

CF-BQH registrations:

1940 – Manufactured by Beechcraft

1940 – May 08 – Canadian Airways Ltd, Winnipeg, Manitoba.

1942 - by name change – Canadian Pacific Air Lines, Montreal, Quebec.

1948 – June 29 – H. R. McConachie, Fort St. James, B.C. (Harry Russell McConachie believed to be Grant McConachie's uncle).

1949 – July 04 – L&M Air Service Ltd, Vernon, B.C.

1949 – December 12 – H.A. (Hugh) Mann, Vernon, B.C.

1953 – August 21 – Pacific Western Airlines Ltd, Vancouver, B.C.

1958 – September 24 – R.H. Laidman, North Vancouver, B.C.

1961 – September 29 – Aircraft destroyed by fire – forced landing after take-off due fire in cabin.

Source: Canadian Civil Aircraft Register (1929-45) compiled by John R. Ellis, published by the Canadian Aviation Historical Society.

Part of a brief history of the Okanagan Valley service of L and M Air Service Ltd..

On 26 October 1948, L and M Air Service Ltd officials gave evidence toward an application for service at an Air Transport Board hearing at the Court House, in Vernon, B.C.

A service was being proposed to connect the cities of Kamloops, Vernon, Kelowna and Penticton, for a link to the east-west operations of Canadian Pacific Air Lines, at Penticton. Presenting evidence for the company were: R.H. "Dick" Laidman, president, Peter Dyck, secretary-treasurer, and Dan McIvor, accountant.

Kamloops city council received notice, in March 1949, that L and M Air Service's application was approved. By early July, Dan McIvor met with an alderman to discuss the temporary float for Riverside Park that would be needed.

A couple of pre-inaugural flights took place, one, Monday - 19 September 1949, carried newspaper reporters of the 4 cities, while the second, Friday – 23 September, carried Kamloops Mayor W.J. Moffatt and the mayors of Vernon, Kelowna and Penticton.

Piloting the 6-passenger twin-engine Beechcraft was Dan McIvor, the company's operations manager, while Hugh Mann, a managing director, was co-pilot. Peter Dyck was the company's spare pilot.

On the first scheduled flight, 26 September, Mrs. R. Heron, a Kamloops travel agent, was a passenger and returned to Kamloops on the return flight. Mr. Charles J. Dowell, of Vernon, was the first passenger, from the Okanagan, to arrive in Kamloops, that first day.

Air service was daily (except Sunday), leaving Kamloops at 07:00 hrs. and arriving at Penticton at 08:55 hrs. Northbound, the aircraft left Penticton at 12:05 hrs. with arrival at Kamloops' Riverside Park, at

14:15 hrs. Landings were made at Vernon, at the pier near the "Sutherland Arms", at Okanagan Landing, at Kelowna's "City Park", and at the Yacht Club at Penticton.

During the winter land aircraft would be used, possibly an Anson twin.

By the beginning of November 1949, it was reported by Kamloops alderman George Greer that L and M Air Service was using Fulton Field Airport (Kamloops) for winter operation to the Okanagan.

Due to interruptions of mail service by railway (Fraser Canyon slides) municipal councils were joining together to request the Post Office to give L and M Air Service a contract to fly mail, in December 1949.

How long L and M Air Service operated this Okanagan Valley service is unknown, but Canadian Pacific Air Lines began air service from Vancouver to Kamloops and the Cariboo and Prince George in April 1950.

Source: Vernon News and Kamloops Sentinel.

R.H. "Dick" Laidman, Dan McIvor and Hugh Mann all spent part of their flying careers with Central British Columbia Airways and Pacific Western Airlines.

Research: Neil Burton – 16 September 2019.