



TIME CAPSULE

A UNIQUE WARBIRD IS UP FOR SALE
BY JERRY VERNON

For whatever reason, the RCAF selected Kittyhawk 1034 as the subject for a series of aerial photographs. This banking view shows off considerable detail, including the six-gun wing. At this time, the aircraft was serving with No. 118(F) Squadron and coded RE*K.

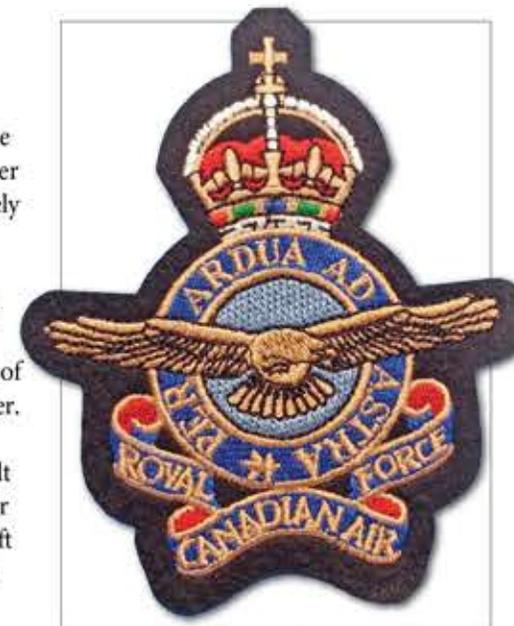
Rarely have we had such an aircraft come up for sale," commented Mark Clark of Courtesy Aircraft. "The chance to acquire an unrestored fighter from the Second World War is extremely limited and this is certainly a unique opportunity for the serious collector." The aircraft to which Mark is referring is what Warbird enthusiasts call the "Maude Kittyhawk" and a brief history of this most interesting machine is in order.

The fighter is Kittyhawk Mk. I AK803 that was one of 560 Mk. Is built by the Curtiss factory for the Royal Air Force. This is *not* a Lend-Lease aircraft but rather part of a direct commercial order from the British government. Out of this order, 72 Kittyhawks were allocated to the Royal Canadian Air Force in lieu of 144 Bell P-39 Airacobras originally allotted from RAF orders but cancelled. The RCAF later acquired a further 71 Curtiss fighters — 62 via Lend-Lease and nine P-40Ks on loan from the USAAF in Alaska.

The Kittyhawk Mk. I (Curtiss H87A-1 and H87A-2) was similar to the Air Corps' P-40E (Model H87A-3) but not identical due to some differences in the RAF specification. For example, the first 20 aircraft (H87A-1) had four wing guns like a P-40D while the other 540 had six guns (H87A-2). After these aircraft were sold surplus, the FAA accepted the ex-RCAF Kittyhawks under the same Type Certificate issued for the P-40E. The P-40E and P-40N were issued separate Type Certificates.

RCAF 1034 was Taken on Strength (ToS) with the RCAF on 16 October 1941 by No. 118(F) Squadron at Dartmouth, Nova Scotia (Eastern Air Command, part of the Home War Establishment). Camouflaged with fuselage code "RE*K," it suffered a minor taxiing accident at Dartmouth with a parked Canso (PBY) on 24 June 1942 and moved to Western Air Command on the West Coast in June 1942 when 118 Squadron moved to Annette Island, Alaska.

There was a more serious accident on 25 August 1942 due to a brake failure while taxiing at Annette Island and this led to the fighter running off the taxiway and down an eight-foot embankment. The plane later spent some time in storage at Boundary Bay



Royal Canadian Air Force WWII flight jacket patch

and served with No. 133(F) Squadron at Sea Island (Vancouver) and Patricia Bay (Victoria) with the fuselage code "H." The Kittyhawk was disposed of to the War Assets Corporation on 23 August 1946 as part of a large group of Kittyhawks that were parked at Patricia Bay Airport — over 20 of which were sold to US buyers from Boeing Field in Seattle.

While putting this information together, I came across information regarding a third accident that befell RCAF 1034 at Pat Bay Airport on 19 February 1945. This accident is not shown on the RCAF Record Card for 1034, but there is a photo and an Accident Card that describes the event as a landing gear collapse on landing due to pilot carelessness. Damage was classified at Category C — relatively minor. However, the RCAF Record Card does show the Kittyhawk was assigned to Coates Limited at Sea Island for repair on 22 February 1945 and it then went into



Profile view of RCAF 1034 wearing the camouflage colors in which it was delivered. The fighter would soon be transferred to No. 118(F) Squadron.

FOR SALE Non-Flyable Aircraft

Subject to prior sale or withdrawal, War Assets Corporation has available for sale:

- 72 only Aircraft—Liberator**
Each complete with two 1 Ways Engines and propellers, minus radio equipment.
- 1 only Aircraft—Mitchell**
Complete with two Wright Engines, minus radio equipment.
- LOCATED AT: No. 10 R.D., R.C.A.F., Abbotsford, B.C.
- 15 only Aircraft—Bristol Bolingbroke**
Each complete with two Bristol Mercury Engines.
- 8 only Aircraft—Westland Lysander**
Each complete with one Bristol Engine.
- 27 only Aircraft—Kittyhawk**
Each complete with one Allison Engine.
- LOCATED AT: R.C.A.F. Station, Patricia Bay, B.C.

TERMS AND CONDITIONS

- (1) The Corporation shall have the right to accept or to reject any or all offers to purchase in its part.
- (2) If an offer is accepted, sale will be on the "as-is-where-is" basis, without warranty of any kind except as to the Crown's title, and will be subject to the other usual Sales Conditions of the Corporation.
- (3) All applications or offers, purchase price will be payable in full.
- (4) There is no public responsibility of these goods will be required for the purpose of making the offer in its entirety, except as stated.
- (5) That the description on the Corporation's purchase will be published except that the aircraft may be reduced to a size for ready sale to be received to land or to sell, as the case may be.
- (6) That the offer will remain open for the Corporation's review and purchase within:
 - (a) one month if the offer purchased not more than 20 aircraft,
 - (b) two months if the offer purchased more than 20 but not more than 50 aircraft,
 - (c) three months if the offer purchased more than 50 aircraft.

TIME

Offers forwarded as in or near the address listed below or at least the 15th day of August, 1946, will be considered, unless an offer satisfactory to the Corporation has been received and accepted prior to that date.

Offers should be addressed to the BRANCH SALES MANAGER, WAR ASSETS CORPORATION, VANCOUVER, B.C. Attention: Mr. W. S. Burns.

This advertisement ran in numerous publications as Canada tried to sell off some of its vast fleet of now surplus aircraft including 27 Kittyhawks.

storage seven months later in September, after the war was over.

The Kittyhawks were available for purchase from the WAC for \$50 apiece but they were not permitted to be licensed to fly in Canada. They could be licensed in the USA. RCAF Marine Squadron veteran George Maude purchased RCAF 1034 along with two