed Lodestar in '42, which nobody else could get in Canada whatsoever.

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MORROW: That was quite a connection, yeah.

NORTON: That was a CF-CPA.

MORROW: And it flew into Prince George?

NORTON: Oh yes, CPA used it, [and also] the Lockheed Electra [PHOTO below right].

MORROW: I wonder if there are any photos of that around.

NORTON: I've got one at home.

MORROW: Have you?

NORTON: Yeah, but it is in a magazine. Yeah, I have a picture of it. As a matter of fact, yeah, I can get you one of them at Vancouver Airport.

SEDGWICK: Did you have any more there you wanted to ask about Trelle? There was the letter.

MORROW: I have this letter, yes.

SEDGWICK: Warren might be interested in seeing that.

MORROW: I think those were all the photos that I brought.

SEDGWICK: OK. So there's the letter.

MORROW: Because I am an airmail collector as well as an aviation buff, I found this letter in one of my airmail covers; a cover is an envelope, in philatelic terms [PHOTO next page]. Anyway, if you can take a minute and just skim that: this is written May 31st, '42. And it is from a party that is riding in, as a passenger, in a Pan Am aircraft, but he alludes to the Pan American Clipper. I wonder if you can read that just for a second there.

MEYER: Is this written on board, did you say?

MORROW: Well, I'm not sure. I think it was written in the Hotel Georgia in Vancouver. And he talks about going from Prince George to Juno. So whatever flights were coming through here, he says, we're in Vancouver, going to Prince George, and then we're going to Juno. And so

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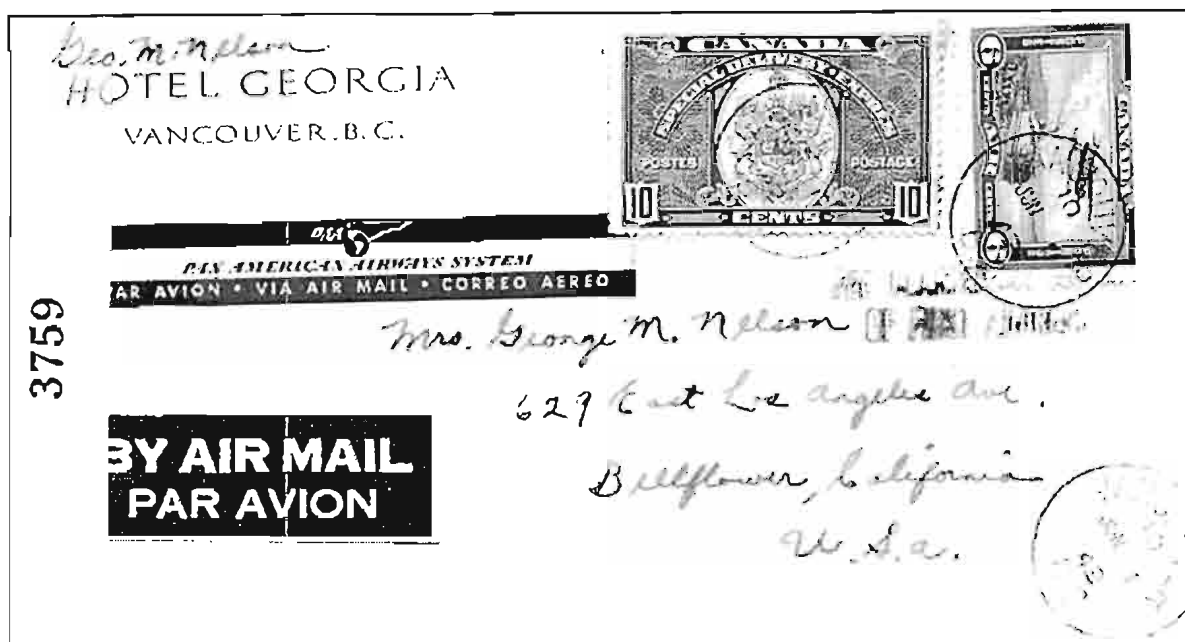
there were some passengers on that particular flight. It was, I think he said, six passengers and a crew of four. So that was quite an interesting little bit of comment there. That's why I asked you about the Clipper. What was inferred by "the Clipper".

NORTON: Every airplane they owned [was a clipper].

MORROW: Yeah, everything they had was a Clipper!

NORTON: It's kinda...when you see these pictures. Like, [*inaudible*] if you had a camera; no way. You could not take...[means taking pictures was not permitted].

SEDGWICK: Well, that's right.   These are, essentially, what: smuggled pictures or something?

NORTON: Well, these were not into the air. See, this is where we lived; it was our parents, well we didn't bother. And that is the end. This is what we called...we will talk about these a little later. That's gone now, all those buildings.

MEYER: Well, that's very nice; very nice to have [the photo].   It's in nice shape and everything. That's very nice to have, yeah. The four crew members; there was a pilot, copilot, radio operator, and a stewardess. That's who the four were. Yeah, that's the old days all right. Weather, weather was the big thing in those days.

MORROW: So I am not sure where they [passengers on the Clipper] would have come from: perhaps Seattle, or San Francisco or somewhere.   Anyway, they stopped over in Vancouver.

MEYER: Yeah. I'm sure it was Seattle; it was Seattle, and they stopped over in Vancouver. Yeah. Well, that's certainly interesting, nice.

SEDGWICK: So is that your sort of collection wound up, Trelle? Is that pretty well [it].

MORROW: Yeah, I think so. We've looked at some photos here, and a letter and so on.

SEDGWICK: And Tommy has quite a bit of it there too. Some things that you might want to...

NORTON: These are just little ones; I had most of these blown up a little bit. These are just a few at the time when you [Warren] were in Prince George. These are all from the H. H. Douglas [commercial photographer in Prince George] collection. That's Prince George, looking west [PHOTO above right] , and most of

them are from up on Connaught Hill. And the steel bridge, and downtown. They are all Prince George, and they are almost all dated.   You talked about the Prince George Hotel. And there it is there. This is 1939, and that is the old garage [PHOTO below right, white building at bottom] which was built by Vic Morgan. First building north of Vancouver with reinforced concrete walls. And it is still there [northwest corner of George St. and 7th Ave.]. The shell of the building is still there. This is May '47; that's the new high school. They are just demolishing all that stuff there now [demolition of KGV school]. This is H. H. Douglas Prince George, looking west. That's what they called our barracks.
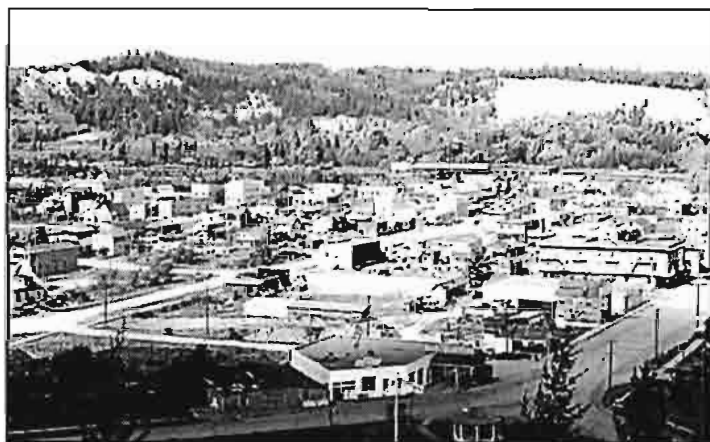
SEDGWICK: Ask Warren if he remembers that at all.

SEDGWICK: Yeah. It is easy to forget that when you were here, Warren, Prince George in '42 was a pretty [laughs] tiny place.

NORTON: Yes. The town itself, when I came in '42, was 1,800 people. But then within a month there were 10,000 army troops.

MEYER: Those girls had it pretty good.

[End of Side One]

TAPE: SIDE TWO:

NORTON: That's the ad building, the administration building [PHOTO right]. And that opened in around the same time, around '42. And this was our barracks [PHOTO middle right]. You'd come down the road in front of the airport, and this was our Department of Transport barracks. The building next to it was this, what you called the single man's residence [PHOTO below right]: it sat right here.
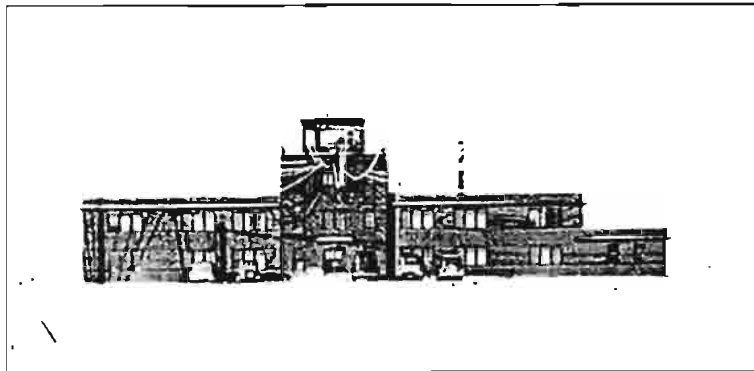
SEDGWICK: There's, that's the layout [of the airport, PHOTO next page right]. I don't know how much you recognize.

NORTON: Oh, sure. That's the hangars there. This is all airport, back that way. This was the hangar, air force over there. The American Air Force, USAAF, had a 99-year lease on property going this way. And we were over here; Pan AM was on there; the Fire Department was right behind this building over here. And then there was a house that old George Bellis, it's up on Seventeenth Avenue, a little house with a round...and that was the main...before this building opened...it just...this building opened in early '43, because we were still working in the little building. And it had a round...and that building still sits up there as a home residence. And we ran from that thing the diesel house, the lights for the airport, the taxiways, and the tower was not open. Everybody that landed here corresponded with a radio range. This tower opened in about '43, with air force personnel.

SEDGWICK: T h e hangar is still there.

NORTON: See, the main road now, coming out from the ad building, comes right down in front of them. I have some other ones here of inside the place. There is an interesting bunch [of photos]; they were all from the Prince George Citizen. This is all '46; they are all fellas you [Warren] may have run into in your career. No doubt about that. Somewhere along the line.

SEDGWICK: Which is as it [the hanger, PHOTO below] is today. It has been modified but it is still pretty interesting.

NORTON: There is my pass to the airport: that is December '45, the last one I was issued. RCA: Royal Canadian Airpass. RCAF Station Prince George, Norton: Radio Operator for Department of Transport, Deputy Minister for Air. Those were all Prince George shots.

SEDGWICK: Do you remember any of those fellows, Warren?

MEYER: No, because it was a little bit before my time. Like this guy here.

NORTON: He got the McKee Trophy for flying over the North Pole in '31.

MORROW: Who was that: Gilbert?

NORTON: Gilberton, yeah; he was born Gilberton. Yeah, see Russ Baker was born 1900. He died in '58: he didn't live long. These are the inside of those barracks pictures. This was Christmas of '44, inside the barracks, and this was the main lounge room [PHOTO right], these rooms. There's two, four, six, eight, ten, twelve private rooms.
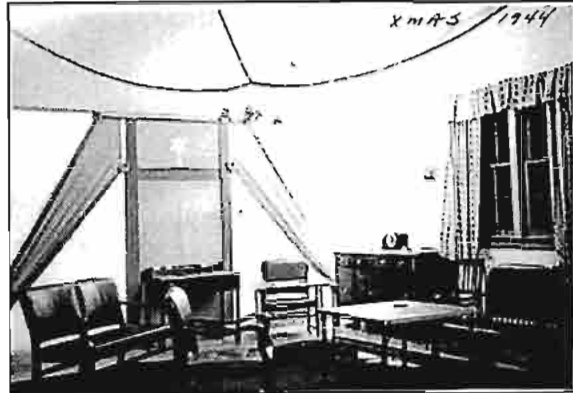
SEDGWICK: Now, of the fellows who were in the barracks, could they also have families in town here?

NORTON: No.

MORROW: And Tommy got his name in print here [PHOTO right] –

SEDGWICK: These are single guys.

MORROW: – he was running the airport taxi service [laughs].

NORTON: That was when these pictures [were taken]. I had actually left the airline then, and that's when they opened our airport in the Prince George Hotel; our offices were in the main lobby. This was in Christmas '42, and this was a Department of Transport barracks. They

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were a stereotype around the whole country, and as a matter of fact you get into that, and then you come into here. This is our operating room. The CO [commanding officer] of the airport couldn't come in; that is under War Regulations. He had to get permission. No personnel from the air force or American air force could come in here at all. And this was our boss: Archie Brundrett. That's the first teletype in Prince George.

MEYER: Talk about history!

MORROW: Yeah, we got a bit of it.

NORTON: That's me when I was an operator [PHOTO next page right].

MEYER: Probably not alive any more [laughter].

NORTON: This was my buddy, and this was the station, as you just mentioned. This was the CW station; there is my bug [Morse key] sitting on there. And the other station was the tele-thing; voice. And that's looking at the airport; that was the airport electrician, Jack Douglas.

SEDGWICK: Any of these in Warren's time? You didn't have a lot of connection, I guess, with these guys, eh?

NORTON: No. Because just what he was saying: they flew the other route from the '42 on. Over the other way, with people. This fellow here was Corporal Murphy. He was head of the auto pool, and we got to know him real well. Because if, on occasion, if I was here in town and we couldn't get home, we would phone Murph: yeah, pick you up in a minute; he would send a Jeep down to get you; completely off the record, of course. And that is a group from the building up there, and that is another...these are all from one-by-one photos. Anyway, that's all I have in the way around.

SEDGWICK: What's Trelle passed on there? Come on! What have we got here?

MORROW: Well, I am showing Warren what we call an etiquette [PHOTO see previous air mail cover, p. 22], and an etiquette is a label that was put out for propaganda purposes, advertising purposes by airline companies. And Pan Am had their labels, and they would give these to the passengers, courtesy label. And when the passengers were writing mail, or using mail, they could use a Pan Am sticker. And all the airlines in the thirties, and forties, and fifties used these. I have quite a few from Trans-Canada Airlines, Canadian Pacific Airways, and numerous others. Did you ever come across any of these? Did you ever write any letters from your cockpit, and did you use any of the Pan Am labels on your mail?

MEYER: I've written letters in the cockpit, all right, but didn't use this. See, this is Pan American Airways system, and then later on it would have said Pan American World Airways. Because this just says Pan American Airways Systems, this is an old one.

MORROW: So that would be probably around 1940 to... ? The date on this is '42.

MEYER: '42. And that is six cents, too.

MORROW: But this could be a little bit earlier.

MEYER: Yes, this was earlier; that is six cents.

MORROW: In 1943, the rate went up to seven cents; airmail.

MORROW: But that is a Pan Am label there. And that kind of thing was used for advertising purposes, to passengers and so on.

MEYER: It just went to thirty-eight cents now in the US for a standard stamp.

SEDGWICK: We're fifty-two now [in Canada], or something?

MORROW: I think it's still fifty-one.

NORTON: Did you notice the airplane on that [stamp]? It's a Harvard [PHOTO right] he was talking about [it] earlier.

MORROW: Oh, on that stamp, yeah.

SEDGWICK: Looks like that big engine on the front there.

MORROW: That's to do with the Commonwealth Air Training Programme.

MEYER: Yes, it's a Harvard, see. Sure it is

DODGE: I got delayed going to Penticton the same time because the Harvard behind the one he was riding in, ground-looped; closed the runways.

NORTON: You know, Trelle's quite efficient, the way he puts [info on it] but I have been collecting stuff around: no names on it, throw it away, and the rest of it. Yeah, and here is a real interesting aside about the war and war time. We were operators up there, and this one fellow [George Tritton], he worked with us and was here for a couple or three years. And on August 14th, or whatever, the J-Day in August of '45, he walked into the boss and he says, you can take this job and shove it up your ass. And he walked out and climbed on the airplane, and so that was it; never saw him [again]. Until I got, through a multitude of friends, this fellow [and he] said well, I knew a friend, or a friend of mine said, I used to work in Prince George, he said. I worked up there, he said. I worked with a guy named Norton. And this fellow said well, I had lunch with a friend of his a week ago. Anyway, we reunited; I hadn't seen him for fifty-seven years. And he said have you got a [picture]? And that is what got me making all these, so I sent

'em all then, and got it. And I'll be damned if he didn't pass away just earlier this year. So I am kinda glad I sent 'em all off. The world is very tight in its circles [*laughs*] sometimes.

SEDGWICK: One thing we would maybe really like to get your comment on, Warren. You flew up here with Bill, in his aircraft. I understand you were flying it part of the way or something. But you followed your old route along the canyon?

MEYER: Right. Right up the river.

SEDGWICK: Do you want to just talk a little bit about that? And what it was like following that now, and what you remember from before and so forth: just about the canyon trip.

MEYER: Right. We flew the canyon in those days when the weather was bad. That was our route both ways: Seattle up here, and this way back to Seattle. See, our certificate was Day Contact: we couldn't fly at night. And we couldn't fly IFR instruments, or on top. That was out: only day contact. And so the weather being like it is and everything, you know, and like it is in the Pacific Northwest, a heck of a lot of flying in Day Contact, was down the canyon, you know. And that was a long time ago that I did that, and especially coming out of Abbotsford.

SEDGWICK: You came through Abbotsford.

MEYER: Yeah, because when we left Abbotsford yesterday, we followed the Fraser, the Fraser River, right up to Hope, you know.

DODGE: I flew the ten minutes from Bellingham, and Warren flew the two hours and forty-five minutes from Abbotsford to Prince George. I told someone along the way my job was to be the radio officer, and look after the engines. And the Captain had to remind me to close the cowl flaps.

MORROW: When you say Day Contact, that means visual contact?

MEYER: Yes, visual contact. And you only do it in daytime, between sunrise and sunsets. That's all the time that we could fly.

DODGE: And [visual] contact with the ground.

MORROW: So that's why the rivers and the railways were so important.

MEYER: So that's what we did when we were coming up. We flew the river right up to Hope and made a ninety-degree left turn, like the river was, and followed the river, right over the river, all the way here. You know, at 5,000 feet. And it was a beautiful day, and everything, and it was very interesting, you know, going by these places, you know.

SEDGWICK: Bet one of the biggest things you probably saw was the huge power lines now that run down through that corridor.

MEYER: Yeah. Yeah, we commented on that; there was a big right of way that they had to make through the timber and everything to put these power [lines].

SEDGWICK: That's from the big dam up north.

MEYER: It's [the corridor] a city block wide. And it looks like you could almost fly that thing up if you wanted to, instead of the river.

SEDGWICK: Well, they extended that up to Bennett Dam if you wanted to [fly there].

MEYER: The interesting part about the whole route was, of course, when we went over these towns in the old days, we reported over them. Like, we would report over Lillooet, and we reported over Gang Ranch. We would report over Quesnel; we would report over all these places. The radio operator would say, you know: Pan American so-and-so is over Lillooet, estimating Quesnel, and Quesnel, estimating Gang Ranch. So it was interesting to me to see these towns, the things that we reported over, and everything you know.

DODGE: [Like] the big bend on the Fraser [at Hope].

SEDGWICK: Was there any radio or anything at Gang Ranch, or was it just a visual contact you made?

MEYER: Oh, yeah. Gang, in those days, it was on the charts, on the maps, as they had said: Gang Ranch, you know.

NORTON: Dog Creek became the official range at...

SEDGWICK: Oh, I remember reading that now.

NORTON: That's Dog Creek on all your [current] maps and stuff – all your maps say Dog Creek. In his day Dog Creek was not...

SEDGWICK: I see, OK. That explains it.

MEYER: And it, even on that route, even though we hit rain, of course, that was why we were on that route down there. In nice weather and everything, like today, we would go direct from here to direct from here to Vancouver, you might say: right over the mountains when it was good weather and everything. But more than half, three-quarters of the time it was bad weather [so] we got down the canyon, and we got on the canyon. Most times we would make it. If we

couldn't make it, we would have to turn around and come back; make a hundred and eighty-degree turn, you know, because of the rain; you couldn't see.

SEDGWICK: Did you ever get pushed off course, have to land somewhere else? I don't know where you would land: Kamloops, or...

MEYER: No, no. We needed to come back here. Coming this way, we used to go back to Seattle [general laughter].

NORTON: One night Sheldon Luck got just past Hope, and it was hopeless to get back into Vancouver. So he turned around and came back to Prince George. And when he got out of that thing he was absolutely exhausted, you know, soaking wet. That's long...and you know not an awful lot of fuel left when you [turn back].

SEDGWICK: Yeah, you got to carry, essentially, twice the real fuel you need, if you have to turn around.

MEYER: Well, in those days, flying from Seattle to Fairbanks on these routes we are talking about, you bet that was a big concern, was fuel. You always had to keep in mind how much fuel you had and where you could go if it got so bad all the way back or something. Fuel was a big factor in the equation of keeping going. Fuel; nowadays it's nothing.

NORTON: Yeah, and talking about that; before there was a control tower, if a pilot came in and wanted to fly, and he filed his flight plan with us, our questions to him, you know, were on fuel. And if he was flying from here to, say, Fort St. John, we would have to check with him: do you have enough fuel from here to Fort St. John? Yes. And to your alternate, Grand Prairie? Yes. Plus forty-five minutes. And that's what you had to have on. To your destination, plus to your alternate, plus forty-five minutes.

SEDGWICK: [Warren], When you went from Prince George, you mentioned maybe Dease Lake.

NORTON: Dease Lake became a Department of Transport ground station. There never was a range put in there, but it, as Warren was mentioning, Pan Am had their fellas in there. But then, I don't know what year it was because one of those fellas in the picture there, Warner, he was transferred out of here to run the Dease Lake station, which was a ground contact.

MEYER: How far, how many miles south of Whitehorse was Dease Lake approximately?

NORTON: Basically, you are looking at kinda the midway point; a little bit closer to Prince George.

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MEYER: Little bit closer to Prince. So it would be about 150 miles south of Whitehorse? Dease Lake: 150 miles south of Whitehorse, or 200.

NORTON: It is a little closer to Prince George say, if you are talking 200, it would be 175 or...

MEYER: The reason I was asking you is because back there I remember this incident, it was 1943, maybe, or 42, we had a Captain Knox, Bill Knox. And he was flying a Lodestar, which we have a picture of right there. I wasn't on the plane, however I was on the ground in Whitehorse because the weather was bad. And he was trying to get into Whitehorse from Prince George in this Lodestar. And the Lodestar didn't have quite the range of the DC-3; didn't have the range. It had 640 gallons of gas, full. The DC-3 had 820. It was a little shy, but they both used a hundred gallons an hour, both planes. And both planes went about the same speed, you know. And Bill was trying to get into Whitehorse from Prince George. And the weather got so damned bad he couldn't go [to] any of these places. And damn if he didn't land on Dease Lake, landed on the frozen lake, on the snow, right near the shore you know. There was nothing there, nothing. No Pan Am, no nothing. He landed there and he kept the engines going a little bit for a couple of hours. And the radio worked, and he had a radio operator back, it was CW again there, you know. And the weather got good enough to take off to come to Whitehorse, damn if he didn't take off on the lake, there was snow on [it], frozen [laughs].

MORROW: So he landed on the frozen Dease Lake.

MEYER: Came back into Whitehorse. He was on the Lodestar, like it shows, on the wheels, you know; it was an emergency landing on a frozen lake, in a modern-type airplane and everything. You know when he was a bush pilot up North, I mean those guys were doing that all the time, but in 1943, you didn't do that. You didn't do that! Nowadays, they would throw you in the can for something like that, you know, but in those days you didn't do that. And it was [the] kinda deal, nobody said nothing to him: no CA. No, just that Bill landed on the lake, waited for the weather to get better, took off, and came into Whitehorse. I'd never forget that. I was sitting in the [inaudible] Whitehorse, watching this whole thing. And Bill, he was a character. So that's what made it funnier even yet.

SEDGWICK: Tommy, was Smithers a World War Two airport as well?

NORTON: It was part of the Northwest Staging Route [MAP at front of document]. But it was just kind of a lost cause because they came up out of Edmonton, up from Fort St. John, and then north. Then out of Fort St. John, they came Prince George, Vanderhoof, Smithers, and Terrace, which was going to be part of it. But your topographical error [meaning unclear], and as Warren just said, there was maybe one day out of ten you would fly out of Terrace. Smithers, though, was used, and Vanderhoof: they were used as alternates, as we talked about, on the Whitehorse/ Prince George/Seattle. And their alternates would be Vanderhoof, because even without those alternates, with the capacity, and they could fuel up. So they had to have them, or they couldn't have gone [with] that contract because they come here with an alternate, and that was where

Smithers and Vanderhoof got used. Because they couldn't use Fort St. John because you were going back over the hump again. But as part of the Northwest Staging they, didn't have much function: there were very few planes went in. But Vanderhoof and Beatton River, Smith Falls, those places, a lot of those, all they did was take in a cat and a grader, and just – phhhhtt! [sound] – on the plateau, and they had 5,000 feet of beautiful flat runway, long as they knocked the gravel down.

DODGE: Look through Warren's pictures.

SEDGWICK: Yeah, we had a look at some of those. And some of the others, Trelle had. There is a certain amount of overlap, not the identical picture, but the same subject.

MORROW: You folks: do you want copies of any of these pictures?

SEDGWICK: Warren, would you like copies of these pictures? He's a picture collector.

MEYER: [Laughs] Well sure, I'd like 'em but I don't want to put anybody to trouble.

SEDGWICK: Well, we can do them and I can mail them.

MORROW: See, those are blown up. And I can get you 8-1/2 by 11s, if that's what you would like.

DODGE: And I got a Canadian mailing address here for these, too.

SEDGWICK: Are we winding up here? Sounds like we are slowing down, or anything else? You must be getting tired, Warren [Laughs].

MEYER: Oh, no, no, I'm OK.

SEDGWICK: You already did that interview with the Citizen reporter first. So, anything else?

NORTON: I would just like to say thank you very much. It was a pleasure talking to you, and Kent for raising it, and meeting Bill.

MEYER: Yeah.

NORTON: It is always fun to talk to Trelle.

MEYER: Well, thanks to you guys for treating us so nice. And it has been fun.

SEDGWICK: We will get all this packaged up, and it will all get into the archives. We will put some pictures with it.

MEYER: Yeah, it's been fun. And it's good, I guess. If we don't do this, nobody else is gonna do it.

SEDGWICK: That's for sure, that's for sure. OK. Well, we will shut it off; done. Good stuff!

END OF TRANSCRIPT