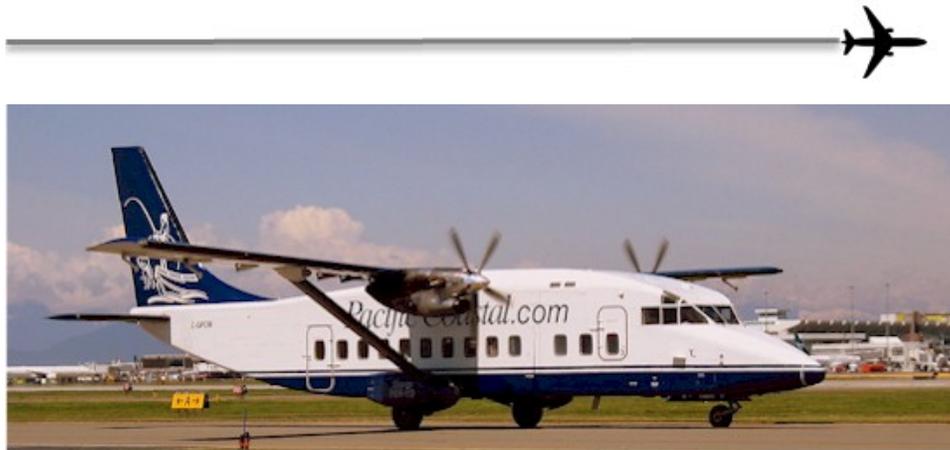


NetLetter #1412 | April 14, 2019



Aviation Memorabilia Newsletter

Since 1995



Pacific Coastal Airlines Short 360
Photo by [Shawn at Flickr](#)

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!



Coming Events



North American Airline Ski Federation (NAASF) is an organization comprised of Teams or Clubs from virtually all of the airlines in North America (American, Delta, United, Fedex, Southwest, NetJet, Skywest, etc).

These Teams/Clubs are comprised of airline employees/retirees and their families. NAASF currently sanctions three ski weeks each season at a variety of resorts around North America where the member Team/Clubs compete in Snowboard and Ski Racing, Partying, and Free Skiing. Those that want to race have the opportunity, but those that don't are welcome to come cheer for your favorite team or just enjoy the mountain at your own pace.

The NAASF Ski Weeks offer some of the most affordable ski/riding possible. As a general rule, the NAASF contracted rates offer slope side or near slope side lodging for under \$75/person/night, Lift Ticket Prices for about 50% of rack rate, and a variety of discounts on rentals and purchases around the resorts.

(Source: naasf.com)



Canadian Aviation Historical Society (CAHS).

National Convention and AGM
May 22 – 25, 2019
Saint Anne de Bellevue, Quebec.

More info at cahs.ca



Women in Aviation

To great heights from an early age.



Cline says her position reflects diversity of the people she helps

Lori Cline became the youngest airline captain in the world on the day of her 23rd birthday. Now she is chief pilot at American Airlines' second-largest hub Charlotte Douglas International in North Carolina, USA.

How did you get started?

I started flying before I was driving, taking lessons in my grandfather's Cessna 172 at the age of 13. Attending Indiana State University she received a BSC with double major in Aviation Admin & Professional flight.

What was your first job?

Helicopter pipeline patrol.

What came next?

I was hired by Atlantic Airlines in 1981. I was passed over nine times for captain as I was not old enough to get my air transport pilot (ATP) certificate, you had to be 23.

Six weeks before my 23rd birthday, a captain's slot opened and I got my endorsement for the ATP on the day of my 23rd birthday and on that very day hopped into the left seat to fly as the youngest airline captain in the world.

(Source: [Flight International](#) March 2019)



Air Canada News

Air Canada has pulled the Boeing 737 MAX from its schedule until at least July 1, and has reshuffled its schedule and aircraft assignments to accommodate the capacity reductions.

(Source: [ATW Daily News](#) March 19, 2019)



Star Alliance News

Lufthansa has been selected as Air Transport World's 2019 Airline of the Year for its across-the-board achievements and competitive edge in the airline industry.

2018 was an exciting year for Lufthansa and its Group, carrying a record breaking 142 million passengers, re-branding and introducing new technologies and services to help improve the passenger experience.



TCA/AC People Gallery



 **airOntario**

 **airNova**

 **NWT air**



May 18, 1985 - Inaugural B-767 service Halifax to London (LHR)..

June 18, 2019 - New nonstop service between Montreal and Sydney, Nova Scotia will be operated by a Jazz Q400 daily until September 2, 2019.

(Source: AC Daily March 13, 2019),



Here is the cover of the enRoute magazine issued October 2012.

(Source: enroute.aircanada.com/en/magazine/past-issues)

Air Canada NAVI magazine series was launched in March 2017.

Here we have the Summer 2018 cover.



Below is a photo of the crew, from the left: **Elizabeth McDonald, Anna Mcmurdo, Michele Zietlow-Euerby, Karen Gee, Linda Daigle, Veronica Gill Pizon, James Howey, Vincent Centeno, Brenda Bebiek, Ryan King, Sora Lee, Susan Farragher, Sanja Shaback and Jeremy Schimpf.**



Left to right: Elizabeth McDonald, Anna Mcmurdo, Michele Zietlow-Euerby, Karen Gee, Linda Daigle, Veronica Gill Pizon, James Howey, Vincent Centeno, Brenda Bebiek, Ryan King, Sora Lee, Susan Farragher, Sanja Shaback, Jeremy Schimpf.



From the "**Horizons**" magazine.

Issue dated April 1985.

On June 15, 1985, for the first time in company history, Halifax will be able to offer daily service from Halifax to the United Kingdom. Depending on the day of the week, the operation will be non-stop or via Gander or Prestwick using B-767 or L-1011 equipment. The company received Ministry of Transport approval to operate the B-767 on the route using the current ICAO 90-minute, two-engine rule.

The flight path must be planned so that the aircraft is never farther than 90 minutes from a suitable airport at normal cruising speed.

Team gets gear.

When the 'Royals' volleyball team competes for the 1985



title in the Barbados Volleyball League, the Air Canada maple leaf will be there for all to see. As official sponsor of the 'Royals', the airline presented team members with their gear.

In the photo **Jan Nichols**, Customer Service Agent, hands over team sweaters to, from the left: **Adrian Phillips**, **Alvin Jemmot** and **Ronald Phillips**.

Issue dated July 1985.

Now that's service.

Toronto's 'Rendez-vous' restaurant was the scene of a gathering of 11 Flight Attendants who were all marking their 25-year service anniversaries. The luncheon celebrated 275 combined years of service not to mention the numerous shared experiences.

In the photo are, from the left: **Judy Van Rees**, Flight Attendant; **Martin Fleet**, Flight Service Director; Flight Attendants **Arlene Perritt** and **Gwen Mosca**; **Marion Clark**, Purser; Flight Attendants **Ethna Plaskes**, **Donna Gibbs**, **JoAnne Ridler** and **Helen McEwan**; **Walter Van Beek**, In-Flight Service Base Director, Toronto and Flight Attendants **Pat McAllister** and **Winnie Patterson**.



Judy Van Rees, Martin Fleet, Arlene Perritt, Gwen Mosca, Marion Clark, Ethna Plaskes, Donna Gibbs, JoAnne Ridler, Helen McEwan, Walter Van Beek, Pat McAllister and Winnie Patterson.

Pionairs Board of Directors 1985-1986

President **Frank Dunlop**; Immediate Past President **Nancy Walchuk**; First Vice President **Jack Somerset**; Second Vice President **Blake Austin**; Treasurer **Ray White**; Secretary **Gene Brown**.

District Directors: **John Innes**, Victoria, B.C.; **Douglas Armitage**, Richmond, B.C.; **Gord Sanders**, Calgary,

Alberta; **Gerry Chaffey**, Edmonton, Alberta; **Mike Lewicki**, Winnipeg, Manitoba; **Mary Young**, Ottawa, Ontario; **Evelyn Desjardins**, Montreal, Quebec; **A. J. Bruncau**, Halifax, Nova Scotia; **Roger Alain**, Pinellas Park, FL; **Kay Napolitano**, Markham, Ontario; **Bruce Wrigley**, London, Ontario.

(No photo available – eds)

Issue dated February 1986.

District directors and members of the Pionairs' executive held their annual meeting January 1986 at the Vancouver Delta River Inn.

In the photo are, standing from the left: **Dave Krischke**, Edmonton; Pionairs President **Frank Dunlop**; Second Vice President **Blake Austin**; First Vice President **Jack Somerset**; **Gord Sanders**, Calgary; **Martin Betts**, Pension Representative, Vancouver; **Mike Lewicki**, Winnipeg; Treasurer **Ray White**; **Doug Armitage**, Vancouver and **John Innes**, Victoria.

Seated, from the left, Secretary **Gene Brown**; **Kay Napolitano**, Toronto; **Mary Young**, Ottawa; **Evelyn Desjardins**, Montreal and **Nancy Walchuk**, Pionairs Immediate Past President.



Issue dated April 1986.

Soccer with a Singapore swing.

Winter in Canada. Not a good time for running around a soccer field. But for members of the Montreal Soccer Club the season got off to an early start when some 23 players, spouses and supporters journeyed to Singapore, continuing a soccer friendship started in 1985 when Singapore Airlines visited Montreal. In Singapore they played their first game.

Despite the heat and humidity we came out with a 0-0 draw. Then it was off to Bangkok for a few days, accompanied by three players from the Singapore team. The fascinating sights, exciting nightlife and wonderful shopping kept everyone going from dawn to dusk.

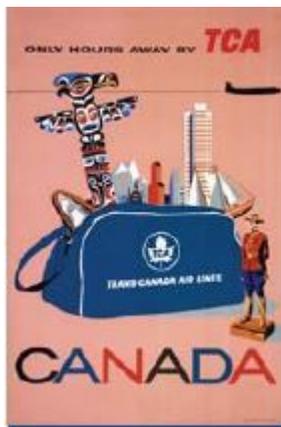
Back in Singapore, we played our second game, managing a win by a score of 2-0. Here we have this photo of the team.

(We have no names here, if someone wants to supply them, we will run the photo in another NetLetter - eds)



On **April 27, 1986** Air Canada became the first major North American airline to introduce total non-smoking flights, with more than half of the frequencies between Montreal/Toronto and Toronto/Ottawa being designated as total non-smoking flights.

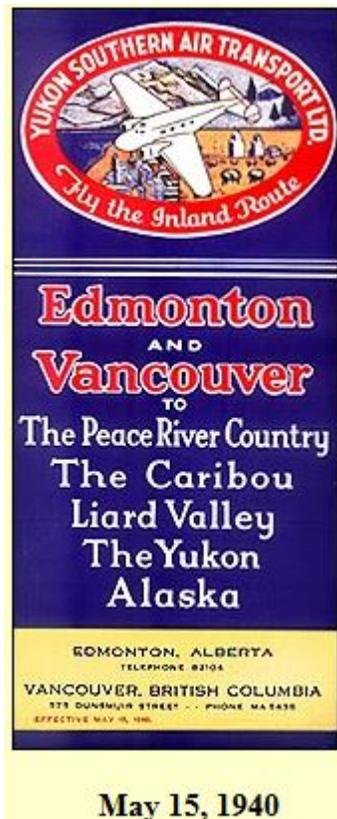
Issue dated April 2012. (Used with permission)



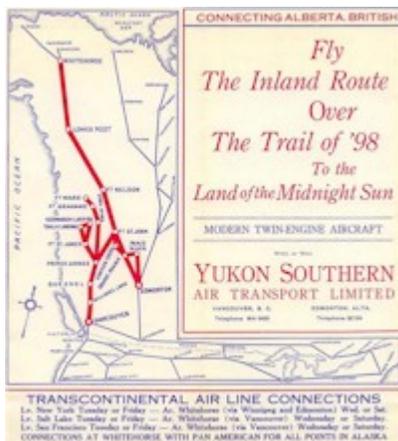
Air Canada and Canadian Pacific Air Lines started a policy in 1964 to "sell Canada first," promoting the other's airline as a first alternative to its own.

"Horizons" magazine launched a new semi-permanent 75th anniversary column in the February 2012 edition. We had the first photo of the page in [NetLetter #1410](#).

Here is the 1960's version.



May 15, 1940



EPA loses trade name.

Eastern Provincial Airways of Halifax will operate under the CP Air logo of its parent Canadian Pacific Air Lines of Vancouver. By January 1, 1986, EPA's Boeing 737 jets will fly in CP Air colours and employees will wear CP Air uniforms.

The regional carrier's president Sheldon Stoilen said the change will allow EPA and CP Air to present a unified image to the travelling public while retaining their individual corporate structures and strengths.

(Source: **AC "Horizons"** magazine issued August 1985)

CP Air abandons Attache surcharge.

CP Air is dropping the five per cent surcharge on Attache class until October 28, 1985 to find out if it is stopping some business travellers from using the service. The five per cent premium works out to as little as \$5 on a short flight and is never more than \$13.

(Source: **AC "Horizons"** magazine issue September 1985)



Wayne's Wings



**Wayne
Albertson**

Short 360 – "The Shed"

I am constantly surprised by what comes up whenever I begin to research a story for our newsletter. Ideas frequently come from unexpected sources at times when I least expect them.

At a minor league playoff hockey game between the Vancouver Giants and Victoria Royals (my friend's grandson plays for the Giants) a large advertisement balloon of a Pacific Coastal Airlines aircraft was floating around the arena between periods. I was reminded of this small commuter airline and the unusual design of one of the aircraft in its fleet.

So, when I dove in to the internet to research the "Short 360", I learned that it was manufactured by 'Short Brothers plc' of Northern Ireland and that this was the actual first company in the world to make production aircraft.

The company began in London in 1908 and moved its main base to Belfast in 1948 where it developed aircraft with 'flying boat' designs beginning in the 1950's.

This was my first impression of the Short 360's operated by Pacific Coastal Airlines that I watched taxiing on the YVR tarmac. Regrettably, I have never flown on one.

Time Air of Lethbridge, Alberta, which became CP/CDN's regional partner, was the first airline in Canada to operate the Short 360. It was also the launch customer and the world's first operator the Short 360's predecessor, the Short 330 which had a different tail structure.

They later operated the Short 360 before Pacific Coastal. Both types were only useful in areas that didn't involve

crossing mountain ranges, like Time Air's routes in Alberta, and Pacific Coastal's routes between Vancouver and points on Vancouver Island, since they were both unpressurized.

As far as I know, none of these aircraft remain in service in Canada. However, there is still a prominent Canadian connection; Short Brothers was bought by Bombardier in 1989 and is today the largest manufacturing concern in Northern Ireland.

Reference:

Short Brothers at [Wikipedia](#)

Special thanks to **Ken Pickford** for additional info and clarification.

[Click Here](#) for photo of a Time Air Short 360 during a fuel stop at Reykjavik, Iceland on the delivery flight in 1985.

[Click Here](#) for a photo of a Time Air Short 330 at Calgary in 1979 with the different double-tail structure obvious.

[Click Here](#) for a photo of the Short 330 demonstrator that performed at the Farnborough Airshow in 1976 painted in Time Air livery.

Click the image below for a video of the Shorts 330 and 360 series of 'flying boats'





Reader's Feedback

Bernie McCormack sends this comment after reading "New Service Begins" and the comment by Edwin McManus in [NetLetter #1410](#) -

I could well be wrong, but although I flew the L-1011-500 for quite a few years also to Bombay and Singapore. I don't recall that it had a high engine maintenance requirement.

Bernie.

Larry Milberry sends this information -

Dear Readers ... here is CANAV's Winter/Spring 2019 special list of books, journals and collectibles.

Have a look and let me know if you see anything you'd like for your own reading, for special gifts, etc. Don't quit building up your library ... it'll help keep the internet from turning your brain to mush!

(Pay the price shown in bold in Canadian dollars.)

Cheers ... Larry Milberry.

Find CANAV on the web: www.canavbooks.com

Email me at larry@canavbooks.com

Tel (416) 698-7559 ... For other news and updates see www.canavbooks.wordpress.com



Click the icon for the book listing.



A black silhouette of an airplane flying to the right.

Odds and Ends

Abandoned airport.

Dubbed 'The Gateway to Nowhere', Mid America St. Louis Airport in Illinois was completed in 1997 at a cost of \$313 million – around \$474 million in today's money.



Planners envisaged the airport would welcome hundreds of thousands of passengers a year.

(Source: [MSN News](#) February 16, 2019)

The Farnborough International Airshow has announced that it is removing its public weekend, taking the biennial show from seven days to five and eliminating its public airshow. It has been reported that factors influencing the change include negative feedback regarding last year's airshow, and a decreasing number of airshow spectators. The public weekend will be replaced by opening the trade show to the public for the final day of the event.

The [Farnborough International Airshow](#) is held every other year with the next show scheduled for **July 20-24, 2020**.

In 2018, more than 1,500 exhibitors and 80,000 visitors from 112 countries attended the event.

(Source: AVWebFlash March 7, 2019)

New airline gambles on games.

Found in "**AC "Horizons"** magazine issue May 1986

A newly formed British airline aims to woo passengers in its 15-hour flights to Asia with slot machines, bingo and blackjack aboard a Boeing 747.

London Express, formed by a group of businessmen headed by Michael Beesley, an aviation industry expert from the London Business School, intends to start operation to Singapore in late '86.

Seats on the airline's leased jumbo jet will be sold exclusively to tour operators running charters to the area. The company plans to install slot machines on the upper deck and have bingo callers chanting the numbers to passengers over the inflight headphones. Blackjack would also be available.

Britain's Civil Aviation Authority has granted permission for the Singapore run and London Express is seeking clearance for flights to Bangkok and Hong Kong.

Initially the 'flying bingo hall' concept will only be available on flights originating in Britain, but if the scheme is successful, London Express will seek to sell tickets in the reverse direction.

Note: We can find no other information on the success of this airline - eds.





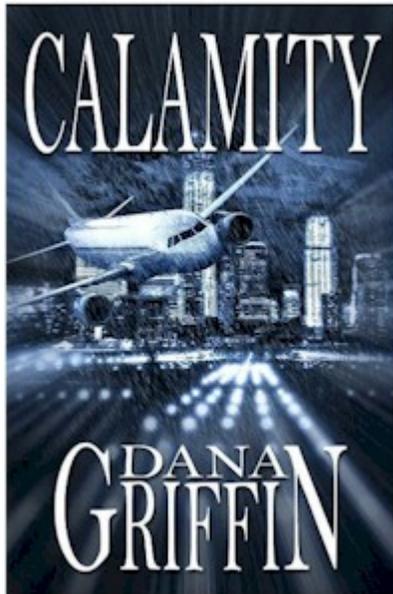
Terry's Trivia and Travel Tips



**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.

Air Canada has announced the suspension of 737 Max aircraft until, at least, July 1, 2019.



During this period be aware that passenger and cargo services will be directed to the revenue passengers, and you are cautioned that your own travel plans maybe affected while travelling standby.

It is suggested that you use a GOAC confirmed seat.

(Presently reading a book of fiction by Dana Griffin called "Calamity" about an aircraft certified without fully checking software systems which could cause an incident – parallels the present 737 Max problem – eds)

Memorable BNB accommodations.

You'll need to be willing to pay to enjoy this expensive listing



— but the splurge is worth it.

The secluded treehouse encompasses three rooms connected by bridges outfitted with magical twinkling lights.

Indoor features include antique furnishings and a collection of fossils; outdoors, a deck surrounds a 165-year-old pine tree. While it feels like a world away, the bustle of downtown Atlanta isn't far away.

(Source: MSN News.com)

Canadian Effort – the early years.

Aircraft of Trans-Canada Air Lines now fly three roundtrips weekly between Montreal and Britain, and a further schedule development is being planned. Mr. H. J. Symington, President of the Board of Directors, stated that "plans for international flights other than the present transatlantic service are still tentative, but the West Indies, South America and Pacific areas are of admitted interest to the company.

(Source: flightglobal.com - page 447 April 26, 1945)



Smileys



Found on the Flight International magazine issue February 26, 2019.



Name that plane.

The following advert was a tweet by the Virgin Group -

Did you know the avionics bay can be accessed by a hidden ladder in the nose wheel bay on a

Boeing 747?

Finally, total aviation persons among us can, of course, tell immediately from this (since deleted) Virgin Group tweet that the aircraft in the picture is not actually a Boeing 747. There is one subtle clue. See if you can spot it? The ladder may be hiding.

There are **Rules** and there are **Laws**.

Rules are made by men who think that they know better how to fly your airplane than you.

Laws (of Physics) were ordained by nature. You can, and sometimes should, suspend the Rules but you can never suspend the Laws.

About Rules:

- a. The rules are a good place to hide if you don't have a better idea and the talent to execute it.
- b. If you deviate from a rule, it must be a flawless performance. (e.g. If you fly under a bridge, don't hit the bridge.)

(Source: jethros.org.uk)



Terry Baker | Alan Rust | Wayne Albertson
Ken Pickford (missing from photo)
NetLetter Staff for 2019
(you can read our bios at www.thenetletter.net/history)