

NetLetter #1342 | May 16, 2016



Aviation Memorabilia Newsletter

Since 1995



Air Canada DC-9-15RC Fin#763 CF-TOP

Welcome to the NetLetter, an Aviation based newsletter for Air Canada, TCA, CPAir, Canadian Airlines and all other Canadian based airlines that once graced the Canadian skies.

The NetLetter was created in 1995 by [Vesta Stevenson](#) (RIP) and [Terry Baker](#) and is published on the **second and fourth weekend** of each month. If you are interested in Canadian Aviation History, and vintage aviation photos, especially as it relates to Trans-Canada Air Lines, Air Canada, Canadian Airlines International and their constituent airlines, then we're sure you'll enjoy this newsletter. Our website is located at www.thenetletter.net



Coming Events





[System Bowling Tournament](#)

- June 3 - 5, 2016 at Las Vegas, Nevada



[System Softball Tournament](#)

- June 14 - 16 at Halifax, Nova Scotia



AIR CANADA

Air Canada News

- GECAS ASSET MANAGEMENT SERVICES, TN has acquired ex-Air Canada E190 (010) for part out. (source SpeedNews Apr 16/16)
- B787 Fin 837 delivered YYZ April 3rd 2016
first revenue flight YYZ-LHR April 4
- B787 Fin 838 delivered YYZ April 5th 2016
first revenue flight Rapidair then Haneda April 6th
- B787 Fin 839 delivered YYZ April 18th 2016
first revenue flight YYZ-LAX April 19th



STAR ALLIANCE

Star Alliance News

United Continental Holdings has resolved the proxy fight over the makeup of its board of directors by agreeing to make former Air Canada CEO **Robert Milton** the non-executive chairman of the board.



Reader Submitted Photos

Vern Swerdfeger has sent us these photos -

Some photos of CPAL aircraft paint jobs - in the hectic 1970's



An obviously doctored photo of what appears to be a six-engine Boeing 727 in the Vancouver hangar. (can't see engines #1 or 2)



B737-300 in "Attache" colours 1985



Vancouver Airport (YVR)
May 1970.



DC-3 model in
CP Air colours.

Gretchen Dawson sends us this photo and comment -



Thought you'd like to see the first pic in Seattle's Museum of Flight newsletter, that I get regularly. Proud to see the Super Connie's tail in the pic.

I had heard she was "closed" with lots of renovations required. I had the opportunity a couple of years ago to go and walk on board her, out on the apron.

Looks like they've moved aircraft around - the President's Air Force One was near by when I was there!

Enjoy, Gretchen

TCA/AC People Gallery





 **airOntario**
 **airNova**
 **NWT air**







1938 -Timetable - Trans-Canada Air Lines c1938 from collection of Mark Makarovsky. (Pictured at left).

1946 - July 1st - Inauguration of service between Toronto and Chicago with DC-3 equipment.

1989 Timetable for Air Nova effective April from the collection of David Zekria. (Pictured at right).

2008 - Jan 29th - Air Canada unveiled new Flight Pass Shopping pages.



Captain **Ronald Hollett** and First Officer **Robert Bromley** were in command of an aircraft from Saint John, N.B. to Toronto on September 10th, 1968 when it was hijacked by someone wanting to go to Cuba. The aircraft diverted to Montreal and the hijacker surrendered peacefully. (source Winnipeg Free Press September 11th, 1968)

**From the "Between Ourselves"
magazine issue dated July 1966.**



The first scheduled flight between **Toronto and Chicago** took place **July 1st 1946** and carried a capacity loaded press, radio and Canadian Government representatives. They are shown beside

the **DC-3, CF-TDZ**, on arrival in Chicago. Accompanying the flight was **W.F. English**, former V.P. Operations, second from right, and **F.I. Young**, Regional Operations Manager, Toronto, fourth from the right. One of the stewardesses serving the flight was **Miss "Billy" Houseman**, Supervisor, Flight Service Training and Measurement on the stairs, left. The other stewardess was not identified.



The first scheduled DC-9 flew into Tampa June 1st 1966, and was met on arrival by the Chamber of Commerce, business leaders, Aviation Authority representatives and interested citizens of the Florida west coast area.

Also on hand was the **Latin Fiesta Queen** and her court who presented the passengers with orchids

for the ladies and a DC-9 pin for the men. Close to 2,000 people viewed the DC-9 during its 3 hour layover.

From the "Between Ourselves" magazine issue dated September 1956.

Our First Editor.



Few TCA'ers probably realize that Bill English, whose contribution to the airline are numerous, was the first editor of the "Between Ourselves" magazine.

He was among the first to see the need for a competent Company publication to tie together the TCA family already, in our early days, sprawling across the continent. It was the fall of 1941 that "Between Ourselves" was born. The first two issues were published under his guidance and blue pencil.

(We at the NetLetter have a copy of issue from 1941, donated by Jim Pearce - eds)

Issue number two was issued in early 1942 and number 3 was issued in March 1943.

From the "Horizons" magazine issued February 2008 (used with permission)



On Thursday, January 24, 2008, **Fin 604**, the Boeing 767-200 better known as the **Gimli Glider**, took its final voyage from Montreal to Mojave Airport (MHV) before it was retired to the desert. Employees and retirees came to say goodbye to the aircraft which has now become part of Canadian aviation history.

Fin 604 departed as flight AC7067 at 10:45 a.m. from the Montreal Line Maintenance hangar,; Captain **Robert Pearson** and First Officer **Maurice Quintal**, the flight crew who landed the aircraft to safety in Gimli on July 23, 1983, were on hand to accompany Captain **Jean-Marc Belanger** and First Officer **Peter Fournier** to the desert.



Alan's Space



Alan Rust

Recovery of a Lancaster Bomber (1960)

(Submitted by: Anthony Walsh)

Below are recently released photos (from [Bomber Command Museum of Canada](#) – Nanton) of rare colour photos of the 1960 tow/move of a **Lancaster FM159** being relocated over 28 km across the **Alberta flat lands** (actually not so flat), including the **Little Bow River** and a **railway track embankment** in its final journey from an old airfield to **Nanton, AB**. It was moved just before it was going to be scrapped! Up to now we've only seen a few fuzzy B&W photos of this unique event.

If you click on the image below, it will take you to a slideshow with all the images. For a very detailed article regarding this Lancaster and others please [follow this link](#).



To download the slideshow as a PDF (to send or print) then [please click here](#).



CPAir, Canadian People Gallery



From the "CP Air News"
magazine issued June 1984.

"Flying billboards" to spread the word for Expo 86...

Within the next few months the **B-747 "Empress of Canada"** will be joined by **DC-10-30 "Empress of British Columbia"**, **DC-10-10 "Empress of Expo"** and **B-737-200 "Empress of Vancouver"**, all being painted in Expo livery.

Together the four aircraft will fly CP Air's international, trans-continental and trans-border routes commencing June 1st 1984.



A team of pilots and flight attendants received Expo Minister of Tourism 86, **Claude Richmond**, on behalf of their in-flight colleagues who will be CP Air's regular Expo ambassadors across the airline's five continental route system.

In the photo, from the left: **Eddie Cheung**, PSD; **Jack Humphreys**, First Officer B-747; **Fraser Baker**, assistant chief pilot B-737; **Bill Durn**, chief pilot B-747; Honourable **Claude Richmond**; and flight attendants **Liz Chaston**, **Frederick Li** and **Sharon Andruchiw**.

The **EXPO MASCOT** is framed in the door of the "Empress of Canada".



CP Hotels and CP Air joined forces at a recent travel trade and tourism in Copenhagen, which attracted 30,000 visitors over a 5-day period. The booth was later moved to Gothenburg, Sweden, to a similar 5-day show which drew 40,000 people.

Our photo from the left: **Flemming Tianmermann**, sales manager, Scandinavia, based in Copenhagen; **Alma Cox**, CP Hotels, London; and **Turid Blom**, senior sales

representative, Copenhagen.



Wayne's Wings



McDonnell Douglas DC 9 Fleet

The DC-9 entered service with Air Canada in April of 1966. Terry advises that they were scheduled for April 24 but due to the highly successful proving flights and flight crew training, the regular



**Wayne
Albertson**

scheduled service commenced 20 days ahead of schedule serving Montreal-Winnipeg and Vancouver on a daily return basis.

I think that this was the first fleet to be acquired after the rebranding of TCA to Air Canada and, with 36 years of service (April 1966 to January 2002), the longest serving fleet in company history.

I have compiled a list of sixty-one aircraft that at one time flew sporting the Air Canada Rondell. [Click here](#) to view my list that includes the fate of each aircraft (as far as I can tell).

Remarkably, I discovered that six of them may still be active and approaching a half century of service. Eight Series 15RC (Rapid Change) that had been originally delivered to Continental Airlines in 1967 served in the Air Canada fleet between 1972 to 1978. See banner image in this NetLetter (above/top) for photo of FIN #763, CF-TOP. They were the smallest DC-9 variant at 104.4 ft (31.8 m) and were designed for quick conversion between passenger and cargo configurations. We would appreciate your input as to how they were deployed in the Air Canada fleet.

The following aircraft are currently listed as active at Flightradar24.com

Fin#	AC Reg.	Current Reg	Airline
761	CF-TON	N782TW	Ameristar , Dallas TX
762	CF-TOO	N783TW	Ameristar , Dallas TX
765	CF-TOR	N112PS	Skyway Enterprises, Kissimmee FL
766	CF-TOS	N784TW	Ameristar , Dallas TX
767	CF-TOT	N785TW	Ameristar , Dallas TX
768	CF-TOU	N917CK	Kalitta Charters II, Detroit MI.

Click the image below for a YouTube video posted by Dude8472Productions showing N783TW (formerly AC Fin# 762) landing in Calgary. Thanks Dude!



Sources: [Wikipedia](#) - [Planespotters.net](#) - [Flightradar24.com](#)

I'd like to throw a question out to our readers. Does anyone recall which aircraft was the first to be painted in Air Canada livery?

Wayne





Reader's Feedback

Richard Hovey sends this correction after reading "Readers submitted photos" in NetLetter [nr 1340](#).

In the photos, the correct spelling is **John Dolkjar** & his wife. Also, the CF-TCA gear-up error was not a "paperwork error" (stationery) but a stationary one.
(Errors have been corrected - Eds)

Norman Hogwood, in New Zealand, was sent some information, from a friend, regarding the restoration of the Super Constellation.

His comment, with his e-mail to the NetLetter was "Oh, how I love this airplane, thanks to TCA! How I wish for another flight in one. I used to like seeing the main gear-up sequences during take-off. It looked as if one would go down again to provide sufficient pneumatic (hydraulic?) pressure to pump the other one up. Terrific to see more restoration.

A further e-mail from Norman

While trolling through the Wikipedia list of accidents/incidents involving Connie's I came across this one. Presumably, some TCA staff were also killed. Any info from you guys?

(Quote)-

November 10, 1958: A Seaboard and Western Airlines Lockheed L-1049D Super Constellation registration N6503C was taking off from Idlewild International Airport runway 31R when it became uncontrollable. The aircraft finally struck an unloaded Trans-Canada Viscount, which was preparing to board passengers. Both aircraft were destroyed by fire.

(Unquote)

Anthony Walsh came up with this information -

The loss of CF-TGL was covered in past NETLETTER #1313 – user submission with photo. Actually I had forgotten about this 1958 Idlewild airport ground accident until I saw it in that NETLETTER issue. There were only 2 flight crew members aboard the parked Viscount that was awaiting passengers, when she was struck by that “uncontrollable” Seaboard & Western Super-Connie on take-off crash. I assume the flight attendant/s were in the gate. The reports say the 2 crew members on board survived the accident and no injuries listed. By chance there was also no ground crew at the aircraft, It is noteworthy that CF-TGL had fin # 604, the same as the Gimli Glider C-GAUN, the B-767 fleet taking over the 600 series fin #s from the Viscounts.

In some respects Fin 604 is a lucky #. The no injuries and saved aircraft of the Gimli glide in 1983 and the miraculous Viscount Fin 604 1958 no injury due passenger boarding not started and no ground crew in immediate area and the 2 flight crew escaping despite the Super-Connie’s impact from the front quarter speak for the lucky end-count aspect of Fin # 604.

Actually rather than doomed, the pilots who flew AC Fin 604 / C-GAUN over the 25 years she operated after the Gimli event, almost universally considered her a lucky and blessed plane, the theory being extreme circumstance and test would not occur twice to the same airframe.

Cheers Anthony Walsh.

(Note: Anthony Walsh is one of the leaders of the project to raise funds for Gimli Glider parts acquisition & museum in Gimli.)

Pete Sleeman sent this memory -

I flew that aircraft, (the Gimli Glider...I still remember hearing the news from a CPAir B737 crew in Fort St John when I was a Line Engineer there at the time) so my hands have been on those lucky Fin 604 yokes after I became an AC pilot, albiet the yokes cleaned many times by Sani-Wipes by subsequent pilots.

Pete Sleeman

After the article in NetLetter nr 1340 regarding the Viscount which was the first flight to operate out of Ottawa, we received the following dialogue. From **Jack Stephens**, the Canadian researcher in Calgary for the Vickers Viscount network.

Having relayed the information for inclusion on the Vickers Viscount network web site the NetLetter received a request from the **Brian Burrage**, co-founder of the Vickers Viscount Network (www.vickersviscount.net) wishing for the fin number and registration. Unfortunately, even after magnifying the photo, we were unable to determine the details. In the meantime, **Jack Stephens** received the following information from **Robert Arnold**, also a Canadian researcher in Winnipeg, for the Vickers Viscount network -

That Viscount in the photo is CF-TIE, on my Mac I can see quite clear the 649 on the fin, the first Viscount our museum (RAMWC) had, only to be replaced by CF-THS after vandals destroyed the aircraft by a fire - Robert.

To which Jack responded, in part, Just read that when the Ottawa Terminal was to open in 1959, a low flying fighter jet cracked the sound barrier and broke most of the windows in the terminal. This delayed the open until June of the next year - Jack.

In [NetLetter 1341](#) **Alan Evans** from South Africa advised that the A310 fleet introduced by Wardair in 1988 (see Wayne's Wings [NL # 1338](#)) may have been originally bought by South Africa airlines and aquired through a little bit of intrigue. It seems that the aircraft Mr. Evans remembers were actually A300's leased by Wardair while awaiting delivery of the A310's on order. These three aircraft are listed at Planespotters.net

Wayne Kirby writes-

The aircraft Max Ward obtained from South Africa were 3 A300's which were leased and moved thru France necessitating a brief French registration (24 hours). At a later date A310's were purchased from Airbus.

Thank you,
Wayne Kirby

Mike Martin clarifies the circumstances below -

In the NetLetter 1341 there is a feedback comment regarding the early days Airbus aircraft that Max Ward acquired for Wardair Canada. This feedback was in response to a Wayne's Wings article from issue 1338 regarding the current disposition of the A310 fleet. The feedback incorrectly identifies the aircraft type that came from SAA (South African Airways).

The reader refers to the A310's that came into the fleet. All of the A310 fleet were purchased as new aircraft and were all delivered from the Airbus Final Assembly line in Toulouse, France. The aircraft being referred to in the feedback comment were, in fact, the A300 aircraft that were needed to fill in as a stopgap aircraft while the A310 order was being completed and delivered.

The comments are correct in that this transaction with South Africa happened during the trade embargo, and the aircraft were brought in through the 'back door' by delivering them to a country not participating in the embargo. De-registering them from SA and registering them French. They were then moved to the UK where they underwent a predelivery maintenance check and re-painting into the Wardair paint scheme, again de-registered and registered Canadian, and thus not directly imported from SA as mentioned, at the time a very hot political topic in bypassing the trade embargo that Canada was participating in at the time.

There were 2 versions of A300, the small fleet B4 models and 1 C4 model that was built as a combi, with a main deck cargo door but all were only ever operated as all passenger versions. The main deck cargo door on the one C4 model was only ever opened as a maintenance function for inspection purposes. They were only in the fleet for a relatively short time, as once the A310 fleet started to take shape, the A300's were removed from operation.

Mike Martin

Retired, Wardair/Canadian/Air Canada
- Technical Operations/Maintenance

Note: I had noticed the A300's while researching my article but was not able to find any definitive information about them. Thanks to everyone for the fascinating feedback.

Wayne



Odds and Ends



NetLetter nr 1060 had a photo and short article regarding the **Hounslow Aerodrome, U.K.** which is in the vicinity of Heathrow (LHR).

On 25th August 1919 saw the start of the world's first scheduled air Service. The route was London (Hounslow) and Paris (Le Bourget). The flight, operated

by Aircraft Transport and Travel Limited (AT&T), carried a single passenger and cargo that included Devonshire cream, jam, grouse and newspapers.

In our photo, a customs officer grants clearance to a pilot at Hounslow Heath Aerodrome about to embark on the world's first scheduled flight in 1919.

NetLetter nr 1257 has two articles referring to events at this airport.

In **NetLetter nr 1266**, **Stuart Hyde** sent us an article which included information and photos of the plaque erected on Hounslow Heath which commemorated the event of the first scheduled flight.

In **NetLetter nr 1306**, **Stuart Hyde** supplied some more information indicating that Canadian WW1 ace Billy Bishop was stationed at the Hounslow airport.

Here is a history of the airport.

Best remembered as Britain's first ever airport, Hounslow Heath's use as an airfield can be traced back to 1910 when a hangar was built in the early months of that year. Some civil flying subsequently resulted but Hounslow only really got into its stride after the start of World War One, when it became a military airfield for the Royal Flying Corps. It served as a base for fighters to counter the Zeppelin threat.



In May 1919 it was announced that the airfield would be reserved for civil aviation. On March 28th 1920, activity was switched to Croydon as a much more permanent airport to serve London. Today the area is an open public space, with no obvious traces of its excellent airfield past.

Here is a photo of the newly erected Hounslow Heath memorial stone, unveiled to mark the historic former airfield.





Terry's Trivia and Travel Tips



**Terry
Baker**

Whatever next?

To ensure that you can travel with a modicum of comfort, the airlines allow you to choose a seat, usually preferred are aisle or window, first come first served, but at a price.

That leaves those passengers who choose not to spend money on that option. They can soon pay to be sure they do not end up assigned to the middle seat.

(Here at the NetLetter we recommend travel on those flights with 2 x 2 seating, business or first class on long haul flights. We are not sure how the airline will handle refunds when only centre seats remain available!)

If you are a British citizen born on, or before, 2nd September 1929, you are eligible for a free British passport. To call the Passport Advice line from Canada, dial 011-44-300-222-0000. (source The British Canadian newspaper April 2016)

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Smileys



This cartoon by **John Viola** of Time Air was found in the "**Canadi>n Contact**" magazine issued August 1989.



Terry Baker | Alan Rust | Wayne Albertson
NetLetter Staff for 2016
(you can read our bios at www.thenetletter.net/history)