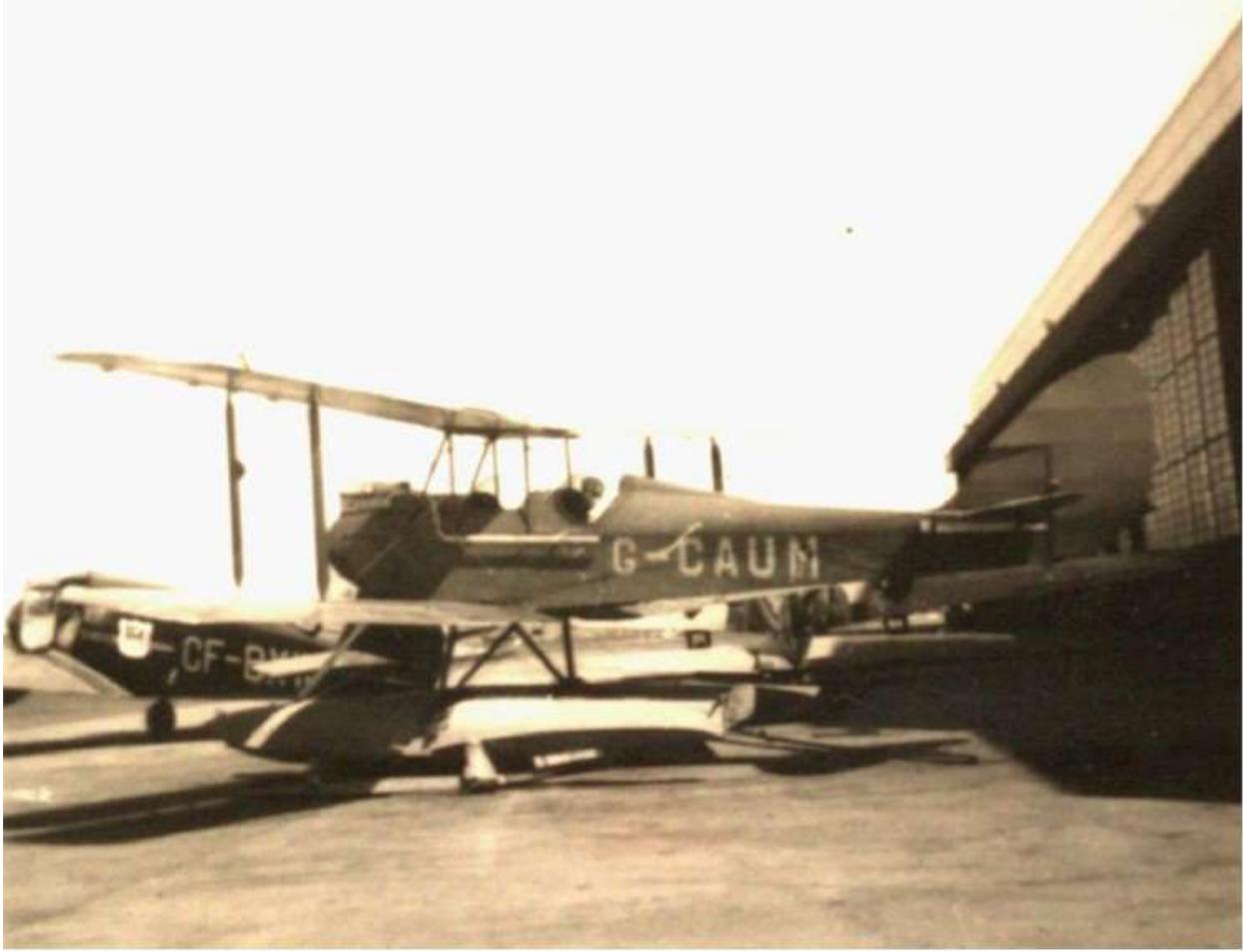


G-CAUM - de Havilland - D.H. 60X Moth



G-CAUM at the Hangar on Sea Island Airport (Vancouver, B.C.) in the early 1940s. (Photo contributed by the late Crawford Fairfoul (Curly) Nairn - 1922 - 2014)

G - CAUM was part of the operation of Kamloops Air Service, at Kamloops's Fulton Field Airport during years 1946-47.

A Man with a Vast Knowledge of Aviation History

"Curly" Nairn was born in New Westminster, B.C., in 1922. His aviation career began in 1941, at No. 18 Elementary Flying School, at Boundary, Bay, B.C. After the attack on Pearl Harbor, 07 Dec. 1941, he was transferred to a base at Caron, Saskatchewan. Returning to his hometown, and new place of work, in Sept. 1942, saw him at Canadian Pacific Air Lines overhaul base. When the "A" bomb was dropped on Hiroshima, Japan, "Curly" was at RCAF Station - Jericho Beach, working beside Wally Siple, who became the aircraft broker, including the Supermarine Stranraer aircraft, in Montreal.

"Curly" had an 11 year stint with Queen Charlotte Airlines, and saw QCA taken over by Pacific Western Airlines. During the 1948 flood, "Curly" was on a Stranraer, used for passenger service from Kamloops (Paul Lake to Vancouver). At Vancouver, he had a hand in the re-building of Stranraer - CF-BYM. At Sea Island Airport, "Curly" is said to have been in charge of maintenance at B.N.P. Airways Ltd (initials believed to represent B.C. Electric/Northern Construction/Powell River companies). Following the crash of Pacific Western Airlines CF-ICK, at Lorna Lake, in August 1960, "Curly" was hired by an insurance company to survey the wreckage and was flown in by helicopter pilot John W. Porter, who possibly had also Bert Vandenharn, a DOT inspector on board.

He moved his family to Kamloops in 1968, and was one of 3 equal shareholders of Inland Aviation Ltd (Incorporated - 02 May 1968), an aircraft maintenance operation. A new company was formed - B.C. Central Aeromotive Limited (Incorporated - 19 Dec. 1968) - having 3 directors, all from the Cariboo region, and "Curly" possibly held the position of Manager. Mary Nairn, "Curly's" wife became a director in January 1969 and was a director until November 1971. Business was officially opened Thursday - 08 May 1969, in new headquarters, near the Fulton Field seaplane base off Tranquille Rd. "Curly" became a director in November 1971. It appears that this company may have been taken over in June 1972, at which time "Curly" was still a director, and Mrs. Nairn a shareholder.

In November 1971, a new name appeared as a director, the name Abram Giesbrecht (an operator of a number of companies on Fulton Field over the next years). 27 Nov. 1972 - a Special Resolution was passed for name change from B.C. Central Aeromotive Ltd. to Central B.C. Air Services Ltd. The Nairn shares were eventually sold to Abe Giesbrecht, but "Curly" continued to work for Giesbrecht for a short while (possibly 1973 - 1978). Crawford "Curly" Nairn held an AME licence for 67 years, but even with fading memory, could yield bits that could lead to an array of aviation stories. "Curly", in retirement, was a fixture of the growing Fulton Field Airport.

Sources: "Curly" himself and Obituary, Kamloops Museum (Kamloops Daily Sentinel), Royal B.C. Museum (Archives).

Research: Neil Burton - 24 September 2018 (revised)