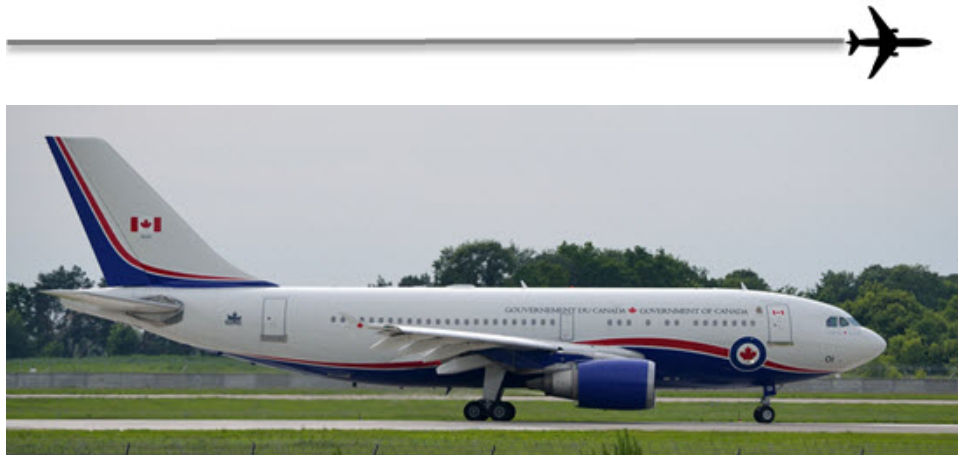


NetLetter #1338 | March 13, 2016



## Aviation Memorabilia Newsletter

Since 1995



**Airbus CC-150 Polaris - (the PM's Oh Canada 01)**

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](http://www.thenetletter.net)

# THE *Gimli Glider* PROJECT

## GoFundMe Campaign (Gimli Glider Project)



This just commenced "gofundme" campaign is the latest fundraising effort for **The Gimli Glider Project Team** and is intended to complete the first phase of setting up the actual museum facility in Gimli, MB with exhibits based on the

many **Fin 604** parts already obtained from Mojave MHV and on other relevant donated artifacts.

The campaign is being run by **Steve Bannister** the co-chair of the project team in Gimli, MB. As my previous Netletter updates indicated, this is the project team with whom I have been volunteering my time to help secure (among the many parts already obtained from Mojave MHV and made into display items for phase one), Fin 604's front fuselage / cockpit section for second-phase display at the Gimli Glider Museum's facility, but all contingent on this first phase fund raising being successful.

Tony Walsh  
AC Retired – Mgr - Airport Operations Services  
Western North America & Pacific rim  
604-943-9279



To find out more about this project or to donate please visit:  
[www.gofundme.com/kksnpbuk](http://www.gofundme.com/kksnpbuk)

(**Note:** a possible webpage and more news regarding this project will be in future issues of the NetLetter)



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## Women in Aviation

**Norman Hogwood** sends us this information -



You will be familiar with the song "Anything you can do I can do better".

Well, Kiwi aviatrix **Jean Batten** beat Amy Johnson's record in 1934 by a whopping 4 days, also flying a [Percival Gull](#). In addition, she also flew the route in reverse in 1935 - the first

woman to do so. Her **Percival Gull** is now suspended from the ceiling of the Auckland International Airport passenger terminal.

Because of her striking looks, her glamorous appearance at receptions (she always took a dress with her on her record-breaking flights), and her later reclusive ways, Batten became known as the "Greta Garbo of the skies".

[Read More](#)

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## Women of Aviation Week - March 7-13, 2016

**Women of Aviation Week** ([www.womenofaviationweek.org](http://www.womenofaviationweek.org)) kicked off with the arrival of an **Air Canada** flight at **Vancouver International Airport**. Onboard the airplane was an all-female flight crew and they were cleared to land by a female air traffic controller in a media event. That it took a coordinated effort by **WOAW**, **Air Canada** and **Nav Canada** to put together perhaps highlights the gender imbalance in aviation. For more info [click here](#).

The crew, controller and a female aviation technician took part in a news conference at YVR to mark **International Women's Day** (March 8) and celebrate the granting of the first pilot licence to a female in 1910. According to the **Institute for Women of Aviation Worldwide** the numbers of women working in aviation remain stubbornly far below the ratios achieved in most other professions and in some cases are even dropping despite events like this organized by this group and others.

The rest of the week was highlighted by more than 100 events around the world aimed at showing girls and

women that aviation careers are open to them. In many of those events, women and girls who have never flown in a small aircraft before will go for a short flight provided by a volunteer pilot. More than 15,000 flights are expected and girls who register their flights can win a variety of prizes. Those inspired to take flying lessons can win scholarships toward further flight training by being the first, second and third participants to solo an aircraft after taking a WOAW week introductory flight.



## Air Canada News

Air Canada leased ex-[Air France A321](#) (1691) with CFM56s from Apollo Aviation. (source SpeedNews Jan 22/16)



2016 is **Air Canada Vacations' 35th Anniversary.**



**Air Canada** signed a LOI to order **45 CS300s** for delivery in 2016-2022 (first 25 to replace E190s), and options on another 30. It has also agreed with the Government of Quebec to collaborate in

establishing a **Centre of Excellence** in the province for CSeries maintenance. (source SpeedNews Feb 19/16)



## Star Alliance News

### The aviation race is on!

Carriers compete to offer the world's longest, non-stop flight... and it's **Singapore Airlines'** mammoth 19-hour trek that is lined up to take the title.

- **Qantas** currently has the longest journey, offering a 16 hour and 55 minute journey from Dallas to Sydney.
- **Emirates** is launching two flights over 17 hours, Auckland to Dubai and Dubai to Panama City starting in March 2016.
- **Qatar Airways** is set to introduce two routes, Doha to Auckland and Doha to Santiago, that will take 18 hours.
- By 2018, **Singapore Airlines** is expected to run a 19-hour non-stop flight from Singapore to New York.



## Reader Photos

## Submitted



**Brian Losito** has sent us some photos from the TCA/Air Canada archives. Here is the interior of a TCA DC-3 circa 1947.



**Ken Starnes** has sent us a group of photos of the **Aircraft Maintenance Retirement Party** held at the Royal St. Lawrence Yacht Club in Dorval in 1983.

The following were the 29 retirees:

**C. Abram, J. Balladuk, E. Benson, F. Brom, A. Cazadamont, G. Collin, C. Comerford, G. Conides, E. Drea, G. Giovannoni, M. Gresco, T. Humberstone, T. Humphreys, W. Hunkeler,**



**R. Jarvis, R. Jeffrey, G. Langlais, D. Marleau, N. Muncer, G. Phillips, J. Pilon, J.J. Ryan, W. Sim, R. Sinclair, C. Solignac, A. Vanderbanc, T. VanStokkom, R. Watson, J. Wimble.**

However, the accompanying photo shows only 16 unidentified people.



This photo is of **Ed Benson** ( Retiring, sorry don't know his title ) **Mitcheline Poupart**, Aircraft Maintenance Secretary, **Jim Ruddock** Superintendent DC-9 O/Haul and **Mrs. Benson**.



Another photo this time of **Sam Gatelaro**, Superintendent Boeing 747 and L1011 O/Haul; **Gord Phillips**, Foreman Sheet Metal Shop (Retiring), **Mrs. Whittingstall**, **Mrs. Phillips** and **Phil Whittingstall**

General Superintendent Aircraft Maintenance.



This photo of **Guy Collin**, Foreman Sheet Metal Shop (Retiring ), **Mrs. Collin**, **Mrs. Doljar**, **Mr. Doljar**, Superintendent DC-8 O/Haul, (Later in his career went to YWG to run the Aircraft

maintenance operation)

**Frank Pedder** has sent us a couple of photos. Some of the 14 attendees at the P & S Dorval coffee group who met on February 4, 2016 at the Brasserie Le Manoir, Lachine, QC. We had a total of 14 at this meeting.



In this photo we have from left to right: **Real Dufort**, **Alfred Bauer**, **Matt McAllister**, **Eric Pousseur**, **Bob Gagnon** & **Julian Ireland**.



... and here from the left: **Joe Dilollo, Marcel Dionne, Denis Leduc, Gary Porter** from Stores; also from Inflight guest non retiree **Brian Baillargeon**.



After reading the B-727 article in "**Wayne's Wings**" in **NetLetter nr 1337, Robert Arnold** sends us this photo of former Air Canada Boeing 727-233, Fleet 430, C-GYND.

I captured this unique photo while visiting the Air Canada Maintenance Base here in Winnipeg back in May 1990. This aircraft, like several other Air Canada 727's, was being prepared for delivery to Fed-Ex.

Note: [Planespotters.net](http://Planespotters.net) shows that this aircraft continued in service with Fedex until July 2011 and is now preserved at MIA and utilized by the Airport Fire Department...Wayne.



## TCA/AC People Gallery



 **airOntario**

 **airNova**

 **NWT air**



**1946** - July 1st - Inauguration of service to Chicago from London, Toronto, Ottawa & Montreal utilizing DC-3 equipment.

**1948** - June 1st - T.C.A. Timetable (pictured)



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Found in the "**Horizons**" magazine Issue dated **November 2008** (used with permission)



**Montie Brewer** with employees from the Air Canada Brazil's offices located in **Sao Paulo** and **Rio de**

**Janeiro.**

(No identifications supplied - anyone help? - eds)

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Toronto based employees from **ACGHS, Flight Operations** and **In-Flight**

**Service** participate in an "Aircraft Pull" fundraiser.

On October 23rd, 2008 the Greater Toronto Airports Authority (GTAA) held an

aircraft pull and raised ca\$8,000 for United Way. Competing against 13 other airport teams, Team Canada clocked a time of 6.65 seconds and finished in fourth place. To support this fun community event, Air Canada had donated the use of an Embraer 190.

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Found in the "**Between Ourselves**" magazine issued



**May 1965.**



One of the biggest Company parties was held April 2 at the famous **Pre Catelan Restaurant**, Paris to help introduce the Sales Promotion of "**CANADA 871 -- EUROPE 870**". Four hundred guests attended and from the complements heard following the event it was quite

impressive.

This was the scene in the front garden of the Pre Catelan Restaurant prior to the arrival of the guests. The display, both outside and inside the restaurant was the work of the Advertising Department.

The hostesses for the event were, from the left: **Sonja Avra, Alberta Hubert, Loiuise Asselin** and **Liane Smith**, all from Montreal.



**COOPERATION** - Close cooperation between the company and Canadian Pacific Air Lines was typified by stewardesses **Ann Kassoff**, left of Air Canada, and **Sarah Baker**, CPA, as they exchange flight bags at Vancouver Airport in the spring of 1965. The pose in a DC-8 jet engine was arranged by the

photographer - this is not the usual way the flight attendants travel.

Symbolizing the **COOPERATION** which existed between BOAC and Air Canada, stewardesses **Jill Kirkup** of BOAC and **Gizela Schaldach** of Air Canada are shown together at Toronto Airport. The pooling arrangement between the two companies had recently been renewed for a further five year period.



## Alan's Space



**Alan Rust**

### **Airlander 10 ready to launch**

A giant airship which bears a rather unfortunate resemblance to a human bottom, is causing a stir on Twitter as it prepares to make its first proper test flight. The Airlander 10, built by British aerospace firm Hybrid Air Vehicles, is due to make its maiden flight in the spring after tests last year successfully showed it was capable of getting off the ground. Yet despite its impressive size and design, which is hoped to reinvigorate interest in using airships, the vehicle is attracting more attention for its appearance.

In one case a head-on image of the airship has been altered to include a picture of **Kim Kardashian**, who is famed for her derriere. The 300ft-long (93 metres) Airlander 10 was originally developed as part of a US Army project but was scrapped by military bosses. It is now being converted to provide business and leisure flights in a hangar in Cardington, Bedfordshire.

The vessel was filled with 1.3 million cubic feet of helium - enough to fill 15 Olympic-sized swimming pools - in a test run last October and now the engines and fins are being fitted ahead of next month's flight. The craft has already been tested with a successful hover test, with the hull being filled with helium and floated outside the aircraft hanger in November, but this will be the first test once the engines are successfully attached.

Read More



## CPAir, Canadi>n People Gallery



**1949** July 13th - a Canadair 4 inaugurated service from Vancouver for a two-day flight to Sydney, including an overnight stop in Honolulu.

**1963** – June -Timetable from PWA announcing the first service in Canada between Edmonton and Calgary. (pictured)



Gleaned from the "Info Canadi>n" magazine - Issued **March/April 1996**



In November 1995, Canadian Airlines was chosen to provide a B-767 charter with crew for the business trade delegation to accompany the Prime Minister on a 14 day, 4 country trade mission to Asia. More than 22,000 miles over eight flight legs, more than 2,000 meals were served by the three inflight crews and

thousands of bottles of water were consumed.  
(No mention of any alcohol! - eds)

Trade mission crew from left to right:

**Antonios Yiouvriss**, Maintenance Engineer, Rome; **Dann Cantley**, OSM, Montreal; **Jim Green**, Catering Supervisor, Vancouver; **Mary Ann Gardencius**, Flight Attendant, Edmonton; flight attendants **Gail Veermans**, Calgary; **Micheline Shirriff**, Toronto; **Donna Kyliuk**, Winnipeg; **Maxine Elson**, Halifax; **Diane St. Jean**, Montreal; **Dan Ellerbeck**, Captain, Vancouver; **Madelaine Beaulieu**, Flight Attendant, Vancouver; **Bernie Duperton**, Captain, Vancouver; **Mike Sawyers**, CSD, Vancouver; **Fulvio Pasquale**, Flight Attendant, Vancouver and **Ross Currie**, First Officer, Vancouver.

(The article provides 15 names but only pictures 14 people - eds)



Taking care of business in **Nagoya, Japan** are, from left to right front row: Customer Service Agents **Kumiko Murata, Michika Oku** and **Chiemu Ishizaki**. Back row: **Seiichi Tanaka**, Cargo Sales Service Rep;

**Yasuko Okada**, Sales and Service Rep; **Hiro Isuzaki**, Manager Western Japan; and **Natsuo Sakakibara**, Sales and Service Rep.

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### New Airport Check-in system (ACS)



All smiles and eager to learn ACS, this group of agents travelled to Vancouver's training Department from far and wide.

Seating in front from the left: **Dave Griffiths**, YXV; **Louise Grimm**, LHR; **Gladys Hrael**, YXD.

Middle row: **Len Smith**, YQQ;

**Len Steg**, YVR; **Linda Collard**, HNL.

Back row: **Penny Reid**, (Airport Training), **Kathleen Thomas**, (Airport Training); **Jack Plain**, YVR Customer Service Automation; **Franca Bentrovato**, YAM and **Adel Garibaldi**, YYZ.



## Wayne's Wings



### Oh Canada! – 01

The CC-150 Polaris used to transport the Canadian Prime Minister, Governor General and visiting members of the Royal Family certainly has a "colourful" and controversial history. It was originally one of the twelve Airbus 310's delivered to Wardair in 1988 under registration C-GBWD and was a part of Wardair's ambitious plan to compete on



**Wayne  
Albertson**

scheduled service with Air Canada the newly formed Canadian Airlines International.

When C.A.I.L. later acquired Wardair it was one of five aircraft sold to the Canadian Armed Forces with C.A.I.L. retaining a service contract for these aircraft. Now under registration 15001, it was outfitted for VIP service for then Prime Minister Brian Mulroney with strong opposition from future P.M. Jean Chrétien who would refuse to use this aircraft during his three terms in office. It was then deployed for military transport until returned to VIP service by Paul Martin after he succeeded Mr. Chrétien.

When Stephen Harper became Prime Minister he began to lobby around 2009 ([as per CBC report](#)) for the aircraft to be repainted from the dull military grey to a livery more reflective of Canada. This plan actually



met with strong opposition from within the government and Department of Defense as an unnecessary use of public funds. However, Mr. Harper persisted and the aircraft was repainted in 2013 in the colours that we see [Justin Trudeau](#) descending the air stairs from on the News today.

This colour scheme, coincidentally, resembles the colours of the Conservative Party of Canada. Is there a another paint job in the near future?



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## Reader's Feedback

In **NetLetter nr 1327**, we had a request from **David Postle** regarding the late **Gordon Rubenok**.

David has sent us this update -

I am sorry it has been so long since you were kind enough to publish my photograph showing my father and pilot Gordon Rubenok. The plea elicited some replies and without exception, they all said that he was a pleasure to work with - as indeed my father did too. I don't know whether you publish names but for your information, I

heard from (I hope I have not missed anyone out - if I have, I apologise) **Clint Ward, Anthon Van Blokland, Lynn Gosney, Doug Fulton** and **Andy Proulx**.

I believe that Mrs Rubenok has also seen the article but as yet we have not managed to make contact, but one day we might.

May I just thank you very much for publicising my request - it is very much appreciated. If ever **Gordon Rubenok** needed a character reference, he would have no problem from the people who were kind enough to write to me as it would seem that he was a highly respected member of the flying staff.

With best wishes David Postle

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**Betty Draper** sent us an article from the "**Winnipeg Free Press**" dated **September 1939**.

Airplane comes to grief. TCA Plane Damaged When Tire Bursts On Muddy Airport.



Swerving about 100 yards across the corner of the landing field, at Stevenson Airport when one of its tires blew out. A Trans-Canada Air Lines plane carrying 10 passengers and a crew of three, on the afternoon of

September 2nd dug into the mud on the airport's north/south runway.

No one was injured and the passengers said they were not particularly disturbed by the mishap. They were taken downtown for lunch, then brought back to the airport, where they left for the west on a second aircraft.

The crew comprised of **Captain H. Seagrim, First Officer E. Allen** and **Stewardess Miss G. Leslie**. The aircraft had been running east down the runway preparatory to taking off at 3:25 p.m. when the tire blew out. The pilot cut across a corner of the field, near the junction of the east-west and north-south runways. The latter runway had recently been dug up and was muddy and soft from the morning rainfall. Striking the mud, the aircraft came to a stop and leaned over on it's right wing. According to officials, the right wing, three propeller blades and the right landing gear were damaged, but they

said the damage was not serious and could be repaired at the TCA shop in Winnipeg.

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After reading "**Terry's Trivia and Travel Tips**" the item on air fares in **NetLetter nr 1336**,

**Maureen Otway** sent us this information -

Tidbit of information re the cost of airfares that you mention in the new Netletter. Well when I worked in London for BOAC in the 60's I was sent to Geneva to the IATA head office for a course on airfares and learnt that essentially all airfares are charged at a rate of cents per mile. So in a slow area such as a domestic flight in Canada on a less frequent route it is more cents per mile than it is for a well served route. So it sometimes costs more to go Yellowknife than a trip to London!

So even now that's how the basic costs are arrived at along with "yield management" that all airfares are based on. The cents per mile goes up, and down accordingly.

Makes a lot of sense. Maureen Otway

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**John Rodger** sent us this information -

The photo in **Netletter 1336** sent in by **Ken Starnes** has **Bill Sansom** as **Bud**. All good friends of mine great to see it. As you probably know only Bud Clinch is deceased. Bill is enjoying beautiful BGI for a couple of months.

**Urbino** was still at **Trans Air** as head of maintenance but I heard he may be retiring soon. **Del** is still living in Pte Claire but has not been well for a while. As far as I know **Bob Cofell** is living in YYZ.

In a later e-mail John tells us, I looked up Robert (Bob) Cofell on one of the National data bases from Oct 2014 and he is living in Quispamsis NB now.

Cheers John Rodger

(**Last minute note:** We are sorry to report that Bob Cofell just passed away on March 8, 2016)



**Odds and Ends**





**May 1st 1996**, the International Terminal Building at Vancouver (YVR) opened officially for U.S. arrivals and departures.

**June 1st 1996**, the new terminal became fully operational for both U.S. and international arrivals and departures.



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## Terry's Trivia and Travel Tips



Terry  
Baker

**GTAA policy change** – Airport Improvement Fees (AIF) to be charged for employee travel departing or connecting through Toronto.

The GTAA has informed all airlines operating at Toronto Pearson Airport that they must collect and remit **Airport Improvement Fees** (AIF) from employees travelling for leisure who are departing from or connecting through Toronto beginning March 1, 2016.

This brings Toronto Airport in line with all other Canadian cities who currently charge these AIF to travelling airline employees. The fees of \$25.00 (plus \$3.25 HST) for flights departing Toronto and \$4.00 (plus \$0.52 HST) for flights connecting through Toronto, match the fees charged to the public, and are the same for all airline employees in Canada and around the world who operate in and out of the airport. The fees apply to anyone travelling on an employee pass including travel partners and parents.

While this is disappointing for employees, Air Canada is contractually required to collect and remit the fees to the GTAA.

The new fees will be applied to all travel that takes place beginning March 1, whether the travel was booked in advance of that date or not, and will be automatically collected along with the usual travel charges once travel has been completed.

The Employee Travel Site will be updated to reflect the new fees as of March 1st.



## Smileys



**William (Bill) Hill** sends this memory -

When I worked as a Station Attendant in YYZ there was one gate where arriving aircraft were required to shut down their engines and be towed into the gate due to safety concerns for employees working at gates opposite. I was on the bridge and when I opened the aircraft door the Captain was there to greet the passengers.

One elderly passenger commented to the Captain. "Boy, I'm sure glad that you didn't run out of gas while we were in the air".



Terry Baker | Alan Rust | Wayne Albertson  
NetLetter Staff for 2016

(you can read our bios at [www.thenetletter.net/history](http://www.thenetletter.net/history))

**E&OE** - (errors and omissions excepted) - The historical information as well as any other information provided in the "NetLetter" is subject to correction and may have changed over time. We do publish corrections (and correct the original article) when this is brought to our attention.