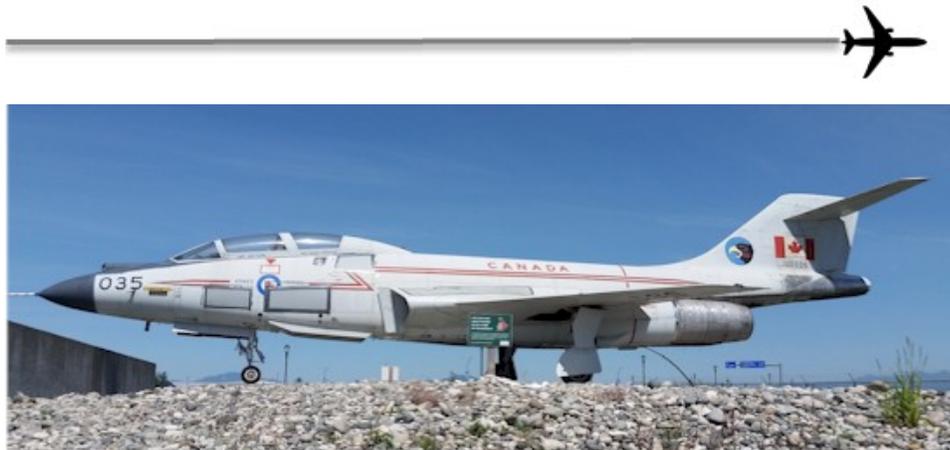


NetLetter #1368 | June 12, 2017



Aviation Memorabilia Newsletter

Since 1995



RCAF CF-101 Voodoo # 035 at YXX

Dear Reader,

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



Air Canada News

- Air Canada's flights and Maple Leaf Lounge facilities at Los Angeles International Airport (LAX) are located at the renovated and modernized Terminal 6.
- Air Canada launched on May 18th, 2017, year-round, non-stop flights between YVR and Denver operated by Jazz Wi-Fi equipped CRJ 705.
- Sky Regional Airlines leased two ex-LOT ERJ175s (153/154) from GECAS for operation as Air Canada Express.
- Air Canada closed financing transaction with FPG/DVB/Mega Bank for B787-9.
- Air Canada plans in December to begin seasonal Vancouver-Melbourne B787-9.
- Air Canada Rouge plans to begin seasonal Vancouver-Orlando (B767); Toronto-Belize City/St. Vincent (A319).
- Montreal-Lima (767) & Phoenix (A319; from Feb 22).

(Source SpeedNews May 4, 2017)

- Air Canada Rouge, has begun offering high-speed, satellite internet aboard its A319s.
- Roll out of Gogo's new 2KU service on all 20 A319s will be completed this month.

(Source: MRO Network Daily May 24, 20147)



TCA/AC People Gallery



 *airOntario*

 *airNova*

 *NWT air*



1942 - May 1st - Inauguration of service between Moncton, N.B., Sydney, N.S. and St. John's, Newfoundland.

(Source TCA Annual report 1942)

Aboard the inaugural **Montreal-Paris** service with **North Star** equipment on April 1st, 1951 were **two five year old beavers** on their way to the **Vincennes Zoo** in Paris, a gift from the Canadian Government to mark the beginning of the new service.

(source The Val d'Or Star April 27th, 1951).

Dug out of the "**Horizons**" magazine issue dated **August 1981**.

Inauguration of the "Sun Charter" flights, on November 1st 1981, one of the most extensive charter programs ever undertaken by the company. The program is being operated by Touram Inc., a wholly owned subsidiary of Air Canada.

Dangerous Goods handling workshop.

The workshop was held in Montreal.



Shown at the Montreal meeting of instructors are, seated from the left: **Jean-Luc Paiemont**, Montreal; **Wally Pacholka**;

Tom Bryce, Cargo Service Specialist, Montreal; chairman **Ed Bownes**; **Roger Beaudry**, Training Program Manager and co-chairman of the meeting; **Tony Manzo** and **Keith Rhodes**.

Standing second row from the left: **P. Forget**, Flight Operations Instructor, Montreal; **Tom Thususka**, Toronto; **Marjorie Robertson**, Chicago; **Doug Owen**; **Jim Tinson**, Vancouver; **Bob Bruce**, New York; **R. Roberts**, Halifax; **Tim Illing** and **Gord Bair**.

Standing back row from the left: **Mike Meakin**, Vancouver; **Jean Duguay**; **Dudley Morgan**, New York; **Steve Kamburis** and **Albers**, Toronto; **Reynald Gagne**, Montreal; **Wally Beaton**, Toronto; **Doug Gallupe**, Halifax and **Chuck Taylor**, Toronto.

Missing from the photo are: **Ron Clark**, Flight Operations Safety; **Suzanne Dassault**, Montreal Instructor; **Walter Moran**, Regional Safety Manager, Montreal; **Sean Goggin**, **Joe Stewart** and **Don Sinclair**.

Paris-based employees had a chance to meet with **Pierre Jeannot**, Executive V.P. and C.A.O, when he attended the Paris Air Show.

During the visit, accompanied by **David Bryce-Buchanan**, V.P., European Region, Jeannot dropped into

the district offices at rue Falguire where he presented service anniversary pins to 14 employees.

Just as wines have good years, 1961, 1966 and 1971 were very good years for Air Canada's operations in France as 14 employees who joined the company in those years proved when they received their service pins.



In the photo from the left: **Pierre Paquin**, General Manager, France and Western Europe; **Jacqueline Desaulniers**, Financial Manager, 20 years; **Jean**

Munoz, Sales Representative, 20 years; **Christiane Maliet-Benar**, Passenger Agent, 15 years; **Alain Pelle**, Sales Representative, 15 years; **Martine Benchetrit**, Secretary, Public Affairs, 20 years; **Nicole Maurin**, Cargo Agent, 15 years; **Michel Plazanet**, City Ticket Office, Supervisor; 15 years; **Celia Blandin**, Secretary, Personnel, 15 years; **David Bryce-Buchanan**; **Jacques Gras**, Manager, North Africa, 20 years; **Colette Zani**, Reservations Supervisor, 20 years; **Josette Decottignies**, Passenger Agent, 10 years; **Michel Schott**, Sales Manager, Lyon; 15 years; and **Pierre Jeanniot**;

Missing from the photo are **Jean Rouse**, Sales Representative, 15 years and **Jacky Leroy**, Warehouseman, 10 years.

A Montreal team of six well-seasoned cyclists undertook a **Hungarian Odyssey**.



Crossing the Austro-Hungarian border, their 500 kilometer ten-day tour took them through the Danube Valley, passing through the ancient

towns of Sporon, Gyor, Esztergom and Visegrad to Budapest.

Due to the complexities of the trip and to meet the objective of having fun, each member of the team was assigned a task. Senior Data Base Designer **Michel Moreau** was appointed navigator while **Marcel Gelin** of CP Air Sales became the menu consultant.

Volker Stadelmaier, Program Manager, Onboard Sales, In-Flight Service wore the public relations hat, while

Walter Joly, System Flight Crew Sked. Analyst, was named bicycle engineer. In charge of music was Telecommunications Agent **John Ryan**, while photography responsibilities fell to **Stephen Ryan**, First Officer. The six intrepid cyclists found that Hungary was very different from its central European neighbours in both language and culture.

Undaunted by language they used their own particular "lingua franca" to absorb some of the country's history and quite a lot of wine.

The cyclists shown from the left are: **Michel Moreau**, **Marcel Gelinas**, **Volker Stadelmaier**, **Walter Joly**, **John Ryan** and **Stephen Ryan**.

Extracted from the "**New Horizons**" magazine issue dated **September 2004**. (used with permission).

Air Canada emerged from CCAA protection on September 30, 2004 after 18 months restructuring.

During September 2004, **Fly City Pass** was launched. The pass is structured along the same lines as the **Latitude Pass**. While the Latitude Pass is specific to the eastern and western triangles, the Fly City Pass allows customers to buy packages of tickets for flights between certain cities in Canada and the U.S.



September 29, 2004 marked the 10th anniversary of the arrival of the **Canadair Regional Jet** in the mainline operation. In 1994, Air Canada took delivery of the first CRJ in the CL65-100 series.

Four were delivered in 1994, 13 the following year, seven in 1996, and two more in January, 1997. Jazz has operated CRJs in the CL65-200 series since May, 2002.





Alan Rust

One of Elvis Presley's 3 aircraft is sold after sitting for 35 years

(Submitted by: Alan Rust)

Part of article from [Digital Trends](#) (May 2017)

A private jet owned by **Elvis Presley** just went under the hammer at auction, selling for \$430,000.

The jet in question is a **1962 Lockheed Jetstar** with documentation. The auction site states that this is the "lost" jet owned by Elvis and his father, **Vernon Presley**. It has made appearances on television with National Geographic. It has spent most of its time outdoors at a small airport in Roswell, New Mexico, and 30 years of weather has taken its toll on the aircraft.

The seller says that portions of the plane's interior were "custom designed to Elvis' specifications." This includes gold hardware, unique woodwork and inlays, red carpet, and red velvet as far as you can see. The photos include a shot of the private toilet, which has its own cushioned red velvet cover; indeed, a throne fit for a King.

The plane has no engines, and the cockpit and airframe would need a substantial amount of work if this plane is ever to be made airworthy (which is unlikely).

The jet has been privately owned for 35 years, and is supposedly the only aircraft once owned by the King that is still in private hands. The other two custom planes include a **1958 Convair 880 named Lisa Marie after Elvis' daughter**, (see second and third images below) and another Lockheed Jetstar named the Hound Dog II. They are on permanent display at the Graceland estate in Memphis, Tennessee, where they are visited by thousands of guests every year. Those planes were also supposed to go up for auction, but after a surge of protest from fans, the keepers of the estate worked out a way to keep them.

Click on image below for full story and more images.



Note: I remember when I worked in Line Maintenance in Dorval, we had another "Elvis" aircraft in the 747 hangar for a few days. I think it was around 1975 or 1976 or so and I believe it was soon after Elvis bought it and it was being remodelled. I don't remember what was done on it, but I do vaguely remember walking through it, but I didn't take any photos. The aircraft was a 1958 Convair 880 and was named "Lisa Marie" after Elvis's daughter. I'm sure some of our readers will remember this and maybe have some photos or more of the story including why it was in the hangar.

Here are some photos of "Lisa Marie". It is still on display at Graceland, in Memphis.





CPAir, Canadi>n People Gallery



From the Canadian Pacific Airlines "**Newsletter**" issue dated **July 1963**.



CPA's first **C-46 Curtiss Commando**, No. 251, was also the last. The round-nosed, twin-engine aircraft was flown from Edmonton to Fort Lauderdale, Florida during July by its new owners, Carolina Aircraft Corp., a freight operator in the Caribbean to

join C-46 No. 255 purchased earlier in 1963.

This C-46, **CF-CZL**, is shown with a group of Inuit people on DEW line. The fleet of eight C-46's were purchased in early 1955 for DEW line freighting. When the DEW line work ended, four were converted to passenger



Wayne's Wings



**Wayne
Albertson**

McDonnell CF-101 Voodoo

Retirement is awesome! I have lots of time to indulge in my favourite pastime of playing cards.

There are several **Senior Centres** and branches of the **Royal Canadian Legion** in the Fraser Valley of British Columbia and a card game can be found on most afternoons and evenings.

While playing, it is a particular pleasure to meet people who have served in the **Royal Canadian Air Force** and listen to their stories; which they are always willing to share. Frequently mentioned is the **CF-101 Voodoo** interceptor aircraft that was deployed from 1961 and 1984. Thankfully, many of these aircraft have been preserved. I have also had the fortunate opportunity of meeting a few gentlemen who worked on these aircraft as maintenance engineers during their military service.

The CF-101 Voodoo was needed in defence of Canada during the very uncertain times of the "Cold War". Luckily, none of their weaponry ever had to be used in conflict.

On most Mondays, I enjoy a nice leisurely drive from my home in Cloverdale (a part of Surrey) through some of the picturesque farmland of B.C. to Abbotsford to play Euchre in



the evening. On arrival within the Abbotsford city limits I drive along the western border of the Abbotsford International Airport (YXX) where McDonnell CF-101 Voodoo registration 101035 rests on display.

Personally, I am always fascinated by how a casual meeting at a friendly card game can result in hearing some very interesting personal stories. Everybody has one, listening can be very rewarding.

More information:

[CF-101 Voodoo at Wikipedia](#)

[Preserved Voodoo page](#)

[YouTube video of CF-101 #035](#) being moved at YXX



Odds and Ends

Pan Am's lasting and positive image from its inception in 1929 is remarkable in view of its long and agonizing decline, which began in the late 1960s and noticeably affected the quality of passenger services from about 1980 onward.

Perhaps the single most decisive reason for Pan Am's decay was its inability to secure political support for acquisition of an American domestic route network in its home market. By the time it seriously started to lobby for them in the early 1940s, it had become by far the world's most powerful airline, and other US airlines convincingly argued that Pan Am would create a monopoly if allowed to compete with them.

Over the next decades, its increasingly dire financial situation led to the gradual sale of its various divisions. In April 1985, it sold off its Pacific division - 25 per cent of its entire route network - to United Airlines.

Things only worsened when, on December 21, 1988, Libyan terrorists bombed Pan Am flight 103 over Lockerbie, Scotland, resulting in 103 passenger fatalities. The airline was later slapped with a \$300 million lawsuit filed by more than 100 families of the flight.

Pan Am was finally forced to declare bankruptcy on January 8, 1991. Its last remaining profitable assets were purchased by Delta Air Lines, and the rest faded into history.

[Click Here](#) to read the full story.



Terry's Trivia and Travel Tips

The [Canada Border Services Agency](#) (CBSA) no longer requires passengers who are travelling with their **Nexus** card to complete a paper CBSA Declaration Card (Form



**Terry
Baker**

E311) when using a NEXUS self-serve kiosk at YVR, YYC, YEG, YWG, YYZ, YOW, YUL and YHZ.

(Source: CBSA)

Our friends relate their trip from the Horseshoe Bay ferry to downtown Vancouver, enroute to YVR.

We made it into town by bus without too much trouble to the Skytrain station. Skytrain tickets in hand my little one tries to go thru the gate... the gates to the Skytrain require you to scan your ticket to open the gate, they are right handed... she scans the left hand one... which of course opens the gate to the left of her, - where she is not... so I go thru, the gates close. You only get one kick at scanning, if you don't get it you have to buy another ticket.

At least this time the subway car does not pull away from the station like it did in New York (lol)... Eventually I reach over and scan my ticket to get her thru the gate and we are on our way to YVR.

World Airlines Clubs Association (WACA) events:

Hosted by the **Interline Club of Portugal.**



28th Passarola Tennis Cup and the 30th Passarola Golf Cup

October 10-14, 2017 at Penina - Portimao-Algarve.

TAP Portugal (a Star Alliance member) has granted IDICN2 tickets for this event, subject to space availability, to LIS or OPO, except for airlines with flights to Portugal, at the following rates:

- European flights.....€85,00 plus taxes
- Intercontinental flights.....€150,00 plus taxes

No endorsement or refund applies to these tickets.

[Click Here](#) for full information



Smileys



This flight ops "Cap'n Bly" cartoon by "Jaques" has the caption "Don't get shook up if you don't make the "Unbelievable Magnificent" rating on your PPC... that's reserved for Supervisors".



Terry Baker | Alan Rust | Wayne Albertson
Ken Pickford (missing from photo)
NetLetter Staff for 2017
(you can read our bios at www.thenetletter.net/history)