



BRANCH OFFICE - HALIFAX, NOVA SCOTIA

HEAD OFFICE - LIVERPOOL, NOVA SCOTIA

REPLY TO: Liverpool

June 12, 1970.

Dr. T. H. Raddall, Sr.,  
44 Park Street,  
Liverpool, N.S.

Dear Tom:

I forwarded a copy of "The Liverpool Advance" dated March 18 to Mr. R. W. Goodwin, Director of Air Services, Department of Transport, who is the man who took up Jim Ottley's plane.

I have received a reply from him and I am enclosing a copy since I believe you will be quite interested in this additional information.

Yours very truly,

A handwritten signature in blue ink, appearing to read "H. Earl Thompson", is written over the typed name.

H. Earl Thompson

HET/be



AIR SERVICES  
SERVICES DE L'AIR



YOUR FILE  
VOTRE RÉF:  
  
IN REPLY QUOTE  
RÉF. À RAPPELER:

DEPARTMENT OF TRANSPORT  
MINISTÈRE DES TRANSPORTS

Ottawa, Ontario,  
June 10, 1970.

Mr. H. Earl Thompson,  
Steel and Engine Products Ltd.,  
Liverpool,  
Nova Scotia.

Dear Mr. Thompson:

I must apologize for taking so long to drop you a note to thank you for sending me along the March 18 issue of the Liverpool ADVANCE in which Thomas H. Randall Sr. recalled the early days of flying in Queens County.

I found Mr. Randall's article regarding Jim Ottley's Heath Parasol (Registration CF-ATH) very interesting as I indeed was the pilot involved. However, there were a fair number of inaccuracies in the Randall article and so I commenced a search to try and locate my original pilot's log book which I was only successful in doing last night. Mr. Randall or someone might be interested in having a few more details on the test flight of this aircraft for future reference.

To start off, I test flew the aircraft on the 4th of September, 1932 and not in 1938 as Mr. Randall reported. At that time, of course, I was not a Government Inspector but rather was a budding young pilot 18 years of age. At that time, any home built aircraft had to be flown by a licenced pilot and I, of course, being in possession of a private pilot's licence which I received the fall before, was only too eager to take up the challenge.

I journeyed to Brooklyn with Jim the night before the test flight which I believe fell on a Labour Day. That night, after a long trip from Halifax, I took a look at the disassembled aircraft in Jim's garage and then proceeded, along with Jim, to catch a little sleep before

the eventful day. The next morning, September 4th, 1932, we towed the aircraft to a beach and there assembled it. Following the final inspection, I took the aircraft on its maiden flight which turned out to be very successful, although the aircraft was extremely tail heavy.

I then proceeded to conduct I believe it was 11 or 12 further uneventful flights to the amazement of some disbelievers who had assembled to watch the performance. On the last flight I encountered a control problem and was unable to right the aircraft before striking the ground in a left wing low attitude. The aircraft, of course, was severely damaged. I, by the grace of God, escaped with two sprained ankles. All in all it was a day that I will long remember as this constituted my first and only flying accident in 39 years as a licenced pilot.

I have admired Mr. Randall's writings for many years now and he might be interested in the dates and events mentioned above for his records, if for no other purpose.

Kindest personal regards.

Yours sincerely,

  
R. W. Goodwin.