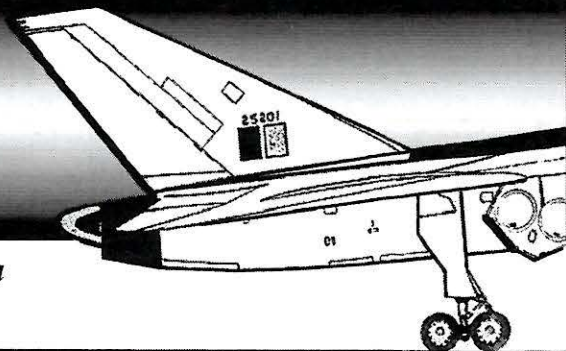


Pre-Flight



A Publication of the Aerospace Heritage Foundation of Canada
P.O. Box 246, Etobicoke "D", Etobicoke ON M9A 4X2

Vol. 26, No. 1

26th Year of Publication

January - February 2015



In the words of Bill Sanders:

**"On the way north from Buenos Aires
the first stop was Montevideo, then on to Santos Brasil,
then Rio De Janeiro."**

My History and Personal Experiences from 1921 until Our Return to Rotterdam.

by Bill Sanders,

...Continued from last issue

Working here I met two war time pilots who new at the time I was with the Wing at Duxford in 1942 and joyed several test flights over the Belgium Country side in the Dove doing stalls and many other maneuver that ex fighter pilots like to do in new aircraft.

On completion of my tour with Sabena and returning to de Havilland at Leavesden my next assignment was to the Argentine in South America. 20 Doves had been sold to their Air Force so I was told to get going and obtain a visa for Brasil and the Argentina and prepare for the trip to South America. Remember this was early in 1946 and at that time Brasil and Argentina were not very friendly and it took me several visits between the Embassies to convince each that my visits were essential, in Brasil one Dove have been sold a Doctor Andraday, a well known person in Brasil and eventually I obtained a visa for just one month. This satisfied the Argentines and they gave me an unlimited visa.

Founded 1989

AHFC

Aerospace Heritage Foundation of Canada



Patron William Coyle
President Frank Harvey
Secretary Keith McLaren
Treasurer Al Sablatnig
Membership Nicholas Doran
Director Bill Daniels
John Hughes
Beryl Fairchild
Dave Sotzek



Legal Consultant Jerry Faivish
Editorial Consultant John Thompson

PRE-FLIGHT Nicholas Doran
Ted Harasymchuk

President's mailing address:

1951 Rathburn Rd., E.
Unit 199
Mississauga ON L4W 2N9
905-624-4909

The Aerospace Foundation of Canada (AHFC) is a federally chartered non-for-profit organization. The current emphasis of AHFC is on Avro and Orenda. The Foundation is actively trying to locate former employees of these companies. No part of this newsletter may be reproduced without prior written permission. Opinions expressed in Pre-Flight do not necessarily reflect those of AHFC. Cash donations over \$25.00 and "gifts-in-kind" will be acknowledged by a receipt for income tax purposes. For more information on AHFC and how to support its activities, please write to:

**Aerospace Heritage
Foundation of Canada
P.O. Box 246, Etobicoke D
Etobicoke ON M9A4X2
(416) 410-3350
www.ahfc.org**

From the President

I had asked Nick to bring Pre-Flight up-to-date as soon as possible before he heads south for a holiday. You are receiving two issues of Pre-Flight at this time, the last issue of 2014 (#6) and the first issue for 2015 (#1). I thanked Nick for his quick response when requested. With (#1) issue of Pre-Flight we continue with Bill Sanders second part of his aerospace history. I found his first part very interesting and it brought back a lot of my own memories. I hope you enjoy Bill's story as I have so far. Just on a sad note, we are losing long time members, the Foundation will continue as long as you the membership want it to be.

Frank Harvey

...Continued from first page

So sometime in early May I was off to South America by B.S.A.A. York from Heathrow. We headed to Lisbon, Dakar, West Coast of Africa, then to Dakar, East Coast of Brasil, then to Rio De Janeiro. Here we met the Doctor and learned that the Dove had arrived in Santos, south of Rio so after climatizing in Rio and seeing a bit of the City we were off to Santos. I should mention here that I met my partner in Rio - Phillip Dorrington the de Havilland Aircraft Engineer.

On arrival at Santos we were taken to the Brazilian Air force Base where the Dove had arrived and proceeded to unpack the Dove and start the job of assembling the aircraft with the help of many Brazilian personal who were as keen as mustard to help as this was the first new civilian aircraft that they had seen since the beginning of the war. We finally got the Dove built and ready for air test which was done by Major Harewood de Havilland, who had flown up from Buenos Aires to do the testing.

Having completed the Air Test and signed all the paperwork, the aircraft was handed over to the customer and we were all off to Buenos Aires to start the assembly work of the 20 Doves the Argentines had purchased.

We had to wait a few days until the packaged aircraft arrived at the Air Force Maintenance Base of Quilmes, just a short Train ride to the City. In the mean time we were accommodated with the Major and his wife at Hurlingham just north of B.A. Here we had a couple of weekends at the Polo Club watching many Polo games and learning what a Pucker was.

We eventually moved into a Hotel on Carlos Pellegrini, close to the centre of B.A. and not far from the train station. At this point I must add we did not have enough living expenses to cover a car rental so it was ever where by train.

We made daily visits to the Base at Quilmes to supervise the building and assembly of the Dove's, installing the engines and ground testing prior to them being flown to El Palomar where the Squadron was based.

Very often the C.A.S. of the Air Force, General Ocada, would fly his Dove in to the Aero Parke, an air strip quite close to B.A. and boarding on the banks of the River Plata. An occasion when the General had a busy weekend he would request that we carry out a periodic inspection at the Parka. This was quite a pleasant place to be for the inspection it being nice and quiet and no Air Force troops around.

Having completed the inspection the General was advised and was ready for his trip but unexpectedly he asked Dorrington to take the Dove up for an air test, he knew that Dorrington had been a pilot in the RAF during the War and there by authorized him to do the Test. We had no ground starter so it fell to me to swing the props for starting while Phil sat in the right hand seat to prime the engines and do what else was necessary.

We took to the air with me in the left hand seat and cruised around downtown B.A., looking at the activity of all the shipping in the river and what was left Graf Spay. After which it was felt that we should climb higher and carry out a feathering on both engines, this check was started on the Port Engine which performed well, the prop returning to the fine pitch and the engine started.

Now it was time to do the Starboard engine, it feathered ok and we flew around for a short while but when it came to return and un-feather the prop there was no response. Firstly the feathering button was held firmly in but no Joy. So we climbed higher with the view to dive the aircraft to obtain a higher air speed and make another attempt to un-feather.

At this time we were both in a quandary and red faced as we know if the Dove was landed on one engine some perks might fly. However on the second attempt to dive and also holding the feathering button in the prop began to turn and finally the engine started and the prop returned to fine pitch.

We were both pleased to be back on the ground but now we had to get to work as all cowlings had to come off and remove the reduction gear and nose piece to replace some "O" rings in the transfer bearing tubes and get the lot back together again for another set of ground runs and flight tests, but this time by an Air Force pilot.

On completion of my tour with Sabena and returning to de Havilland at Leavesden my next assignment was to the Argentine in South America. 20 Doves had been sold to their Air Force so I was told to get going and obtain a visa for Brasil and the Argentina and prepare for the trip to South America. Remember this was early in 1946 and at that time Brasil and Argentina were not very friendly and it took me several visits between the Embassies to convince each that my visits were essential, in Brasil one Dove have been sold a Doctor Andrad, a well known person in Brasil and eventually I obtained a visa for just one month. This satisfied the Argentines and they gave me an unlimited visa.

So sometime in early May I was off to South America by B.S.A.A. York from Heathrow. We headed to Lisbon, Dakar, West Coast of Africa, then to Dakar, East Coast of Brasil,

then to Rio De Janeiro. Hear we met the Doctor and learned that the Dove had arrived in Santos, south of Rio so after climatizing in Rio and seeing a bit of the City we were off to Santos. I should mention here that I met my partner in Rio - Phillip Dorrington the de Havilland Aircraft Engineer.

On arrival at Santos we were taken to the Brazilian Air force Base where the Dove had arrived and proceeded to unpack the Dove and start the job of assembling the aircraft with the help of many Brazilian personal who were as keen as mustard to help as this was the first new civilian aircraft that they had seen since the beginning of the war. We finally got the Dove built and ready for air test which was done by Major Harewood de Havilland, who had flown up from Buenos Aires to do the testing.

Having completed the Air Test and signed all the paperwork, the aircraft was handed over to the customer and we were all off to Buenos Aires to start the assembly work of the 20 Doves the Argentines had purchased.

We had to wait a few days until the packaged aircraft arrived at the Air Force Maintenance Base of Quilmes, just a short Train ride to the City. In the mean time we were accommodated by the Major and his wife at Hurlingham just north of B.A. Here we had a couple of weekends at the Polo Club watching many Polo games and learning what a Pucker was.

We eventually moved into a Hotel on Carlos Pellegrina, close to the center of B.A. and not far from the train station. At this point I must add we did not have enough living expenses to cover car rental so it was ever where by train.

We made daily visits to the Base at QuiImes to supervise the building and assembly of the Dove's, installing the engines and ground testing prior to them being flown to El Palomar where the Squadron was based.

It was a regular train trip to either of the Bases according to the requirements of out services and believe me there were many and this became our routine over our stay in the Argentine.

Very often the C.A.S. of the Air Force, General Ocada, would fly his Dove in to the Aero Parke, an air strip quite close to B.A. and boarding on the banks of the River Plata. An occasion when the General had a busy weekend he would request that we carry out a periodic inspection at the Parka. This was quite a pleasant place to be for the inspection it being nice and quiet and no Air Force troops around.

Having completed the inspection the General was advised

and was ready for his trip but unexpectedly he asked Dorrington to take the Dove up for an air test, he knew that Dorrington had been a pilot in the Royal Air Force during the War and there by authorized him to do the Test. We had no ground starter so it fell to me to swing the props for starting while Phil sat in the right hand seat to prime the engines and do what else was necessary. We took to the air with me in the left hand seat and cruised around downtown B.A., looking at the activity of all the shipping in the river and what was left Graf Spay. After which it was felt that we should climb higher and carry out a feathering on both engines, this check was started on the Port Engine which performed well, the prop returning to the fine pitch and the engine started.

Now it was time to do the Starboard engine, it feathered ok and we flew around for a short while but when it came to return and un-feather the prop there was no response. Firstly the feathering button was held firmly in but no Joy. So we climbed higher with the view to dive the aircraft to obtain a higher air speed and make another attempt to un-feather. At this time we were both in a quandary and red faced as we know if the Dove was landed on one engine some perks might fly. However on the second attempt to dive and also holding the feathering button IN the prop began to turn and finally the engine started and the prop returned to fine pitch.

We were both pleased to be back on the ground but now we had to get to work as all cowlings had to come off and remove the reduction gear and nose piece to replace some "O" rings in the transfer bearing tubes and get the lot back together again for another set of ground runs and flight tests, but this time by an Air Force pilot. The job was completed on time and the General had his weekend of fun. Percival Aircraft also sold some aircraft, the Prentice I believe with the Gipsy 6 installed these were stationed at Cordova which was roughly in the center of the Argentine. Cordova was the Experimental Establishment and was also where all the initial training was carried out.

The reason for our initial visit was to lecture and convey as much as possible to the crews and officials as possible, and we were very well accepted and allowed to visit inside the work shops and view their newly designed projects.

The new aircraft that was in the design stage was a twin engine bomber of their own design, an all metal craft with twin Wright Turbo Charged Engines which had been obtained from the United States of America War Surplus. This period was around 1947/48 but we never did hear if the plane had flown by 1949 when I left for home. The Prentice aircraft seemed to be behaving well and we never had cause to visit them again.

There was another occasion to visit Mendoza in the Andes to recover a Dove force landing for rough engine. Myself and an Air Force Crew flew out and stayed a couple of nights to correct the problem caused by a usual problem - fouled spark plugs which could be have been cleared by a good ground run getting the engine well up in temperature, however having gone that far we changed the spark plugs in both engines and got the Dove on its way.

We stayed another couple of days to look around Mendoza, the Argentine Wine country, of course to sample several of their very fine wines produced there. It is a very interesting old city and very clean right at the foot hills of the Andes. To get around the town we traveled by street cars, which I must add they were the smoothest street cars I had ever ridden in. Making enquires afterwards I was told the system was a German System and had been installed several years before the War started and had over those many years given almost trouble free service.

At the time our Doves were delivered to B.A. the Meteor's from Gloster Aircraft had been delivered simultaneously. All these Aircraft were built at Dockside and believe it or not they were flown off the dockside when completed by Sq/Ld Digger Coates-Predy Gloster's Test Pilot, then flown to their operational base in another part of the country. Since we all, de Havilland and Gloster boys were staying in the same hotel on Carlos Pelligrone Avenue we had some fine get together's which are beyond description, At about this time Lancaster's refurbished be Avro arrived in the Argentine together with the crew's from the plant in Manchester. The base for the Lancaster's Operation was at Vasa Mercedes several hundred miles from B.A. and they on occasions also visited B.A. on weekend passes, this would mean a grand get together of all these types from the United Kingdom being let loose after the long War.

After just over a year, and a lot of confrontation with the Service Manager of de Havilland at Leavesden, my wife was sent out, she organizing and booking her sea passage on a 10,000 Ton Cargo ship taking 5 weeks visiting most of the ports on the east coast of Brasil, Uruguay and the Argentine. At the time of her arrival in the worst part of B.A. Dock Land having had to take a small row boat from one dock to another and then to down town to an apartment I had organized at 379 Diagonal Norty. Our stay here in the apartment was until May 1949. While in the Argentine we did a lot of tennis and joined a club at the small town of Marmol, a short train ride from B.A. Here we enjoyed many happy hours at tennis and swimming.

... Continued on next issue Vol. 26 No. 2