



Aviation Memorabilia Newsletter

Since 1995



de Havilland DHC-6-100 Registration C-GQKN

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

The NetLetter 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 Please click the links below to visit our NetLetter Archives and for more info about the NetLetter.

 NETLETTERS

 ABOUT US!



ACFN/NetLetter News

Vern Swerdfeger sent us this New Year wish-

The Boarding on Flight 2018 has been announced.....

Your luggage should only contain the best souvenirs from 2017,

the bad and sad moments should be left in the garbage.

The duration of the flight will be 12 months.

The next stop-overs will be :

Health, Love, Joy, Harmony, Well-being and Peace.

The Captain offers you the following menu which will be served during the flight:

A Cocktail of Friendship

A Supreme of Health

A Gratin of Prosperity

A Bowl of Excellent News

A Salad of Success

A Cake of Happiness

All accompanied by Bursts of Laughter

Wishing you and yours an enjoyable trip on board Flight 2018

May This Be Your Best Year Ever!!





Women in Aviation



Continuing the story by **Yvonne Peel** started in [NetLetter #1381](#).

Let's start at the beginning. I can't believe I am finally here!

The departure of my first ever flight as an Air Canada stewardess has finally arrived! The DC-8 is

our most prestigious and powerful aircraft, able to fly non-stop to Europe.

The well-rehearsed preparations before the boarding of our passengers are in full swing. We must ensure the emergency and safety equipment is on board and checked in case of need. All the food trolleys, drink units and supplies are in the appropriate sections of the different galleys with blankets, pillows and newspapers in their approved stowage.

We have already been allocated our working position at our pre-flight briefing, so we know exactly what part of the aircraft we will be responsible for, where our emergency positions are and more importantly where our emergency equipment is.

I am nervous, but also elated to think I am finally here, ready to start what will be the beginning of a 31-year career, having first thought I would only stay in Canada for one year!

As there is no seat selection, it is total chaos as passengers run on board to ensure they get the best seats.

Finally, it is time to close the doors, leave the gate and taxi to the end of the runway. I have checked and re-checked the safety features of my door, making sure my emergency chute is attached, that no luggage in the overhead bin is about to fall onto a passenger, that there is nothing blocking the aisle, that all the galley doors and trolleys are secured and in their locked position.

I glance down the aisle, all my passengers are sitting down and safely in their seats with their seatbelts fastened. I now make sure that I am securely strapped in my crew seat. I shall never forget, rear crew seat, left side! The aircraft turns, aligning itself with the runway lights.

The roar of the engines of the DC-8 revving up is deafening, suddenly the brakes are released and we are hurtling down the runway. My body is pinned against the crew seat with such force that it would be impossible to get up and suddenly before I realize it, the sound of the engines has changed and we are airborne!

Goodness, the sensation is one I have never encountered before, nothing has ever come as close to this wonderful feeling of freedom. The smile on my face must have been radiant! I've made it!

It is July 1969 and finally after years of dreaming, planning, wishing and hoping, my dream has finally become reality and I am a stewardess! I am so proud and happy! Also, being fully bi-lingual was a huge advantage.

I had tried to become a stewardess in England but was told by BOAC (Better On A Camel) that I was not mature enough and to go out into the world, and come back later and re-apply.

Yvonne Peel



Air Canada's Boeing 737 MAX 8 takes to the skies!

Fin # 502 became our first Boeing 737 Max 8 to enter service departing Toronto for Calgary, December 11, 2017.

(Source: Daily December 11, 2017)

[Click Here](#) to see a YouTube video from our friend at Dude8472Productions of Fin # 502 in Calgary for some training flights.



Here are some more photos from 1987 "**Report to Employees**" following those in [NetLetter # 1381](#).



More of Vancouver employees in 1987, Foreman **Jim Blake** (forefront) and, from the left reposing in the engine, are Mechanic **Jim Stevenson** and Certificated Aircraft Technician **Dick Waller**.



Certificated Aircraft Technician **Ziggy Altmann** and Acting Foreman **Rob Brown** were two of the employees working in Vancouver during 1987.

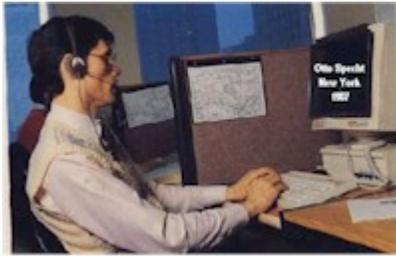


Working in Montreal during 1987 we have, from the left: Mechanic **Pierre Vary**, Avionic Specialist **Francois Dubord** and Mechanics **Lorne Tichnor** and **Warren Vipond**.



Climbing aboard for their next assignment we have First Officer **Claude Lapierre** and watching is **Captain James Lamieux** at Val d'Or 1987.

Working in New York during 1987 is Customer Service Agent - Commercial Sales is **Otto Specht**.



Overseas in London, England during 1987, we have Passenger Sales Representative **Barry Stride**, Advertising Assistant **Joanna Saunders** and Director International Marketing Communications **John Burghardt**.



Finally in sunny Bermuda, we have Customer Service Agents **Theresa Luthan** and **Dupre Smith** at work during 1987.



From the "**Horizons**" magazine issue dated **April 1982**.

During March, the Edmonton Commissary department moved into the vacant cargo area. The Cargo department had moved into its new terminal the previous year. The new facilities provided vastly improved working conditions.



Commissary employees shown at the opening are, from the left: **A. Wenger, D. Magnan, B. Mytrunec, L. Hodgins, M. Terletski, B. Terletski, S.**

Tozer, A. Swedberg, A. Deck, R. Ranjani, C. Not (background), **S. Kennedy, D. Hawkes, M. Neek, C. Parkes, S. Webb** and **R. Brownee**.

Issue dated **June 1982**.



July 1 - the introduction of sleeperettes on the Atlantic service using Boeing 747 equipment. The next phase would be the introduction on the L1011-500 services to Europe.

In Montreal, **Walt Miller**, Manager Passenger Accommodations, left, shows the new sleeperettes to **Robert Grenier**, Flight Attendant.

Pierre Jeannot visited Europe offices during the spring of 1982; he hosted a dinner meeting in Frankfurt for off-line managers.



This is a photo of the attendees, from the left: **Gunther Veesser**, Norway; **Poul Larsen**, Denmark; **Roland Noedgren**, Sweden & Finland; **Jeannot**, **Nina Tegeltiza**, Belgrade; **Hurst Warm**, Austria & South-East Europe, and **Laszic Hingyl**,

Budapest.

Captured from the "**Parts & Pieces**" magazine issue dated **April 1989**.



A "first" for Stores occurred, early in 1989, when the entire Dorval Stores operation was under feminine control.

On the midnight shift, **Peggy Sullivan** was the Expediter and senior management person on duty, with **Mary Linda Brom** as

the Communicator, and **Kathy White** on Communicator training.

The operation went as smoothly as at any other time and no "sexism" is intended in mentioning this. It's just worth noting because it's about time and because it probably won't be the last time this happens. Our photo has, from the left: **Kathy White**, **Peggy Sullivan** and **Mary Linda Brom**.



Alan's Space



Alan Rust

Australia & New Zealand cruises

Hi Everyone,

I should be back home by the time you read this. My wife and I have been on an extended vacation again this year (we went to French Polynesia last year) and have been away since November 24, 2017 returning on January 13, 2018 This year we decided to take a 30 day cruise (actually two back to back cruises) on Holland America which started in Auckland, New Zealand, down the coast, over to Hobart, Tasmania, Australia to Sydney, then the second part from Sydney, on to New Caledonia, Vanuatu Islands and then back to Sydney. We stayed in AirBnb's north of Auckland for 10 days before the cruise and are presently in an AirBnb south of Sydney (in a small town called Bowral) for 8 days after the cruise. We rented a car in both New Zealand and Australia.



As part of the expansion of the ACFamily Network, I am planning to write a "blog" with accompanying articles on a step by step procedure of how I booked airfare, car rental, travel insurance, AirBnb and the cruise in order to open a dialog of how airline employees and especially retired airline employees travel. We will then invite others to share their travel experiences as well if they wish in the hope to discover options for those wishing to do the same. There are a lot of travel sites out there and we don't intend to even try to duplicate them, just to show it from an airline retiree's viewpoint. We certainly have an abundance of knowledge to tap into as there are hundreds (thousands?) of airline retirees travelling each year and we've all picked up a lot of knowledge along the way.

I'll let you know in a future NetLetter when my blog and the travel discussion area is ready on the ACFamily Network. We are making good progress in rebuilding the site but it had to be put on the backburner while I was away.

Sincerely,

Alan



CP Air, Canadi>n People Gallery



The Bristol Britannia incident.

Ted Tierney sent us this story in 2001. This is an event of 40 odd years ago.

"It's Ted here with an incident relating to the Bristol Britannia airplane, not a pleasant or complimentary episode concerning that aircraft but rather about a human failing, with no slight intended towards the individual involved. My own failings come to mind more easily. So with that out of the way it all happened like this."



Click the icon at left for Ted Tierney's story.

Extracted from the "**CPA - Newsletter**" magazine issue dated **May 1967**.



Linda Thwaites, Phylis Morita, Gene Goff, Pina Sperduli, Yvonne Mithrush.

"GO-GO TO EUROPE" was a swinging success at Toronto's Royal York Hotel for over 800 travel agents, journalists and airline reps.

Participating are from the left: **Linda Thwaites**, P.R. department; **Phylis Morita**, reservations; DSM **Gene Goff**; **Pina Sperduli**, reservations and **Yvonne Mithrush**, District sales office.



The EXPO '67 opening in Montreal on April 28th was marked by Tokyo employees with a window display and placard.

Japan is especially interested in Canada's world exhibition because the next one was being held in Osaka and named EXPO '70.

In this photo from the left are: Passenger agents **Teruo Yamida, Kasatuka Nagato**, stewardess **Kazuko Togashi** and passenger agent **Yoshimasa Matsumoto**.

The first of four sales management development seminars was held in April in Vancouver to enhance management skills of senior sales personnel.



In this photo, from the left, we have: **Gene Guff**, Toronto; **Grant Williams**, manager Southwest U.S; **H. B. O'Toole**, marketing program mgr; **Bob Godfrey**, sales manager, Fiji; **Fred Duncan**, Maritime DSM; **Bill Gordon**, director of field

sales; **Jim McKerrow**, DSM, Hamburg; **Luis Andrade**, DSM, Spain; **Ken Wood**, DSM, Winnipeg; **Jim Mutch**, city sales manager, Victoria; **Ron McWilliams**, manager market research; **Bill Stean**, asst. DSM, Vancouver; **Ed Ogden**, regional sales manager, Asia, Pacific; **Ralph Woodman**, manager Southeast Asia; **Frank Holland**, (behind), general sales manager; **Eric Birdsall**, manager, Australia; **G. Inserra**, DSM, Italy; **Roy Pellant**, administrator, management development; **Reg Paull**, manager sales and traffic training; **Raul Hudson**, sales manager, Chile.



Wayne's Wings

Seaplanes – Graceful Workhorses

One of my favourite things to do while I was still living in Richmond, British Columbia (I moved to Surrey after I retired) was to cycle around YVR airport on Sea Island.



**Wayne
Albertson**

Although I frequently rode my bike to work, the real pleasure was to spend a day off wandering around Sea Island's many paths while watching aircraft come and go.

On these excursions, I often stopped at an establishment called "The Flying Beaver" for a burger and beer before heading home. The pub is located inside the Harbour Air terminal on the south side of YVR and I loved to sit on the patio and watch passengers board the seaplanes parked less than a hundred metres away. After boarding, the pilots taxi the aircraft into the middle of the south arm of the Fraser River and then take off. There is something so graceful about watching an aircraft lift out of the water into the sky (particularly on a sunny day).

My initial concept for this article was to chronicle the de Havilland DHC-3 and DHC-6 series aircraft still in service today. However, I soon realized that task could become a whole new career.

I did find one aircraft, a DHC-6-100 registration C-GQKN, that seems to have been in service for almost fifty years. [RZJets](#) shows the aircraft was built in 1968 and delivered to [Surinam Airways](#). It



was acquired by Pacific Coastal Airlines in 1989 and then Air BC in 1993. Air BC's seaplane service was spun off to create [West Coast Air](#) which was later acquired by [Harbour Air](#) in 2010.

Pictured is C-GQKN in Air BC livery in Victoria Harbour in 1998; posted in [Flickr](#) by Rob Hodgkins.





Reader's Feedback

Hugh MacCallum has sent us this information and the url -
A PBV Catalina's Journey of re-discovery
at theperfectadventure.ca



In May 2018 a World War Two veteran Canadian flying boat, a PBV Catalina (in Canada termed a Canso), "**Shady Lady**" is going to take to the air and fly to 11 countries and over fifty

towns, cities and communities in a once-in-a lifetime celebration and a unique journey of re-discovery.

The purpose of the flight will be to provide a platform for the Government of Canada to promote its sovereignty and stewardship of the Arctic, make a World Tourism Campaign for the Government of British Columbia, commemorate the pilots of WWII on the 100th anniversary of the Royal Air Force, visit WWII Catalina bases, produce a film documentary of the flight and its mission, lay wreaths at the wreck sites of HMS Hood and the Battleship Bismarck and honour the history of lend lease and the Atlantic convoys.



This epic flight will never happen again and marks the end of an era. Some of your readers might be interested in this ['Lanc' video](#) on the CTV site

Canada's Lancaster bomber returns home after historic U.K. tour.

Note: "Shady Lady" will be visiting CWHM at CYHM/Mt Hope, Ontario to fly with its Canso.

Hugh MacCallum

John Wendell Crerar sends this comment after reading the article about the Viscount in [NetLetter # 1379](#) -

Hello, wonderful seeing 637 as I spent a few hours crawling around her during the wing spare mod late 50's early 60's. It was a wonderful time and I cherish the memories.

Enjoy reading the net letter, thank you. The years in YWG were great and then came transferees to Montreal, not so great and left six months after arriving. I was a 2nd generation employee and it hurt to leave, but all worked out in the end. I worked 8 years with AC and after transferring to Montreal we went to register our children for school. The authorities told us because we came from out of province our children would have to go to a French Catholic school. We were English speaking Protestants.

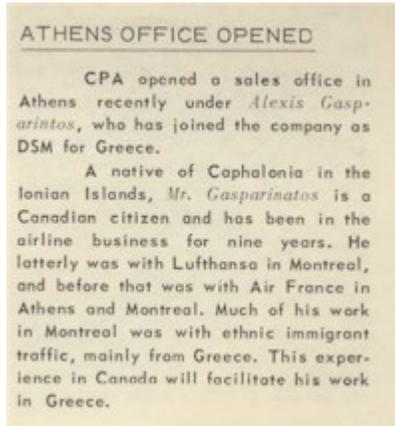
Not wanting to quit AC, it became necessary and took job with CP Air which turned out equally as good, but lost my seniority with AC. Now an AC retiree I have 22 years 8 months seniority but actually worked there 8 years with 30 years 8 months with both airlines. The Viscount was the first and I had a wonderful career. Have a Merry Christmas and a great New Year.

Best regards,

John Wendell Crerar

Gailene Biener tells us that the refueling stop for Wardair Boeing 727 was Sondrestrom Greenland.

Nicolas Spiros sent us this correction to the article in [NetLetter # 1381](#) regarding the opening of the CPA office in Athens -



Re: your latest edition, I'm sure "Mr. GASPARINATOS" is not around to see his name mutilated to "GASPARINTOTAS"; the surname ending in "-atos" denotes a person's origin in the Ionian island of Cephalonia; and that is the reason the third "a" is important.

(Due to an editing error, the "as" was added to the surname. The original article shows two

spellings of the name, the second mentioned is the correct one, but was not noticed when the information was used - eds)

I was a young upstart in the business then. Greeks may be proud of their last names but a linguistic problem for North Americans. I chose to drop mine when I moved here; it was a less painful solution!

Nicolas



Odds and Ends



Brant and Norfolk Aero Club.

In 1928, the federal government promised a grant and two airplanes to any responsible flying club that would operate a flying field and train pilots.



The Brant-Norfolk Aero Club was founded by a few forward thinking young men who set about finding more members and an air field. In 1929, eighty-five

acres of land were purchased by the city on the north east corner of King George Road and Fairview Drive, which was then named the Airport Road. It was also necessary for eight local businessmen to put up a bond to guarantee the functions of the club. Two Avro Avian airplanes arrived in 1929.

The official opening took place on June 6, 1930, followed by a large civic celebration. In 1949, the airport moved to the Burford Road where the No. 5 Service Flying Training School was located during the Second World War. Started 1929 the renamed Brantford Flight Centre, operates at Municipal Airport, Brantford, Ontario (YFD).

(Source: brantfordexpositor.ca)

Sound breaking.



Fifty years ago, December 17, 1967, the future of air transport was unveiled to the world as the supersonic Concorde emerged from its hangar for the very first time.

A dart-like airliner that promised to revolutionize the air-transport industry broke cover in Toulouse and the state-of-the-art machine that emerged would henceforth be referred to universally with the French spelling of its name - "Concorde".

Source: Fight International December 12, 2017)





Terry's Trivia and Travel Tips



Terry
Baker

Terry Baker, co-founder of the NetLetter scours the internet for aviation related **Trivia** and **Travel Tips** for you, our readers, to peruse.

Ways to avoid paying too much to travel. (Source: MSN.COM)

Exchanging Your Currency at the Airport

It only makes sense to keep some cash on

hand when travelling – you never know when you'll need some local currency for cabs, tipping, places that may not accept plastic, etc.

Trouble is, the airport may not always offer the best exchange rates as you rush to change over that cash before boarding your flight. Get the best rate by doing it ahead of time and save a little extra spending money.

Flying Direct Every Time

We don't blame you for wanting to skip out on those lengthy connecting flights, but doing it direct, every time, can really add up. Opt for a layover every now and again and reward yourself by spending some of those savings while hanging around between flights at the duty-free!

Smart bags use lithium ion batteries to power electronics and embedded tracking and self-weigh devices. There is increasing concern, however, about lithium ion batteries causing runaway fires in cargo holds unless devices are properly stored and separated from items that could worsen a fire, such as cans of inflammable liquids.

Carriers are banning so-called smart bags from being checked into luggage holds unless the bag's integrated lithium battery can be removed and carried separately.

They follow similar actions by other carriers including **Air Canada**, Alaska Airlines, American Airlines, British Airways, Cathay Pacific Airways, Delta Air Lines, Etihad Airways, Hawaiian Airlines, Qantas Airways, Qatar Airways, Southwest Airlines, United Airlines and Virgin Australia.

(Source: atwonline.com January 5, 2018)



Smileys



Following [NetLetter # 1381](#), here we have the final list of Aerial Rule for Aerial Fools sent in by **Alan Evans**.



Engine fault.



"Nearly 75 years ago, GE introduced the country's first jet engine and brought America's aviation industry into the jet age," proclaims the commercial

engine page on GE Aviation's web site.

The problem is, the four engine aircraft in the main image - parked at a pier tip of Frankfurt's Terminal 1 - are two Airbus A340-600s, a type powered exclusively by arch-rival Rolls-Royce's Trent 500 power plants.

(Source. Flight International November 29, 2017)



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)