

W. L. FILLMORE

75 SPRING ST.,

AMHERST, NOVA SCOTIA

March 4 1969

Dr Thomas H Raddall  
Kingford NS

Dear Mr Raddall

I received your letter of March 2nd this morning  
also photostat of your letter of Feb 28/69 to John McQuarrie  
John is very interested in history as I have always  
been I am a member of the NS Historical Society  
I see as I see by the list of members you are also  
but I seldom get to the meetings. As a hobby I have  
been tracing up my family tree for years and now  
trace it back through President Mellard Fillmore  
1850 way back to Kent England 1328 I was fortunate  
in being able to see a privately printed book at  
Commander Richard Phellmons Sheffield House  
Sheffield Southampton Hants last May I only  
need to fill in 23 years now in the Virginia Co  
of London records to complete it which I don't  
believe I can do without going to Virginia

You ask Humph Maddens address I wrote you

yesterday and put in a card from Hump  
I picked up on my desk His address is H O  
Madden 5724 Cranley Drive West Vancouver  
After he left New Glasgow he was a truck pilot  
up North once on my way to Vancouver he  
got on the train in the middle of the night and  
rode with me between stations His father was  
as I recall an English Clergyman who came out to  
Canada and they had a farm in BC

When the war came on he was I think a bit  
cowardly but got in somehow altho I don't believe  
he served overseas I know he used to fly Col  
Ralestan around and Royalty also in Canada  
Once during the war he phoned me from Hff  
he landed here in Amherst Col Ralestan's home  
is here but he drove on to Moncton Hump stayed  
overnight with me and picked up Ralestan  
the next day in Moncton, Hump got a couple  
of days leave the time Norman Rogers was  
killed Rogers as I recall took over after Ralestan  
and a friend of Hump's was flying him that  
day I told you yesterday about Kee & Boham

and the watch I always wanted to know  
more about the "Green Mountain" Boy so I wrote  
the Mayor of Barre N H but no one there  
seemed to know about it after about a year  
a man wrote me from there someone had  
given him my letter. He now runs a small  
airline and collects old Model Cars well it  
turned out he had known Hump in  
Ottawa. Hump was his C O so the world is  
pretty small. After the war Hump was  
employed by Can Pacific Airlines I believe he only  
retired a year ago last Christmas. He did a  
lot of flying over the pole Vancouver to Amsterdam  
and I got a card from Greenland or Iceland. The  
last route was Vancouver via Hawaii to Australia  
he said it was an easy run because the traffic  
was not heavy after leaving Hawaii.

The first planes built in Canada were Ansons  
he built I think a couple of thousand planes here  
there must be someone who has a record  
They are pretty slow but the mosquito came  
into production

When you speak of flying boats It brings  
back the first ones that used to land at  
Shediac and the Italian flyers I saw them  
flying over Eastport Maine Also I am thinking  
about the German Airship John R. Coaswagh who  
was down near at Malagaish had pictures of  
his taken at Malagaish and I must have some  
myself packed away somewhere There was also  
some planes built around the province A man  
built one in Rivina John I remember it well  
but I am stuck on date but to get there there is  
no doubt still time

From your letters you want to know experiences  
Well I had plenty Cold calls The worst perhaps were  
fine when I got out with nothing on but my underwear  
in 3 ft of snow and had to walk in my bare feet  
over half a mile to a house A fellow does not feel  
like talking about the stuff too much as other  
folks may think one is looking for attention  
but there is always a funny side to every story  
As long as there is no loss of life And it always  
amazes me when men 25 years old don't know  
things that happened right here in Amherst

Just yesterday I was telling a man about  
1000 German men in Amherst during the first  
War including Trasky. He did not even  
know of the German prisoners buried here in  
our break cemetery and about the tunnel they  
built cutting about 10000 tons in strips to  
make use to light up the tunnel but I  
was getting off the beam

I was in Harbor Grace the time Molleson  
was flying back. The shell bit Co sent gas in  
barrels up there for him to refuel. I think Imperial  
had the franchise for the whole Island then.  
They had a sakareky flying boat Amphibian  
land & water. You could let down the wheels and  
waddle up on the beach and take off. There was  
the pilot, mechanic, and also Molleson mechanic  
waiting for him to come back from N York. Mr  
Jim Bass Douglas Trask & myself got furling  
around and decided we would take a little hot  
work St Johns while there we got a nice Molleson  
pass on his way back to Harbor Grace so we took  
us home getting back in the worst thunderstorm

Never remember But McIllean as I remember  
stopped in Sydney he never did come to  
Harbor Grace that trip It was later he flew  
both ways from Bona I think still lives in  
St Johns also a I explained so does Capt  
Almy Fraser Almy is hard to get to answer  
letters The St Johns biggest paper I think can  
send you the best dope on him and he might  
write to you The land from Bona spent a few  
days grounded on an Island in Placencia Bay

In my letter to John or you I think I mentioned  
draining the oil out each night or had to do  
this to get the plane started in the morning we  
used to build a fire on the ice and heat the  
oil in a bucket being careful not to burn it  
Once Hump & I put the Skit on her nose in Fagnish  
The prop was wood with copper tips We turned three  
tips bad when the prop hit the ground The gas was  
running down over the hot engine We got our belts off  
Climbed out and pulled the tail down we pounded  
out the brass tip filed them off smooth and took  
off in the snow on wheels This was the same

day we landed on Cove head I spoke  
about yesterday Another time we landed in  
High on a hillside beside the road leading  
to Farnston I used to sell salt to a Tom Anderson  
of Marshmire Fish there Anyway taking off we  
had a tail wind nothing to give us a lift we  
got all the baggage out even jugged the gas down  
as fine as we dare We shipped the baggage to Ypsomville  
by train We got people to hold onto the wings  
and gave the engine the gun (The plane was dual  
control) The tail came up Hump raised the head  
and they let go There was a phone wire from the  
road to the house We dare not go under it  
Hump pulled the stick back and we shot up  
but not soon enough the tail shield caught  
the wire and broke off We went down to Fairport  
and the big field we were told almost had a fence  
across it That wire was sweeping back and forth  
all the way down like a whip We just had enough  
gas to get there so we just had to land across on  
Bris then was a hayrack in the middle of the small  
field we missed it by a few feet

We had to fill up with gas (that got out  
of barrels which always had water in it  
but so what there was nothing else) we  
got out of there for Yermuth and over the  
field. When she rolled to a stop we did  
not have enough gas left to taxi back  
across the field. Youngsters helped us haul it  
backwards till we could tie her down. We  
used to carry iron pegs about 2 ft long  
like a spring coil to screw in the ground to  
tie down with. Hump told me once it was the  
only time he ever used full power. The  
plane stalled when we took the nose off.  
I don't mean the engine stopped. I mean  
the plane was tilted up at about 45° but  
until Hump leveled off to best altitude and  
just skimmed over the trees.

Once Hump flew into high timber near  
in Andino before I knew him I never could get  
him to talk about it much maybe he will tell  
you. It was before the New Glasgow Creek

It was with him once in Murray Harbor  
when he cut the right wing to a small  
tree he tore the fabric off but hell this was  
nothing in these days he just patched it  
put on the yellow dope and forgot it  
He was not married he had no worries  
You speak about flying the English Channel  
It would be 40 years ago (Feb 21 1929 I just looked  
at an old passport) I flew Paris to London I had an  
old picture someplace) It was a triplane There  
was only 5 passengers the plane I suppose would hold  
25 as I recall I remember I bought half a pint of  
brandy at the airport finished it in the plane and  
threw the empty bottle out a sliding window I  
watched the bottle fall last may flying to Paris  
I could not help remember seeing that bottle fall  
for 1929 I was in Europe checking on the German shipping  
Salt & Canada below the fair market value (dumping)  
I got that stopped but that another story  
If I can help you any time please let me  
Seems Capt Boudier was the best Pilot here but  
as he was not young during War II I presume he is dead  
now  
With all good wishes Bill Hillman

As and then from across sea specimens etc I will let you know  
kind of they are very good of full size and then I like your books you keep from  
Paris although I know Mr Bond that he was from Le Havre he is now getting better