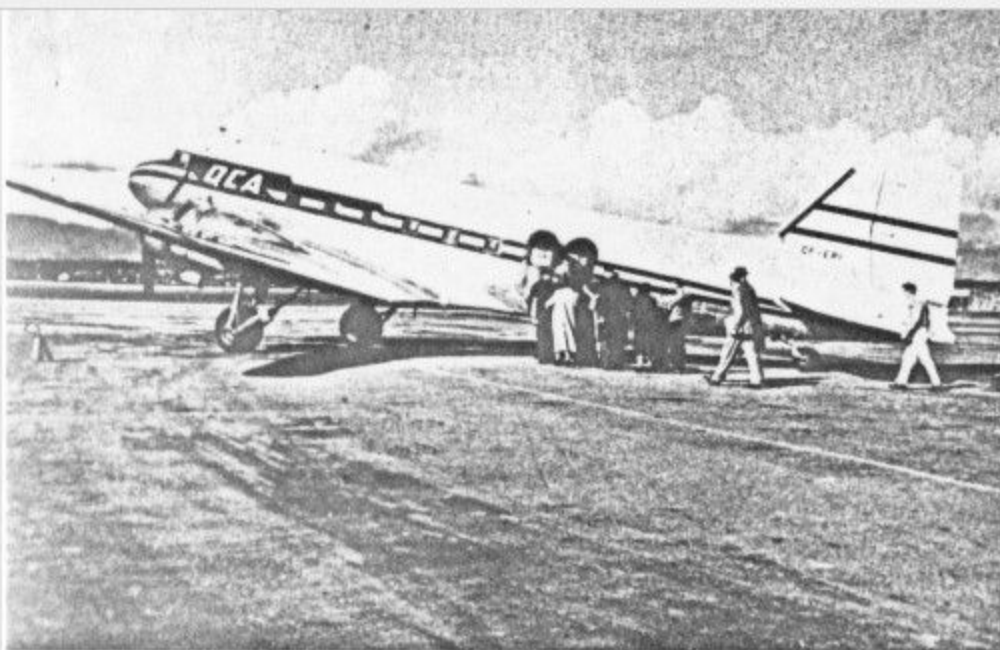


the story of



serving the B.C. coast


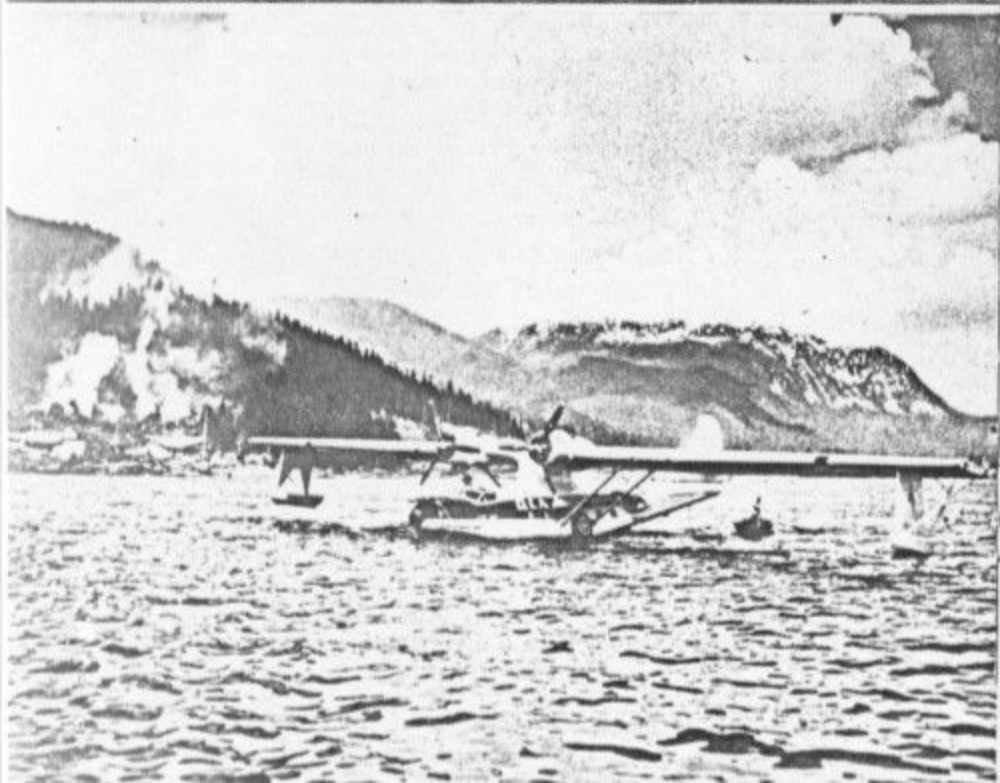


Queen Charlotte Airlines employs the most suitable and efficient equipment for the work to be performed.

World-famous 28-passenger Douglas DC-3 airliners ply the inter-city routes of Vancouver—Powell River—Comox—Nanaimo—Tofino.

Amphibians, capable of serving both land and seaports are used to provide maximum convenience and efficiency.

Company policy requires the use of multi-engined equipment on all scheduled routes.

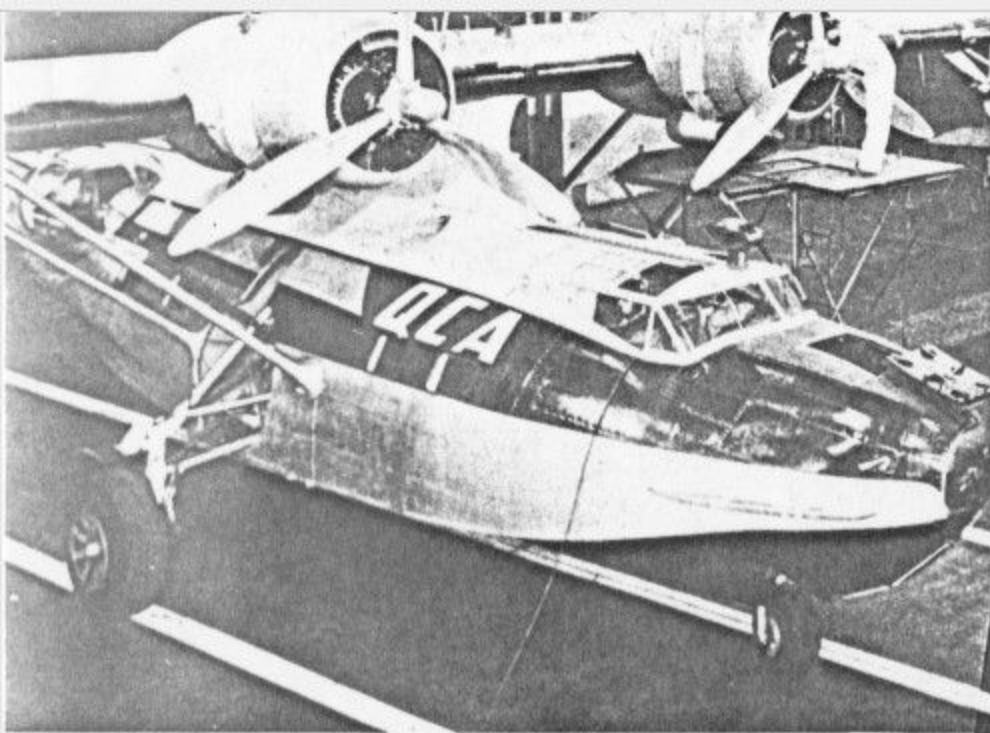


Sturdy Norseman seaplanes of our northern division at Prince Rupert maintain contact with isolated communities on a non-scheduled and charter basis.

Over a period of years, a great deal of work has gone into the building and moulding of Q.C.A.

We hope, by means of this little booklet, to have given you a clearer picture of the inner workings of Q.C.A. It is serving British Columbia and you.

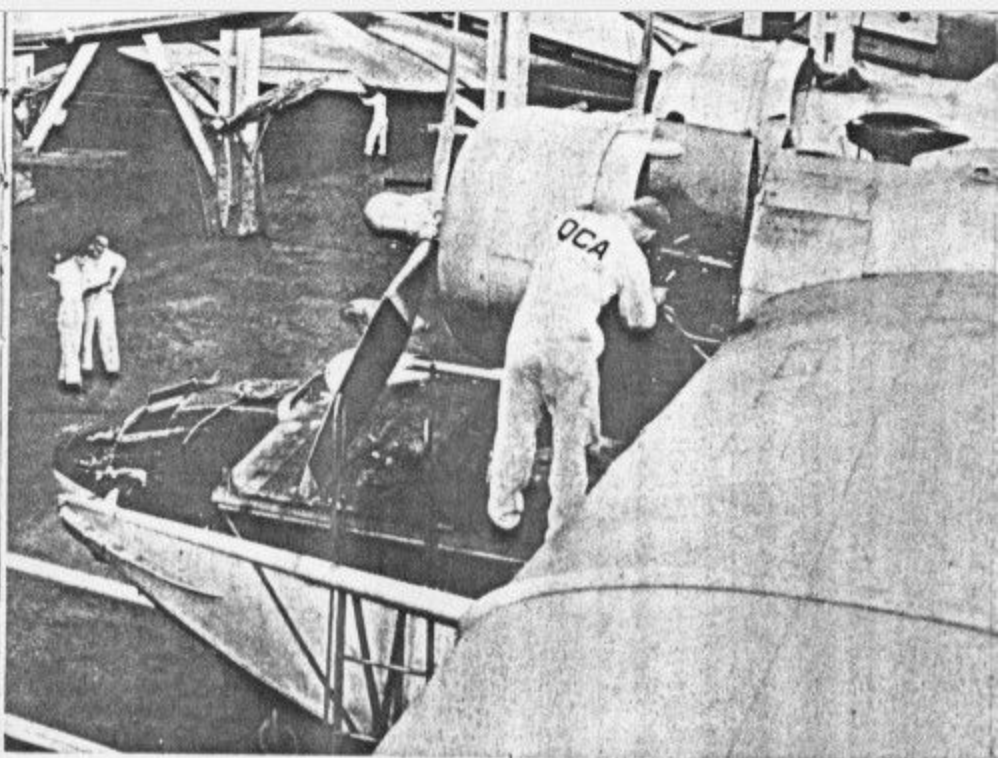
A. J. Spilsbury—President; E. Lando—Vice-President; A. H. Suddes—Assistant General Manager; Capt. E. W. Bendall—Manager of Flight Operations; Capt. W. S. May—Chief Pilot; R. W. Richards—Chief Accountant; J. T. Hepburn—Executive Assistant; J. E. Kyte—Supt. Traffic; R. L. Lake—Supt. Maintenance; T. McLaughlin—Chief Inspector; J. A. Rice, B.Ap.Sc.—Chief Aeronautical Eng.; R. B. Gayer, Sales Mgr.



Engines, radio units, electrical components and instruments are changed and the entire aircraft is thoroughly examined.

Such repetitive work, while costly, is the only means of maintaining a high standard of efficiency.

Aviation is a fast-developing industry and one of the main functions of the engineering department is to keep abreast of new developments. New paints and protective finishes are analyzed, new materials are tested.



Shop tooling and manufacturing procedures are constantly reviewed for betterment.

An average of fifty maintenance personnel are employed within the company's network of bases, many of whom are government-licensed air engineers who must meet certain minimum standards of experience.

All these men are artisans — specialists in their trade and take pride in their work. Many have been in the employ of Queen Charlotte Airlines since its inception.

flight operations . . .

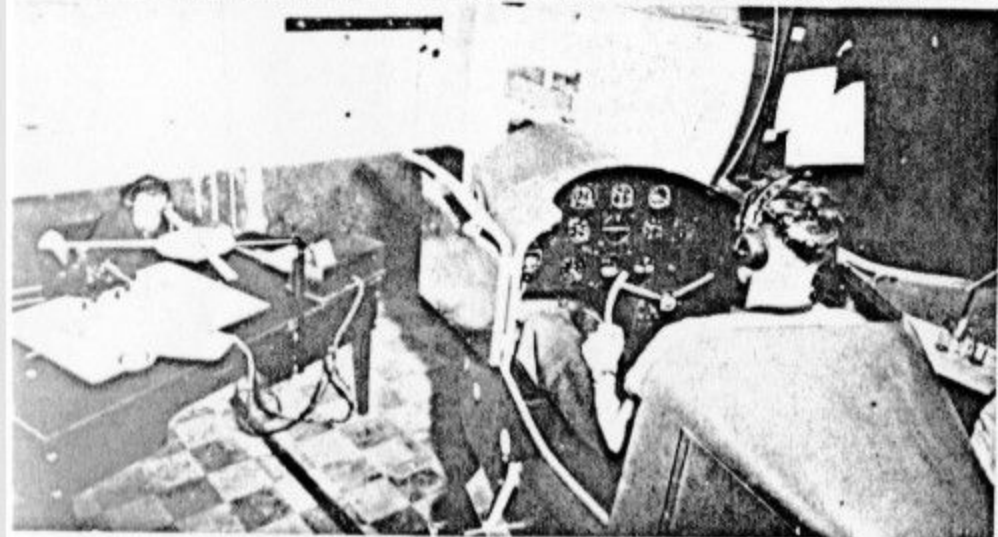
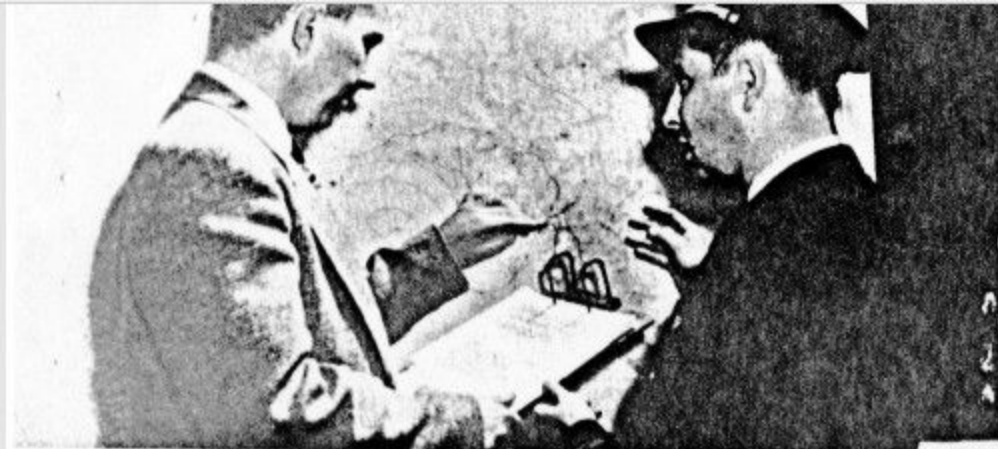
Queen Charlotte Airlines trained flight crews consist of a captain, first officer, steward or stewardess.

Pilots are periodically checked for alertness and physical fitness. Company ground training equipment such as the Link trainer assures navigation skill and company policy requires medical examination every six months.



Every flight, no matter whether of short or long duration, is thoroughly planned by the flight crew and chief dispatcher. Together, they review flight conditions in great detail and then map out the entire flight, mile by mile, hour by hour, before it leaves the ground. During this pre-flight briefing, weather maps and meteorological information, supplied by teletype direct to the operations office, is thoroughly analyzed.

Thirty transmitting and receiving stations are operated by Queen Charlotte Airlines along the entire length of the coast of British Columbia, thus enabling each flight to be in constant contact with our operations headquarters.



Queen Charlotte Airlines is exceedingly proud of its pilots. They are men of high calibre.

Over twenty Q.C.A. captains have an aggregate of approximately 18,337,500 miles of flying experience.

Their average age is twenty-eight years and most of them have seen service in the Royal Canadian Air Force or with leading airlines.



maintenance . . .

Maintenance facilities at Queen Charlotte Airlines consists of forty thousand square feet of modern hangars and shops which include engine accessory, radio, electrical, sheet metal, upholstery, paint shops and large stores.

Engineering, maintenance and inspection staffs combine their skill and knowledge in performing preventative maintenance on a year-round basis, as is standard airline practice.

Preventative maintenance means replacing parts and components before they wear out. Each of Queen Charlotte Airlines aircraft is subject to 50, 100, 150 and 300-hour periods of these progressive checks aside from the daily and turn-around inspections.



administration . . .

In the modern administration building are the accounting, flight operations, communications, purchasing and other related departments—here orders are processed for stationery supplies: aircraft parts and components, aviation fuel — over 50,000 gallons per month — and many hundreds of necessary items too numerous to mention.

Schedules are planned, revised, routes analyzed to best suit the travel demands of the public.



traffic . . .

Queen Charlotte Airlines main traffic and administration facilities are located at the Vancouver International Airport.

Efficient reservation and ticket agents are at your service around the clock to handle your reservation, be it to a point on our system of scheduled flights or an individual charter flight to your special requirements.

In addition, some thirty-five Q.C.A. agents, strategically located on the coast of B.C., are likewise at your service.



When you travel . . .



quick facts . . .

QUEEN CHARLOTTE AIRLINES

. . . Present Route Mileage is
4,685 miles or
equivalent to the distance
between Vancouver and Paris
or Vancouver and Tokyo.

. . . Has Carried
299,869 passengers
3,365,464 pounds of freight
260,290 pounds of mail

. . . Has Flown
11,326,977 miles
on the coast of British Columbia

. . . Transports approximately 5,000
persons per month to and from
the various populated centres on
the coast of British Columbia.

. . . Employs approximately 200 people
with an annual payroll exceeding
six hundred thousand dollars.

this is the story of Q.C.A....

Since the beginning of time, every age has had its pioneers—the men who pave the way for the development of new industries and the exploitation of new commercial fields. In the wake of these pioneers, the first and foremost important need which arises is that of communication and transportation — a direct contact with the big cities and sources of supply.

The pattern which the industrial development of British Columbia has taken over the past ten or fifteen years created just such a need — Queen Charlotte Airlines — a modern, fully equipped transportation unit — has "grown up" with British Columbia and established itself as a vital link for the people in the outlying areas of the province.

With the purchase back in 1943, of the little Waco seaplane shown in the upper left-hand corner, Queen Charlotte Airlines was "in business" — it would have been hard to realize then that Q.C.A. was destined to grow with British Columbia and in such a short space of time rank as Canada's third largest scheduled airline.

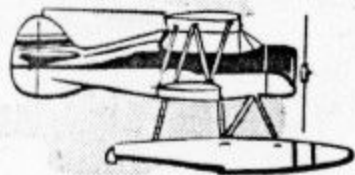
In these years since 1943, many equipment changes have taken place—today, 28-passenger DC-3 airliners give frequent service to the mainland and Island cities and the drone of the twin-engined Canso amphibians or large flying boats has

become a familiar sound to the people of mining and logging camps and the isolated communities all along our coastline.

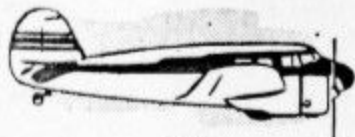
During these ten years, every endeavour has been directed towards the constant improvement in quality and frequency of Q.C.A. service.

One of the first requirements of any scheduled airline is a staff of highly specialized and efficient personnel. Q.C.A.'s staff have been carefully selected for their particular qualifications, for the job they have to do — they have years of experience in the airline business and their combined skill and knowledge are at your service.

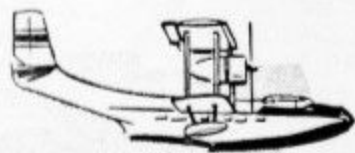
Each one knows his job and does it well — the pilots, the crewmen, the ground personnel, the office staff, the administrators — each one in his own capacity contributes to the comfort and reliability of your flight. These are the men and women who make Q.C.A., it is their story which we would like to tell.



1943



1945



1946



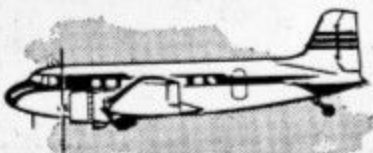
1947



1948



1951



1953

