Terry McEvoy

With a pilot for a father who was tragically killed in a crash when Terry was 5, and a stepfather who was a pilot with the Mounted Police, Terry grew up surrounded by aviation. It was after watching the first Mars arrive on the Island, and when his stepfather took him up in a Grumman Goose a couple of times, that he became determined he too would fly. The tradition has continued with Terry's brother who was also a very successful helicopter pilot/engineer. Terry's son, brother's daughter and sister's son are also all pilots.

When he finished high school, Terry hoped to go to BCIT to take aircraft mechanics, but there was a two year wait list. He got a start in aviation working for Ocean Aero Engines in Delta and from there he took a job as apprentice mechanic with Yukon Air. While he was in Yukon, he learned to fly fixed wing and was granted both his Aircraft Engineer's Licence and his Pilot's Licence in 1972. He married Louise, who he met in his grade 10 math class, while he was in the Yukon.

For most of the 70's, Terry worked as a pilot engineer. While at Northern Mountain Helicopter, he got his Helicopter Engineers' Licence and some helicopter flying. At Pacific Coastal Airlines in Nanaimo he had a summer job flying after which he moved up to Yellowknife, NWT, flying for Northward Airlines, Ptarmigan Airways, LaRonge Aviation and Norcor Engineering.

In the fall of 1980, **Bill Cove** offered Terry a job with Weldwood Coast logging where he flew an amphibious Cessna 206 and the Grumman Goose. He was in Port Hardy almost every day and met **Jack Schofield**, who assumed he was based there and included him in the mural. This job lasted a couple of years after which, for four years, he went on to fly helicopters in Kamloops and Revelstoke in the summer and float planes out of Campbell River in the winter.

In 1986 Terry moved to Conair Aviation, working in BC and NWT in the summer and to BC Forest Products, in the corporate flight department, in the winter. He flew for BCFP for the next 10 years on Beaver, Turbo Beaver, Falcon 20 Jet, Bell Jet Ranger, Bell Long Ranger, Bell 407 and the Bell 222 helicopters.

When BCFP was taken over, Terry moved to BC Telephone Company, again in the corporate flight department. For another 10 years, he flew their fleet of Turbo Beaver, Cessna Caravan and Twin Otter aircraft, all on floats. He was again a frequent visitor to Port Hardy as a float plane was based there and the pilots were rotated on to it. He also flew Citations 2, 5, and X into every paved runway in B.C. and the Yukon that was 3,500 ft. or longer. This job ended when Telus took over and Terry took early retirement from the company. However, he did not give up flying.

He spent the next year ferrying airplanes for new owners, a memorable one being flying a Pilatus PC-12 from Stans Switzerland to Vancouver. He also had a season with Pacific Coastal Airlines flying Beech 1900's. For the last four years of flying full time, Terry worked for Skyservice Business Flights, based in Calgary, flying a Citation X on world-wide charters. One of his trips was a complete circle of the globe from Calgary through England, Portugal, Italy, Turkey, Russia, Japan, Guam, Australia, New Zealand and Hawaii.

On his final retirement, Terry and Louise moved to Ladysmith where he does some part time work for Simpson Air in the summer and a little aircraft ferrying. In 2024, at 74 after 27,000 hours flying time on 175 different airplanes, he admits to starting to slow down.

Born: 27 October 1950
Edmonton, Alberta

Family: Wife Louise m 1971
1 son, 1 daughter

Aircraft Engineer
Helicopter Engineer

Pilot
Helicopter pilot

Retired in Ladysmith

Author 'No Ordinary Days'

You can find more about Terry and his stories in his book "No Ordinary Days" (Coast Dog Press)

British Columbia Aviation Museum