

Flying Fire Trucks

– The History of Aerial Fire-Fighting in Canada

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Update #9

October, 2003

October's proven to be another slow month on my project. I did manage to clean up several hundred photographs of Air Spray and Forest Protection Limited aircraft.

One project I started was creating a webpage to outline my book project and how I'm going about it. Hopefully this helps draw more interest from people in the fire fighting and publication industries. I've noticed that none of the people I talked with this summer have chosen to reestablish contact after the fire season. Hopefully this will make it easier.

November, 2003

At the start of the month, I emailed off drafts of several chapters to certain people to have them fact check what I'd written. I think everyone will agree when I say it's no use writing something if it isn't correct.

I've received the corrected material back I was happy to see that all three people though what I'd done was, "accurate and interesting reading." I'm happy to see that three years of work is actually paying off. They also didn't have too many corrections to make, mainly just the fine tuning of minor points.

December, 2003

This month, I've had telephone interviews with pilots from Skyway and Conair. Tom Wilson in Abbotsford sent me a package of Conair memorabilia that will greatly increase the accuracy of Conair's history.

Speaking about Conair, I contacted their senior staff and was redirected to their check pilot.

My boss, whose father was one of the first EPA PBY pilots, lent me some books with information on EPA and the Newfoundland Government's fire bombing activities. The information was useful in getting a good understanding of what's gone on, on Canada's 'other' coast. At the same time, we're trying to arrange an interview with his father, who lives on the rock.

*I'd like to wish everyone and their families the
Best for the holidays and all the best over the next year.*