



# Hugh MacCallum

Flying, as a career, did not enter Hugh's head until he was studying herpetology at the University of New Brunswick. He was training for the UNB cross country team and a fellow student with a passion for parachute jumping, and a sense of humour suggested that he might get further, faster if he flew.

He spent a couple of summers working in the Arctic on DEW Line supply ships and eventually caught the flying bug watching Bell 47's from the deck of the ship. He enrolled at Fredericton Aviation to train for a Private Pilot License in the autumn of 1962. In April 1963 he earned his flying license and abandoned all thought of becoming a herpetologist.

For the next five years, Hugh lived in Toronto with his parents trying to make a living in aviation. In the winter of 63-64 when there was no flying available, he went to night classes to study air frame and aero engine mechanics. When he did get the opportunity to fly, he gradually built time towards his Commercial Pilot's License and decided that his future should be floatplanes rather than large commercial airlines. From September 66 to June 67 he took Commercial Pilot training with Central Airways at Toronto Island Airport followed by Floatplane instruction with Cliff Lewis at Orillia Air Services.

Hugh's Aviation career began to take off in 1968. He worked briefly for **Alert Bay Air Services** at Kelsey Bay, for **BCAL** at Tahsis and for Georgian Bay Airways, mainly doing fire patrols over Muskoka. He also trained for and earned his glider pilot endorsement. In late 76 he got a Class II IFR endorsement on his commercial license. Then, in early 1978, after working in Manitoba and Alberta, Hugh returned to British Columbia. Within a couple of months, he was hired by McCully Aviation in Port Alberni, flying up and down the West Coast for tourists, logging companies and surveyors. Later he was appointed Base Manager at Tofino, where he flew to aboriginal reserves, logging camps and isolated coastal villages, while at the same time introducing Tofino to the pleasures of Glenlivet, which he brought in by the case!

Hugh arrived in Port Hardy in April 1979 when he was employed by **Gulf Air** as a single engine amphibious pilot. In April of 1981, he had an accident at the head of Knights Inlet which caused no injuries but did considerable damage to the float plane. The normal course of action for a pilot after this would be dismissal. However, he agreed with the manager, **Villi Douglas**, to end his commercial flying career but persuaded the company to retain him as dispatcher at Port Hardy. From there he transferred to Vancouver as a dispatcher and later an airside shuttle bus driver and then, when Jim Pattison sold **AirBC** to AirCanada, he moved to Victoria as a passenger agent.

For more details on Hugh MacCallum, go to his website <https://www.hughmaccallum.ca/>

**Born:** 12 Sept 1940

Toronto, Ontario

**Family:** 3 ex-wives

2 Step-Children

Keen Photographer

Once studied to be a herpetologist

Pilot

Since 1987, living on sail boat in North Saanich

Website:

[www.hughmaccallum.ca](http://www.hughmaccallum.ca)

