



Dave Hutcheon

Born: January 1942
Aberdeen Scotland

Family: ?

Pilot

Alert Bay Air Services

Conair

West Coast Air Services

MacMillan Bloedel

Kenn Borek

Forest Industries Flying
Industries

When he was six, Dave Hutcheon and his family emigrated from his birthplace in Scotland to Bulawayo, Southern Rhodesia (Zimbabwe). He spent 1963 travelling through England and Europe and in 1964 immigrated to Canada. Dave wanted to be a pilot and he started work in Northern Canada, primarily for mining companies, in order to raise the money for flying lessons.

In 1966, now 24, Dave joined the Aero Club of BC Flight School in Pitt Meadows. While he was working for his pilot's licence he worked as a mechanic's helper in the hangar. He started his career in aviation in 1968 when he was hired by **Alert Bay Air Services** in Alert Bay as a dock boy and dispatcher. Within a few months he was flying Cessna and Beaver float planes and occasionally doing stints at Shearwater, a remote community on Denny Island, to relieve its base pilot, Australian Bob Millett. From Alert Bay, he moved to Port Hardy where he flew Beavers and Grumman Goose.

When he left **A.B.A.S.** in 1975 Dave joined Conair, out of Abbotsford, an aerial firefighting company, where he flew the Grumman TBM Avenger for a year and the Douglas A26 for 2 years. In the off season he flew float planes for West Coast Air Services and in 1978 he joined West Coast full time for 2 years and flew DHC-6 Twin Otters. West Coast, which flew scheduled services between Vancouver, Victoria, Nanaimo, Comox, Sunshine Coast and Whistler and also charter flights, was integrated into Harbour Air in 2010 and ceased to exist.

From 1980 to the end of 1997 Dave was with MacMillan Bloedel Flight Department flying Grumman Gooses and Twin Otters. He got his helicopter licence while working here and flew the Sikorsky S76.

Following this was a stint with Kenn Borek Air, a company headquartered in Calgary which specializes in operating in the most challenging environments in the world. Dave did two three month contracts in the Maldives, a tiny island nation in the Indian Ocean. Between contracts, he flew Twin Otters on the BC Coast including one summer in Haida Gwaii (Queen Charlotte Islands).

Dave's final venture was with Forest Industries Flying Tankers out of Port Alberni, the company which purchased the last four operating Martin Mars flying boats. He flew the Bird Dog in the Goose VFU and the Cessna 210 YOA. The Bird Dog pilot has responsibility for the direction of air traffic over and in the immediate vicinity of a wildland fire. An Air Attack Officer also flies in the right seat (first officer seat) in the Bird Dog aircraft.

Dave retired from flying in 2006 with a total flying time of over 22,000 hours including more than 3,000 hours helicopter time.

