

March 13, 1970

Mr. J. Alex Inglis,
The Advance,
Liverpool, N.S.
Dear Mr. Inglis:

As one of your correspondents has pointed out, the first airplane built and flown in Queens County was that of James Ottley, of Brooklyn. I enclose a photograph of it.

The first airplanes ever to visit Queens County were ~~three~~^{two} Curtiss HS 2 L flying boats, which stopped at Liverpool for a couple of days on a flight around the western coast from Halifax, about the end of the First World War. (I think it was in November 1918.) *(Correct. November 2nd & 3rd, 1918)*

The first wheeled plane to operate here was a rickety little ^{Moth,} ~~owned~~ and flown by a barnstorming pilot named H.S. Jones. He was going about the Maritimes, taking up the local yokels for \$3 a flip of about ten minutes. The Moth was a single-engined thing with an open cockpit, with room for a single passenger. At Liverpool, Jones used the harbour-facing slope of what was then called the King Farm, on the Western Head road. It was highly dangerous because he had to take off and land by flying between two tall spruce trees which then stood near the shore.

I was one of the yokels who bought this kind of excitement for \$3. So was my wife. In fact there were many, and Jones did a rich business for two or three days. This was in August 1931.

Another of the local yokels who made a flight with H.S. Jones from the King Farm was a young mechanic from the Mersey paper mill, named James Ottley, whom I knew. Jimmy got the flying bug right there, and a few years later he spent his vacation on a course in flying, given by the Halifax

Flying Club on the Chebucto Road field. As Jimmy says, "We had to chase the cows and pigs off the runway to land or take off, and there were high voltage electric wires at one end -- if we couldn't go over, we went under them."

Jimmy was a native of Belmont, Manitoba, born in 1907. He worked on the construction of the Mersey mill, and then in the mechanical department of the mill. He lived in Brooklyn, and built a shed or garage near Harry Taylor's sawmill at the top of Brooklyn hill. About 1937 he sent away for plans and materials for a light airplane, and began to build the plane in the garage. I enclose a photograph of it. It was a Heath ~~Rxxxx~~ Parasol, wing span 35 feet, fuselage 13½ feet. The engine was a Heath Henderson motor-cycle engine, converted for airplane ~~xxxx~~ use by a man named Church in Chicago. It delivered 40 horse-power at 5,000 revolutions per minute.

Jimmy finished it, I believe, ~~in the spring or early summer of 1938.~~ *September 1932.* Under government regulations he had to get a certification of airworthiness before he ~~xxx~~ could fly it, and an inspector named Ray Goodwin came down to test it in the air. The King Farm strip was much too dangerous, and they decided to tow the plane to the sand beach at Beach Meadows. Goodwin got in, and flew the plane over the Mersey mill and the town of Liverpool. *← Sep 4, 1932*

(Many oldtimers here must remember seeing that.) Goodwin landed at Beach Meadows successfully, ~~and took off again for a second test. That time, in~~ landing at Beach Meadows, a gust of wind or a patch of soft sand threw the plane out of control. Fortunately Goodwin escaped without serious hurt, but the little plane was wrecked. In ~~the following year~~ (1939) Jimmy enlisted in the ~~RCAF~~ RCAF, and served throughout the Second World War. On discharge he went to British Columbia and worked in a paper mill there until his retirement ^e a few years ago. He now has a small cattle farm on the Adams River in the Caribou country of B.C.

Yours truly,

J.H.R. Jr.

*✓ mark ~~xxxx~~ about a dozen
successful short flights like this.
Annually?*