
Extract from *Vancouver Daily Province*,

Canada lost one of her greatest flyers in the death of Andrew David Cruickshank. Known as "Andy" wherever airmen gather, he came to Canada after the Great War, during which he served with distinction in the Royal Air Force. He joined the Royal Canadian Mounted Police and spent five years in the Yukon, on the trails and in the camps.

Married in 1927, his honeymoon was spent in a canoe trip through Northern British Columbia with Mrs. Cruickshank, a South African girl, who was the first white woman ever to see the treacherous peaks and waterfalls of the country known as "The Pincushion."

In 1924, he resigned from the R.C.M.P. as the call of the air drew him back to flying. Returning to Alaska he did splendid work for himself, later joining the Alaska-Yukon Airways, and crossed and recrossed the treacherous mountain peaks jutting above the Alaskan coast and studding the inland ranges.

He joined Canadian Airways five years ago and was stationed at Vancouver on fisheries patrol for two seasons before going on the air mail service on the prairies.

It was Andy Cruickshank and his engineer, Alf Walker, also of Vancouver, who bore the final brunt of the MacAlpine search. At the happy ending, when Col. H. MacAlpine and his party were found safe in the Northern barrens, their machine was the only one still operating. It had done more than 7,000 miles of Arctic flying in a few weeks.

Day after day and night after night Cruickshank and Walker fought with death as they guided their plane over the trackless wastes of the Arctic peering through glaring sun and blinding snow for a sign of the lost explorers. Mile after mile of country known only to the Eskimo, and some of it not even to them, reeled off beneath him as his machine criss-crossed the barren lands in its search.

Their machine was hauled from the cold waters of Burnside River after it had gone through the soft ice, its motor stripped to the last nut, nursed back to life and put into action again. The damaged propeller was trimmed off on both ends to get it into balance again. The magneto had to be cooked in an oven for nearly a day to dry it out.

Extracts from *Canadian Airways Bulletin*,

ANDREW DAVID CRUICKSHANK was a native of Oxfordshire, England. Educated at public school and Oxford Technical School, he entered the works of the Oxford Steam Ploughing Co., Cowley, as Engineering student.

In 1915, at the age of 17, he joined the army and commenced his training as pilot at the 1st Bristol University School of Aviation, continuing at the Central Flying School and the School of Aerial Fighting, Turnbury, Scotland.

Overseas in France, Belgium, and Germany, he flew many of the single and two-seater machines of that period.

After the war he came to Canada and following a brief period of farming he joined the R.C.M.P. and was stationed at Dawson Y.T.

During this period of service he obtained a knowledge of the Yukon territory which, later, was to prove invaluable.

In 1927 he purchased a Ryan monoplane, sister ship to that owned by Col. Lindberg, and after "barnstorming" round the Western State from Mexico to Oregon, he shipped the craft from Vancouver to Skagway. Taking off from a runway on the shore at that point he made the first flight over "the trail of '98" to Dawson City. He then remained at Dawson as manager of the Yukon Airways until his appointment to the staff of Western Canada Airways, later Canadian Airways, in March, 1928.

Whilst with this company he has flown continuously, and has covered most of the territory lying between Montreal and the Queen Charlotte Islands, from the International Boundary to the Arctic Ocean.

Mrs. Cruickshank and her two daughters, who have been living in Edmonton for the past two years, had only recently moved to McMurray, the southern terminus of the Mackenzie services.