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On Their Tenth Anniversary

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M. C. A. Commemorates Decade Of Vital Aviation Service

December 8, 1941, just a decade ago, from the modest beginning of one aircraft and 17 employees began an Island industry which today has a total of 16 planes and over 200 employees. Maritime Central Airways has earned an admirable place in Canadian aviation history in its 10 years of operation.

The growth of Maritime Central over the years and the wide expansion of their services has been quite phenomenal. During the first year of operation they carried 9,334 passengers and travelled 216,692 miles. The traffic figures for the present year have been estimated at 46,000 passengers and 1,640,000 miles flown.

Their regular scheduled flights have been extended considerably from that first year when a plane took off from the airport at Charlottetown bound for Summerside, Moncton and Saint John. They now include Halifax, Sydney, New Glasgow, Charlottetown, Summerside, Moncton, Fredericton, Saint John and the Magdalen Islands. Charter flights are operated to St. Pierre-Miquelon, Goose Bay, Labrador, and to various other points from one end of the continent to the other, such as Vancouver, Yellowknife and Frobisher Bay in Baffin Land, and to the eastern extremity of the Dominion at St. John's, Newfoundland.

Impressive Figures

Some idea of the vastness of these charter flights can be learned from the following figures which cover the first 11 months of this year: Miles flown, 873,339; passengers transported, 15,933; passenger miles, 5,842,051; and cargo carried, 2,390,179 pounds.

In addition, Maritime Central Airways has been called upon to perform many services and among these have been numerous errands of mercy and several rescue expeditions. For a number of years now they have been spotting seals for the Newfoundland seal fishery operators and for the Newfoundland Government, and for the past two years they have been photographing seals for the Federal Department of Fisheries.

Five years ago, company planes patrolled the waters of Canada's eastern seaboard reporting on ice conditions for the Department of Transport, and this has been continued annually ever since.

Rain Making Expedition

One of the company's latest and newest operations was conducted from Oct. 1 to Nov. 15 years when under contract to the Aluminum Company of Canada, they embarked on a rain-making expedition.

Briefly, this consisted of expelling silver iodide from the aircraft into vapor-laden clouds, the reaction of which produces rain. That the operation was successful was proven by the fact that the rainfall was much heavier in the area where the cloud seeding was done as compared to the adjacent areas.

The scene of this action was in the Chicoutimi district of Quebec, where a great power development is in progress.

In the realm of sport, Maritime Central has also been quite prominent, having transported hockey teams on numerous occasions and flown Maritime curlers to points throughout the Dominion and in the United States.

Today Maritime Central Airways employees number 109, among whom are 27 pilots. Their available operational aircraft includes one Curtiss Commando (50 passengers), three Lockheed 10's, one Canco Amphibian, one Norseman three, Anson V's and one De Havilland Dragon Rapide. Aviation has made great strides since the inception of Maritime Central Airways 10 years ago, but Maritime Central Airways has kept pace with the advancements. They have a record of efficient and dependable services, second to none, and the chief aim of the company is to maintain and continue this vital public service.

Services R.C.A.F. Planes

An additional 125 men are now employed by Maritime Central Aircraft Maintenance Limited, a subsidiary of M.C.A. This organization resulted from a contract to service aircraft operated by the R.C.A.F. Station in Summerside.

This new plant is under the management of Gordon B. Rayner, who has been maintenance superintendent at Maritime Central for a number of years.

The president of Maritime Central Airways is Jack K. Curran, a partner in the well known contracting firm of Curran and Briggs. Occupying the vice-presidency is Fred Briggs of Toronto, who is president of Curran and Briggs. Mr. Briggs, a man of wide business experience is one of the original promoters of M.C.A. and actively represents the company in Toronto, Ottawa and Montreal, where he negotiates contracts with the Dominion Government, supervises the purchasing of equipment and assists in many other ways with the general development of the organization. He served as a pilot in World War I and has taken a keen interest in aviation ever since.

Local Managing Director

A transportation official who has been well acquainted with the travelling public of Eastern Canada is Capt. Carl E. Burke, pilot, navigator, engineer and the managing director of Maritime Central Airways. A native of Charlottetown, Carl Burke became interested in aviation in early life. He might almost be termed a self-made pilot because the greater portion of his technical information was obtained by resourceful study and experience. The fact that he has over 6,000 flying hours to his credit without any serious mishaps establishes him as one of the most experienced commercial pilots in Canadian aviation today.

Capt. Burke received his pilot's license in 1936, and became associated with the Canadian Airways as pilot and engineer in 1939. When this concern withdrew from the Maritimes in 1941 he transferred to an air observers school at Portage La Prairie as staff pilot. After a few weeks service at this school he joined the Ferry Command, and the next seven months found him ferrying planes across the Atlantic. He left the Ferry Command to assume his present position.

Other Officials

The secretary-treasurer of the company since its inception is Arthur M. Clark, native of Cape Traverse, P.E.I. Previous to taking over this office, Mr. Clark had considerable experience in the business field, having served with the Bank of Nova Scotia for several years and later with Carvel Bros.

The Chief Pilot is H.S. (Junior) Jones, from Apohaqui, New Brunswick, a well-known figure in the Canadian field of aviation. Capt. Jones received his elementary training in 1928 at Moncton, and served as a pilot with Canadian Airways on the Charlottetown-Moncton route for nine years. During the latter part of this period (three years) he was superintendent of the Maritime Division, and then joined the Canadian Pacific Airlines as superintendent of their Eastern Division. For a time he flew on the Trans-Atlantic Ferry Service and later accepted a position with British Overseas Airways, flying from England to Africa. He relinquished this post to join Maritime Central in October, 1945.

B. Gordon Rayner of Dundas, Ontario, is superintendent of maintenance, with close to 30 years of experience. He holds the four Canadian licences in engineering, which is the maximum that can be obtained, and also holds an American A. and E. licence. After serving in the U.S. Air Force from 1923-1926, he joined the Canadian Air Force which he left in 1929, to go with the Hamilton airport. In 1932 he moved to the Toronto Flying Club and while there taught at the Central Technical School and Toronto University in the aeronautical engineering division. During the war he served at several elementary training schools and the last year of the war he was service engineer with De Havilland on the Mosquito fighter bombers. After the war he came to Maritime Central Airways.

Inaugural Flight

At the controls of the plane on that December day, 1941, that marked the inaugural scheduled flight of M.C.A., were three well-known figures in Canadian aviation, Carl Burke of Charlottetown, Jimmy Wade of Sussex and Vincent Ashfield of Fredericton. The service provided two round trips daily between the above mentioned places and a staff of 17 employees made up the complement of the company. Two weeks later, on Dec. 23, a Boeing 247D, a 10 passenger twin-engine machine was added to the service.

27 Pilots Associated With Maritime Central

H. S. JONES - Captain and chief pilot - Native of Apohaqui, N.B.; learned to fly in 1928 with Canadian Airways at Moncton; joined Canadian Airways as pilot shortly after, based in Moncton and Charlottetown; was promoted to Superintendent of the Maritime District. In 1941 Capt. Jones was assigned to the Air Observers' School at Quebec City as Operations Manager, and in 1943 was stationed at Rimouski as Superintendent of the St. Lawrence District for C.P.A.; joined the R.A.F. Transport Command in 1944 and engaged as pilot on Trans-Atlantic ferry operations. In 1945 served with B.O.A.C. for six months as captain on the London to Africa route; returned to Canada in the Fall of 1945 and joined M.C.A. as captain; promoted to chief pilot in 1947; has over 16,000 hours flying time.

J. C. MORDEN - First Officer - Native of Redvers, Saskatchewan; learned to fly in the R.C.A.F. in 1941; did several tours of operations in Bomber Command and then returned to Canada as an instructor at Penfield Ridge, N.B. Joined TCA as a first officer in 1950.

JIMMY WADE of Sussex and Vincent Ashfield of Fredericton. The service provided two round trips daily between the above mentioned places and a staff of 17 employees made up the complement of the company. Two weeks later, on Dec. 23, a Boeing 247D, a 10 passenger twin-engine machine was added to the service.

The idea of operating an air route between Prince Edward Island and New Brunswick was conceived in the minds of two young men, Carl Burke and Joe Anderson, both pilots with several years of flying experience under their belts, but Anderson never lived to see the fulfillment of their plans. He was killed in a plane accident in August 1941 on the island of Aran off the coast of Scotland. Burke, however, carried on with the original scheme which resulted in the formation of the company and the beginning of operations.

Beyond Expectations

Back in 1941 few people probably realized the extent to which Maritime Central would develop over the years. Neither did they anticipate what a valuable transportation link this new service would provide to the Maritime Provinces and especially to Prince Edward Island.

One of the most startling illustrations of this latter fact was experienced during the winters of 1941-1947, when Island citizens were dependent on Maritime Central Airways and only one ferry was operating between the Island and the mainland. Had this ferry met with some unforeseen accident, and it had the closest of calls in this respect when attacked by a submarine in the Gulf of St. Lawrence, while returning to convoy from drydock, then the sole remaining transportation route during those winter months would have traversed above the waters and the land in the planes operated by Maritime Central Airways.

1945 and re-enlisted in the Royal Air Force in 1947. Did 325 flights on the famous Berlin airlift; returned to Canada in 1951 and joined Maritime Central Airways as first officer.

J. M. F. HENLEY - Captain - Born in Marsouli, P.Q.; educated at the Gaspé Seminary; after discharge from the R.C.A.F. graduated in mining engineering; joined the R.C.A.F. in 1941, served as flying instructor and posted to Coastal Command on anti-sub patrol. Discharged in 1945; flew as bush pilot extensively in Northern Quebec and Labrador before joining MCA as captain in February, 1951. Total flying hours 7,300 hours.

F. M. FLEMING - Captain - Native of New Glasgow, Nova Scotia; enlisted in the R.C.A.F. in 1940 as ground crew and re-enlisted as pilot in 1942, posted to various flying training schools in Canada as instructor. Released from the R.C.A.F. in 1945; flew operations with several operators in Nova Scotia and New Brunswick before joining MCA in 1948. Promoted to line captain in 1950.

M. J. CAMPBELL - Captain - Born in Charlottetown, P.E.I.; moved to Digby, Nova Scotia at an early age; served one year in the Canadian Army before joining the R.C.A.F. in 1941; served overseas with fighter command; prior to joining MCA served as flying instructor at the Halifax Flying Club and as pilot with Bathurst Air Services; joined MCA in 1947 as first officer; promoted to captain in 1950.

ROY COOPER - First Officer - Native of Summersville, Newfoundland; joined the Royal Air Force in 1941 and served as a night fighter pilot in England and Europe; discharged in 1947. Prior to joining Maritime Central Airways in 1951 as a first officer was employed in the Crew Assignment Department, TCA, Toronto.

CHARLES HOUE - First Officer - Born in New Carlisle, P.Q., educated in Montreal and Gaspé. Commercial license flying course at the Moncton Flying Club, and joined Maritime Central Airways as a first officer in June, 1951.

JOHN McCLATCHIE - First Officer - Born and educated at Lenora, Ontario; joined the R.C.A.F. as a pilot in 1942 and transferred to the Royal Navy Volunteer Reserve (Fleet Air Arm), in 1944. Discharged in 1946. Flew as a Lush pilot with Superior Airways in Northern Ontario before joining Maritime Central Airways as a first officer in May, 1951.

JOHN DUTCHAK - First Officer - Native of Edmonton, Alberta; learned to fly in the R.C.A.F. in 1942; attached to the Air Observers' School at Edmonton and Chatham, N.B., as a staff pilot. Discharged from the R.C.A.F. in 1945; played senior hockey in Edmonton and the Quebec Senior League before joining the P.E. Islanders last year. Joined MCA as a first officer after the hockey season 1951.

R. J. RUSHBROOK - Captain on New Brunswick Aerial Patrol Service. Native of Fredericton, N.B. Served five years overseas with the Canadian Army; learned to fly in 1947 and won the Maritime Memorial Competitions. Employed as a flying instructor, Currie's Flying Service, 1948. Joined Maritime Central Airways and Newfoundland Airways as a pilot in 1949.

L. N. GIBSON - First Officer - Native of Wolfville, N.S.; educated at Acadia University; joined the R.C.A.F. in 1941, and served five years as a pilot; joined MCA as first officer in May 1950.

L. W. BARCLAY - First Officer - Native of Truro, N.S.; served six years with the R.C.A.F. in Canada, West Indies and Northern Ireland. Posted to the R.A.F. Transport Command and flew on the England-India routes; discharged from the R.C.A.F. in 1946; joined MCA as First Officer in 1949.

H. C. TRAINOR - Captain - Born Charlottetown and educated at St. Dunstan's University, where he received his B.A. degree. Learned to fly in the R.C.A.F. in 1940 and was posted overseas with Fighter Command. He did one tour of operations and won D.S.O., D.F.C. and Bar. He received his discharge in 1945 and joined MCA as a first officer. Was promoted to Captain in 1947 and has over 8,000 hours flying time.

C. W. KIPFER - Born at Buffalo, N.Y., educated Hamilton, Ontario. Joined R.C.A.F. in 1941. Posted to Bomber Command and did one tour of operations, then posted as instructor, stayed in the R.C.A.F. after the war, stationed at Camp Borden and Summerside. Discharged from R.C.A.F. in 1945 and joined MCA as First Officer and reserve Captain.

DOUGLAS STULTS - First Officer - Native of Saint John, N.B.; joined the R.C.A.F. in 1941 and served as a fighter pilot overseas until discharged in 1945; joined Wade and Lewin Air Services in 1949.

Well done!... Maritime Central Best Wishes On Your 10th Anniversary

From a one plane beginning in 1941 to a fleet of planes flagshipped by your 56 Passenger C46E is a splendid accomplishment.

Serving the eight main cities in the Maritimes with mail, passenger and express service you also fly to the Magdalen Islands and St. Pierre.

Your unique and dependable service also provides any spot you serve with feeder-line connections for transcontinental and trans-Atlantic travel.

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