

## **1929 FOKKER SUPER UNIVERSAL (CF-AAM)**



CF-AAM in all her glory  
On permanent display at Western Canada Aviation Museum in Winnipeg, Manitoba  
Photo courtesy John Olafson

Fokker Super Universal S/N 827 came off the production line in January 1929 in Teterboro, New Jersey. One of the first monoplanes (with a single wing), she displayed all of the qualities required in an aircraft that would spend most of its life on very rough airstrips or worse. With a 51-foot (15.3-meter) wingspan and very thick wing root, the Fokker Super Universal was both responsive and stable. One of the features that made it possible to use rough landing spots without knocking the plane apart, was an ingenious shock absorber consisting of a length of bungee cord, seen at the top of the strut.

The 1929 Fokker Super Universal was one of 80 that were built in the Fokker plant in New Jersey costing \$22,000 in 1929, making it worth more than 80 Ford cars. Coming from the factory, it was painted blue with varnished wood wings.

The plane is powered by a nine-cylinder, 410 hp Pratt & Whitney engine, carries 150 gallons of fuel, enough for about six hours of flying with a cruising speed of about 100 miles per hour. The propeller is a nine foot adjustable metal. The plane is covered with cotton fabric and has farm implement tires.

Fokkers were put into service in every corner of the world, as well as exploration, freight, mail and passenger service. In 1929, Goodyear purchased one, becoming the first company in the world to have an aircraft specifically for tire testing.

CF-AAM was purchased new by the Consolidated Mining and Smelting Company (Cominco). Between 1929 and 1934, it was used in the company's mineral exploration program, based at Trail, British Columbia, but working in remote areas throughout Canada on wheels, skis and floats. One of the first missions assigned to CF-AAM was to join in the search for a group of geologists and surveyors working for Dominion Explorers Ltd. Known as the MacAlpine party, the search became one of the largest and most costly in Canadian history. The men were eventually found in the Cambridge Bay area, and AAM helped bring them to safety.

In 1934, a new chapter in AAM's story began. George Simmons, who lived in Carcross, ran a fox farm and had the contract to carry the mail from Carcross to Atlin. He used boats and trucks to carry the mail in the summer and dogteam in the winter, but was intrigued by the possibility of using an airplane year-round. He was able to purchase AAM from Cominco, and in October 1934, he and pilot Bob Randall traveled to Trail to pick her up.

With wheels and skis stashed in the back, AAM lifted off the Columbia River and headed for Carcross as the flagship of Northern Airways Limited. She was immediately put to work hauling mail, freight and passengers to Atlin, Mayo, Fort Selkirk, Dawson City and many remote destinations in the Yukon and northwestern British Columbia.

In the late fall of 1936 the Fokker was badly damaged on Frances Lake when it hit submerged rocks. Over the following winter, though, it was repaired and flown back to Carcross. In August of 1937 AAM was flown to Vancouver, where it was professionally rebuilt, but she had only been back in the Yukon for less than three months when her career came to an end.

On December 5, 1937, pilot Les Cook attempted to leave Dawson City with six passengers aboard. While attempting to take off, the plane failed to reach flying speed and lost a wheel after leaving the runway. There were no serious injuries, but the plane was considered a write-off, and was stripped and left in the brush.

As the years passed the beautiful yellow and green Fokker became a virtually unrecognizable pile of wreckage, but in 1974, local pilots Bob Cameron and Tony Hanulik, realizing the historic significance of the aircraft, retrieved what remained. After sitting in Cameron's yard with parts of two other Fokkers for a while, though, it also became clear what a massive undertaking a restoration would be, and the Western Canada Aviation Museum was contacted. Cameron told a *Whitehorse Star* reporter that "They sent up two Air Force Hercules to fly it out, which tells you something about what they thought of the find."

While reading a magazine article Bob learned of a gentleman by the name of Clark Seaborn of Calgary, Alberta that restored aircraft. He contacted Mr. Seaborn to discuss restoration projects and when Clark admitted to needing another challenge the men, along with Don McLean from Lethbridge, Alberta combined their expertise. The museum had no definite plans to restore the plane and after lengthy negotiations with the museum, an agreement was reached which would allow Seaborn to restore the plane in exchange for the rights to fly it for five years.

Clark spent six months doing research. He began looking for artifacts, parts, drawings, paperwork of any kind that would give clues on the plane. He was allowed access to the Federal Aviation Administration archives in California. He stated, "There were 30,000 feet of paper in elastic bands in boxes on shelves. An earthquake had toppled the boxes and spilled everything. The clean-up crew had stuffed the papers back into the boxes without any semblance of order" but luckily Clark managed to find some useable information.

The men found pieces in piles of rusting plane parts tossed alongside hangars or in old buildings across Alaska, Canada and the lower 48 states. What they couldn't find Clark built, such as the rudder, the wing and much more. They had skis and Bob later found and retrieved the original floats from a lake.

The most time consuming to make was the wing. (It should be noted that the Fokker had a single wing, not only in the sense that it was a monoplane, but also because it was built in one piece – typical Fokker fashion). Clark estimated it took about 4,000 hours. Narrow strips of wood had to be steamed so they would bend and then they had to be held in place while the glue dried. The wings have 90,000 little brass nails that were put in one by one. Spacings for the nails were shown on the drawings, some as close as a quarter of an inch apart.

The interior and the seats are covered with mohair, just like the original. Particular attention has been paid to every detail, always striving for authenticity of the period, using original methods, tools and equipment.

Because the plane was like a living thing, it changed from time to time as it was fixed and patched up after accidents and incidents while working in the bush. The planes of this time in the Alaskan and Canadian wilderness were used for hauling and frequently had mishaps as they tried to land with floats on the lakes or with skis on the rough snow-covered ground. Because of the Fokker's varied and colorful history, the men had to choose a point in time and stay with it. They chose March 1935. "Airplanes are a passion," said Seaborn, "and this one became an obsession. Don't be discouraged," he advised, "and don't let the lack of information scare you. That's part of the fun," he said of the search.

It took 18 years and 10,000 hours of work for Seaborn and aviation engineer Don McLean to rebuild the plane, and on July 24, 1998, CF-AAM took to the air for the first time in 61 years. Although the Pratt & Whitney radial engine looks original, it and the propeller are replacements.



CF-AAM

On permanent display at Western Canada Aviation Museum in Winnipeg, Manitoba  
Photo courtesy John Olafson



Bob Cameron / Clark Seaborn / Don McLean



L-R Garth Pritchard (videographer / Don McLean / Clark Seaborn / Bob Cameron  
Greg Herrick  
National Air Tour

### **Specifications**

Wingspan: 50' 7"

Length: 36' 7"

Gross Weight: 5,150 lbs; later models 5,550 lbs; empty weight landplane 2,950 lbs

Engines: 410 hp Pratt & Whitney 'Wasp'

Cruise Speed: Maximum speed wheels 138 mph; cruising speed (factory brochure) 118 mph; cruising speed skis 105 mph

Fuel Capacity: 150 imp gallons

Max. Range: Approximately 700 miles

Price: At factory, \$22,450 float equipped, while the price of a Ford automobile was \$275 (1928)



Bob Cameron, along with two other pilots, flew from Calgary to Whitehorse in this Fokker Super Universal aircraft.

Photo courtesy Yukon News



Clarence Tingley and Bob Cameron at the Castlegar Air Show, year 2000 with Fokker  
Bob Cameron Photo



Fokker in Castlegar  
Bob Cameron Photo

Among the many flights since the restoration, there have been some particularly significant ones. In Trail, AAM was photographed in front of the same hangar where she sat in the 1930s, and Bob Randall, who at 92 years of age who now lives in Victoria, was taken up for another flight.



Saydie-Ann Billy-Kendall, great granddaughter of George Simmons, sits on the wheel of the rebuilt Fokker Super Universal Wednesday afternoon in Carcross. Simmons bought the original airplane in 1934 and started Northern Airways in the Southern Lakes area. He also built the hangar at the Carcross airport.

Photo courtesy The Whitehorse Star

Tourism Yukon sponsored the initiative to bring her back to the Yukon. Between June 7 and June 13, 2001, she was flown over the same routes she had traveled 65 years previously, visiting Castlegar, Whitehorse, Fort Selkirk, Dawson City, Mayo, Atlin and, of course, Carcross.



Home Again – The Fokker Super Universal touches down at the Carcross airport Wednesday afternoon on its commemorative mail run.

Photo courtesy The Whitehorse Star

### **Fokker Touches Down in Carcross**

**Source: The Whitehorse Star, Thursday June 14, 2001**

**By STEPHANIE WADDELL**

For the first time in 64 years, a former Yukoner of sorts has returned home. Over a hundred people, tourists and Yukoners alike turned out at the Carcross hanger Wednesday to greet the Fokker Super Universal CF-AAM as it touched down on the runway and taxied to the front of the hanger. "You know, with all the things we've done with this plane, all the places we've gone, all the acclaim we get, the highlight for all three of us guys, quietly in our own minds, the highlight is Carcross," said Bob Cameron, who co-piloted the flight with Clarke Seaborn. "And that's because this plane is home." The plane served as the territory's mail service in the 1930s under the leadership of George Simmons, a Carcross fur rancher who had been contracted to carry the mail from Carcross to Atlin by way of boats and trucks through the summer and dog-teams in the winter.

Simmons wanted to deliver mail year-round by air, and in 1934, he and Bob Randall, a local pilot, bought the plane from Cominco in Trail, B.C. This meant that Carcross now had air service – Northern Airways Ltd. – which eventually began transporting mail, freight and passengers to Dawson, Mayo, Atlin and around the territory.

"I remember when the mail came into town in the 1930s," reminisced John Scott in an interview as the plane circled over Carcross.

"Oh, here it comes," he said with a smile as the plane landed on the run way.

In 1935, National Geographic used the plane as part of the first mapping expedition into St. Elias.

By 1936, Northern Airways had three planes in its fleet, including two Fokkers.

It was only a year later, however, that the Fokkers were damaged on rock drifts in Frances Lake. The planes were repaired on site through the winter and returned to Carcross where they were put back into service.

Later that year in August, the CF-AAM was flown to Vancouver where it was rebuilt and returned to Carcross in September.

The plane would only remain in service for about three more months because of a crash near Dawson City. The CF-AAM began departing Dawson on a run way covered in eight inches of fresh snow. The plane failed to reach flying speed and careened off the end of the runway, tearing off the undercarriage.

The plane was stripped and abandoned at the Dawson airport.

It was nearly 40 years later, in 1974 when Cameron and Tony Hanulik, another local pilot, retrieved the remains of the CF-AAM.

Cameron and Clark Seaborn of Calgary later began reconstructing the plane and in 1998, the CF-AAM flew

again for the first time in over half a century. Cameron and Seaborn were joined by Don McLean, an engineer from Lethbridge in restoring the aircraft.

"It's been a part of my life for 20 years," said Seaborn in an interview yesterday after the plane landed at the Carcross hanger.

The restoration took 10,000 hours of work.

The Fokker began its 2001 - A Yukon Odyssey on Saturday, taking with it numerous letters when it ventured from Whitehorse to Ft. Selkirk and then to Dawson. On Monday it flew to Mayo, and on Tuesday it ventured to Atlin, before making its final journey in the odyssey to Carcross yesterday.

Throughout the journey commemorative stamps were placed on the envelopes flown to Carcross from the various communities in this recreation of history.

McLean noted that there were approximately 2,000 envelopes received on the Odyssey.

"It's great to be a part of the Yukon's history," he said.

He noted that the nicest part of the trip has been the "genuine" enthusiasm of the communities taking part in the event.

That enthusiasm was evident in Carcross as both young and old turned out for the arrival of the Fokker. Friends such as Carole Ford and Janet Ens brought their families out and could be heard talking about the historical plane.

"It's actually quite neat to watch it come in and think that's how the mail used to be delivered," said Ens.

Both mothers said the families came out because their children couldn't miss the event.

As the parents socialized some of their children looked over an information display on the aircraft.

"It's cool," the four of them agreed.

Brett Ens was especially intrigued by the doors.

"The doors inside the cockpit into where you get out was really neat," he said.

A reception wrapping up the event was held in Carcross last night.



Distant Memory – John Scott was in attendance at the Carcross airport Wednesday to greet the rebuilt Fokker Super Universal. Scott recalls the mail coming into Mayo when the Fokker was in service in the 1930's.

Photo courtesy The Whitehorse Star



CF-AAM leaves Carcross late on June 13, 2001 - will she ever be back?  
Photo courtesy Murray Lundberg website

On each leg of the Yukon tour, a few envelopes, known as "covers" to collectors, were flown to commemorate CF-AAM's mail delivery role. A cover from the Whitehorse-Fort Selkirk leg is shown below.



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Courtesy of Murray Lundberg  
[webmaster1@yukonalaska.com](mailto:webmaster1@yukonalaska.com)  
<http://www.explorenorth.com/library/weekly/aa062101a.htm>

## **Historic Yukon aircraft soars again**

**By Michael Hale**

**The Whitehorse Star June 8, 2001**

A plane built in New Jersey, flown across B.C. and the Yukon, taken over the St. Elias mountain range, and crashed in the bush around Dawson City is back for another run.

Bob Cameron, a local plane and history buff, dragged the downed bird out of the bush back in 1974, and waited 24 years before seeing it rise into the air again.

This Phoenix tale is being commemorated by Canada Post, with special envelopes and stamps, including a historically accurate #8-size air mile envelope with two two-cent stamps, a copy of the original Northern Airways cachet.

Northern Airways is the Carcross company that used the Fokker to deliver mail throughout the territory and parts of northern B.C. in the 1930s.

Cameron's dream of bringing the plane back to life hinged on the work of Calgary's Clark Seaborn, another plane buff who just happened to share Cameron's affinity for 1933 Waco UICs.

The two met in the late 1970s, while Cameron was in Alberta at an air show. After sharing stories, Cameron and Seaborn hatched a plan to get the Fokker airborne once more.

Cameron had previously contacted the Western Canadian Aviation Museum, and curators there had sent up two air force Hercules to haul the shell and parts from two other Fokkers down to their warehouse.

Seaborn and Cameron brokered a deal whereby they, along with airplane mechanic Don Maclean, would rebuild the Fokker to its original glory in exchange for five years of flying time.

After 18 years and thousands of man hours, the Fokker flew again for the first time on July 24, 1998.

Having won awards at air shows around North America, the big yellow and green bird is back in the Yukon to relive its mail run days.

The Fokker was originally built at a New Jersey factory in 1929. It was used by Carcross' Northern Airways to deliver mail between Whitehorse, Carmacks, Ft. Selkirk and Dawson in the mid-1930s, until its crash on take-off from the Dawson airstrip on Dec. 5, 1937.

That run will be recreated in the coming days, beginning on Saturday morning, when it will lift off from the Whitehorse airport at 10:00, arriving in Ft. Selkirk 90 minutes later.

From there, the mono-wing plane will head for Dawson, with a scheduled arrival time of 3 p.m.

Mayo will also get to see the plane when it touches down at noon on Monday, before heading for Atlin, B.C. on Tuesday.

Carcross will welcome the Fokker home on Wednesday with a scheduled arrival of 4 p.m. A final mail cachet and round-up reception will be held before the plane leaves the territory once again.

The Fokker is on display at the Yukon Transportation Museum, next to the airport, until Saturday.

Bob Cameron sent along some interesting information in August, 2007. - Donna

*The Fokker was the first airplane purchased by George Simmons when he started Northern Airways in Carcross in 1934. It was used (on skis) in support of the historic Washburn Expedition into the Canadian St. Elias Icefields, as well as for numerous flights into the hinterlands, hauling freight, passengers and mail, on floats, wheels and skis.*

*In 1937 pilot Les Cook had an accident with it during take-off at Dawson City, and Simmons elected to strip it and abandon the remains at the Dawson airport. In 1974 Tony Hanulik and I retrieved its scant remains out at Granville (don't ask me how it got there!). I then went out and gathered up the remains of Northern Airways' other two Fokker Super Universals, CF-ATJ and CF-AJC, and wondered about the feasibility of reconstructing one of these historic bushplanes, extinct since 1942.*

*Enter, Calgary-based aircraft restorer Clark Seaborn, and Aircraft Maintenance Engineer Don McLean. Long story short, with the help of pieces from 5 other Fokker Super Universal wrecks, Clark and Don re-constructed old AAM, and on July 24, 1998, she took to the air again for the first time in 61 years. For the next 5 years (summers), Clark, Don and I flew AAM all over North America (25,000 miles), including a return to its Yukon routes (and roots) in 2001 in which we flew commemorative Air Mail flights to Dawson, Mayo, Fort Selkirk, Carcross and Atlin. Letter covers from these flights are available at the Yukon Transportation Museum.*

*We also flew it to the Oshkosh (Wisconsin) Airshow, the biggest airshow in the world and won "Judges Choice", and flew in the American National Air Tour of 2003 (invitation only - we were the only non-Americans invited) in which we flew 8000 miles and visited 26 American cities, with all kinds of fanfare. We also flew it in the CNE Airshow at Toronto in 2003.*

*Today it resides on permanent display in the Western Canada Aviation Museum in Winnipeg. We have tons more history and photos of this piece of Yukon aviation history*

**FOKKER CF-AAM FLEW INTO OUR HEARTS  
RAMBLING BY DOUG BELL  
THE YUKON NEWS, JUNE 13, 2001**

When the Fokker came in and taxied onto the dirt off the ramp, I stood in the dust, turned away, fighting tears, but I didn't cry.

"Then I sat in it, thought of Alex sitting up front at the controls and..." – Olive's voice faded into thought, and left me to suspect she'd traveled 60 years into the past, when her husband sat in the left front seat and flew the Fokker CF-AAM around the Yukon. "I thought flying on floats was the most fun. I loved the early morning flights; all alone, above the clouds, they were all pink – it was beautiful, just beautiful!"

It was June 8, two days after Fokker Super Universal, CF-AAM, landed on Yukon soil again. Olive Torp, (b. Olive Fredrickson), and I journeyed Yukon's aviation memory lane. "Yes, the *Tutshi* was running, and Polly the parrot reigned supreme in Carcross when we lived there," Olive recalled. "You know that bird could swear till the air was totally blue, yet when I took our baby son David to the café, Polly never, ever swore."

"That behavior was very remarkable. It was as remarkable as when they had a funeral for a bird. Where else but the Yukon?"

The last time she sat in the Fokker, she was Olive Dame, wife of Alex Dame, one of the pilots who flew for George Simmons' Carcross-based Northern Airways in 1940. "Alex flew for White Pass when we first came to the Yukon," she told me. "He thought Northern Airways had better maintenance, so he hired on with them and we moved to Carcross. He worked for them till he volunteered for Ferry Command, and we moved to Montreal. Not many know Ferry Command pilots were all volunteers, and you know they even flew single-engined aircraft across the Atlantic."

A long-ago sound interrupted her words. Above us was Fokker CF-AAM, heading north. Olive recognized it at once. "Clark (Seaborn) said they weren't going to Dawson till Saturday. I guess they're doing just what we did in the old days, taking advantage of the weather," suggests Olive. Then she paused, and quietly finished her story: "I never celebrate St. Patrick's Day – that's the day Alex was killed test flying a Mosquito in 1943."

We sat silently watching and listening as the Fokker disappeared over the northern horizon, and the distinctive staccato of the engine faded.

It was a sound we'll not hear in the Yukon ever again after one-of-a-kind CF-AAM flies south this week on a meandering journey through Burns Lake and Fort St. James, where it worked in the 1930's, then Calgary, and in a couple of years to its permanent home, The Western Canada Aviation Museum in Winnipeg. That museum owns the machine.

Olive broke our mutual silence. "We knew the sound of every airplane then; who was flying it, where they'd gone, you know! Northern Airways nose hangar is still in Carcross, did you know that? Alex loved night flying, especially moon-lit nights. When I asked him how dangerous the mountains were, he'd say no two mountain peaks are alike, so it's easy. You always know where you are. Anyway, as soon as I heard his plane, I'd put the coffee on, and get him something to eat."

We agreed they were more relaxed times; until the war came along. People weren't in a hurry. They were more understanding, or maybe they didn't expect the perfect service people demand today. "Alex flew Sally Rand around once – you know, the famous fan dancer – but I don't remember where, or when. I do remember him coming home two days late one Christmas, looking like the cat who'd swallowed the canary. Weather forced them down, so they chose a lake they knew with a trapper's cabin nearby. The trapper was gone, so they made themselves at home. The next day the weather was still bad, so they settled in for a long wait. Fortunately, they had a load of mail and turkeys, so they cooked themselves a Christmas turkey dinner with all the trimmings they could find. Just before sitting down, they noticed a box camera on a shelf, and recorded their visit. A couple of days later, the weather broke. They left a clean cabin, you had to in those days, put the camera back on the self, but instead of a note, left only negatives on an undeveloped film, and no other evidence they'd been there."

"Come spring, when the trapper had his winter film developed, he was puzzled by the photographs of these men he knew in his cabin, eating a turkey he knew he didn't have. They left him wondering all summer before they told him."

"Million Dollar Valley? Yes, Alex and Herman Peterson flew USAF people into the valley – 1942, I think. It wasn't such a big deal to us, though they made it sound as if it was. "You know, many of those American Lend Lease pilots in World War Two were from the southern states. They only had a few weeks' training, some had never seen snow, and knew nothing about icing conditions and how to handle it. They were dropping like flies. I think that's what happened to those three."

CF-AAM became part of Yukon history in 1934, when George Simmons got an idea. He had the mail contract carrying mail from Carcross to Atlin, using boats and trucks in summer, and dog teams in winter. He became intrigued with the idea of carrying mail year-round by air. He found and bought, Fokker CF-AAM from Cominco (Consolidated Mining and Smelting Co.) in Trail, B.C. He, and Bob Randall flew it home, and put it to work serving Dawson, Atlin, Mayo and anywhere else any Yukoner wanted to go. Despite losing two husbands to airplane crashes, Olive Torp, a raconteur of aviation anecdotes, worked all her life in the aviation industry, including Yukon Southern, then Canadian Pacific.

"Did you know there were 57 airlines involved in the founding of Yukon Southern?" she asked. "Not 57 directly, but if you trace the final founders back, like a family tree, you end up with that many." Olive put it as well as I've heard it said, "Flying in the North then was like the goldrush at Dawson, a one-of-a-kind time, something is gone that will never return."

A team of dedicated volunteers brought us a gift from the past, and Olive Torp gave us a glimpse into bygone days when AAM, and other Fokkers were the beginning of the Yukon's aviation frontier. From the recovery of the wreckage near Dawson City in 1974 by aviators Bob Cameron and Tony Hanulik, to touchdown in

Whitehorse, a remarkable story unfolded separate from the story of the AAM itself. The idea was nurtured through almost three decades, by one of our own bush pilots, and aviation historian, Bob Cameron.

Here unfolds a story of dedication, tenacity, skill, and generosity. From a rusty steel frame to a canvas-covered work of art, lovingly restored over 18 years, by artists, and master craftsmen, Clark Seaborn and Don McLean.

Behind the scenes cheering them on with money, material, labor and encouragement, we find the Yukon government's *Stay Another Day* program, the Western Canadian Aviation Museum in Winnipeg, and many more unnamed players who deserve our praise and appreciation.

Bob Cameron, though, deserves special recognition. He saw more than rusted steel wreckage; he had a dream. He saw his dream come true when CF-AAM flew again. He nurtured it from beginning to end, from a rusty tubular steel frame, to the "magnificent flying machine," which flew into our hearts, deserves special recognition and praise from Yukoners, past and present. A tip of the biggest Yukon hat we've got, Bob!

The Fokker crew hasn't been alone on this incredible journey. A team from Black Spring Productions, out of Calgary, tagged along with them to film this incredible journey. Watch for the release of their documentary, perhaps this fall, and see it all – the story of this one airplane's fascinating journey through our land and the people who became part of its life, or was it part of their life? No matter, it sits well either way.

We are in your debt, all of you, ladies and gentlemen.

**CF-AAM HISTORY**  
**Library & Archives, Canada files**  
**Courtesy Terry Judge - Ottawa**

CF-AAM Fokker Super Universal (827) [Source: Microfilm T=T-7417]

1929.01 T Mfd  
1929.02.11 US CofAforE E.120  
Sale : Fokker Aircraft Corp to Western Canada Airways Ltd, Winnipeg, MB[Western Canada Airways Ltd were the Fokker agents in Canada at this time]  
1929.04.19 CofR 619 (C), Consolidated Mining & Smelting Co. of Canada Ltd., Winnipeg, MB  
1930.03.04 Inspected. Cert endorsed  
1930.09.15 Accident. Pilot K D Dewar. Near The Pas MB. While setting up for an approach, the throttle was opened but the engine did not respond, although it continued to run. Because of strong winds, the aircraft could not make the river and force landed in a field, where the floats dug in and the aircraft overturned  
1931.03.20 Inspected at Trail, BC after repairs. Cert endorsed  
1932.03.08 Inspected at Trail, BC. TT=685:00. Cert endorsed  
1932.10.14 Inspected at Burns Lake, BC. In poor condition having been left outside the previous winter.  
1932.12 Inspected at Trail, BC. TT=1,020:00. Dismantled  
1933.02.14 Accident. Pilot W G Jewitt. Merry's Flat, 1 mile S of Trail. While taxiing, the left ski struck the end of a gully, demolishing the undercarriage and bending the prop.  
1933.06.18 Inspected at Trail, BC. Cert endorsed  
1933.11.29 Inspected at Trail, BC. TT=1,380:00. In for repair  
1934.05.16 Inspected at Columbia Gardens, BC. TT=1,550:00. Cert endorsed  
1934.08.29 Inspected at Fort St James, BC. TT=1,844:00

- 1934.10.12 Bill of Sale: The Consolidated Mining & Smelting Co of Canada Ltd to Northern Airways Ltd, \$9,800
- 1934.10.15 Inspected at Sea Island, BC. TT=1,910:20.
- 1934.10.15 CofR 1485 (C), E.L. Wasson & G.T. Simmons, Carcross, YT [Registered while they were setting up Northern Airways Ltd]
- 1935.06.08 CofR 1485 (C), Northern Airways Ltd, Carcross, YT (Pres : Everett L Wasson)
- 1935.08.05 Inspected at Carcross, YT TT=2,102:00. Cert endorsed
- 1936.08.21 Inspected TT=2,620:00. Cert endorsed
- 1937.01.07 Accident at 09:00. Pilot Robert C Randall. West Arm, Frances Lake, YT. On take off the aircraft settled slightly, the left ski "kissed" the top of a snow drift on the heel, breaking the front ring that fastens the shock and safety cable to the nose of the ski, the nose of the ski then dropped putting the ski in a vertical position, and the heel jammed against the shock absorber strut. The nose of the vertical ski then caught the top of a drift breaking off its nose and collapsing the shock absorber strut. This allowed the ski to assume an upside down position. The drag of the ski in the snow caused the aircraft to lose flying speed, the engine was cut and the aircraft settled on its left wing and right ski. After a short run in this position the left wing tip struck another small hard snow drift breaking the tip.
- 1937.09.24 Inspected at Sea Island, BC. TT=3,158:15. Cert endorsed
- 1937.12.05 Accident. Pilot Les Cook. Dawson, YT. The runway had a covering of light snow when an attempt was made to take off on wheels. The aircraft ran off the end of the runway and was substantially damaged. No explanation on file.

## **KUDOS**

I'd like to thank Clarence Tingley who first mentioned the restoration of the Fokker to me during our visit in August, 2007. I had heard of this historic plane a couple of years ago but didn't really get the 'historic' connection until Clarence mentioned it to me. His excitement was contagious and when I got home I knew I had to get something written on CF-AAM for the Moccasin Telegraph.

I contacted Bob Cameron and he was very helpful. He was on his way out of the Territory but gave me free reign to put something together. Thank you Bob for entrusting to me in gathering the history and putting it together as historical information.

I'd also like to thank Murray Lundberg of Carcross for his enthusiastic response to my request for the use of his website. You have obviously done your homework as the website is one of the best I've seen for anything to do with the Yukon.

To Doug Bell who also answered my e-mails quickly and with so much enthusiasm I knew I had chosen the right project to do.

John Olafson of Vernon, B.C. who kept sending more information when I thought there wasn't anything else to be found.

Thanks to Terry Judge in reading over the article and making corrections. Also his invaluable assistance made the accuracy in recording the history CF-AAM worth a placement in aviation history.

Thank you to Greg Herrick, National Air Tour for permission to use any photos on the National Air Tour website.

To the Yukon News and The Whitehorse Star another 'thank you' for without your permission in the use of clippings and photographs from the newspaper this record of CF-AAM could not have been completed.

## **MEMORIES FROM THOSE THAT KNEW HER**

### Clarence Tingley

Good luck to you and I am sure your story will go over very well and it is a fine tribute to a grand old lady.

The next thing I have to tell you is regarding my short flight on CF-AAM which I was very fortunate to have had the chance to do. Of course it was due to Bob Cameron's relationship with Clark Seaborn. It was a great experience for me, one I will remember to the day I die.

The first American to orbit the earth was of course John Glen. When AAM touched down and parked and I got out, I was asked what I thought of the flight and I just said "John Glen, you can kiss my ass". Bob Cameron sure chuckled over that.

### Doug Bell

She's a fine lady. One neat coincidence happened during our interview. (Doug was being interviewed by the Yukon News on June 13, 2001 on the Fokker.) We were sitting at a picnic table in the campground where they were staying and as she was telling me about her flights in the airplane, we heard it's distinct engine noise and there it was flying over us heading north at the beginning of their Yukon tour.

## **CONTRIBUTORS:**

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*I hope I have done the article justice in ensuring the 1929 Fokker Super Universal, CF-AAM is forever recorded into Yukon history. – Donna Clayson*