



Aviation Memorabilia Newsletter

Since 1995



The NetLetter 25th Anniversary

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!

Note: to unsubscribe or change your email address please scroll to the bottom of this email.



NetLetter News



Terry Baker, Vesta Stevenson and Alan Rust
Victoria, British Columbia
March 2007

This issue of the NetLetter marks the beginning of the 25th year since **Vesta Stevenson** and **Terry Baker** created and distributed the first issue back in October 1996.

Originally, a much smaller newsletter was distributed every 2nd day and, as the content grew, the distribution was formalized to weekly.

Alan Rust came on board and offered his skills with website software to help grow and expand the newsletter. Distribution was reduced to every 14 days, as the newsletter had also once again grown considerably in content. Alan also designed and built the current website (www.TheNetLetter.net) where most back issues are available for viewing as well as the design of the current newsletter.

Wayne Albertson joined Terry and Alan in 2015 to assist in compiling the newsletter and now has assumed administration duties of the website and newsletter.

Ken Pickford and **Bob Sheppard** generously provide their proofreading skills, fact checking and occasional content contributions to make each edition better.

Vesta passed away in July 2010 and Alan passed in April 2019 but their love for the NetLetter project remain with us and we feel their influence while creating every issue.

The NetLetter mission is to preserve and share memories of the special people who are a part of aviation history in Canada (and beyond).

We are grateful to our subscribers for continuing support of our efforts



Terry Baker, Alan Rust and Wayne Albertson
Richmond (Iona Island), British Columbia
April 2015



We always welcome feedback from our subscribers who wish to share their memories and photographs.

Particularly if you have stories to share from one of the legacy airlines: Canadian Airlines, CP Air, Pacific Western, Eastern Provincial, Wardair, Nordair and

many more.

Please feel free to contact us at feedback@thenetletter.net



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).



IASF is hosting the 2020 ski week at Big White Resort in Canada March 1 - 6, 2020.

(Source: naasf.com)

Shirlee Schacter sends us this invite to the "**Friends of Front Street Reunion**" -

Don't want you to miss out on knowing we're planning the 19th **Friends of Front Street (FoFS)** Reunion on Saturday, October 19, 2019 from 12:00 to approximately 3:00 p.m.

We will be meeting at Hooters, 171 Carlingview Drive, on the airport strip in Toronto.

As per usual, separate tabs for everyone and a varied lunch menu to choose from. Come out and see those friends you haven't seen since last time and if you weren't out last time here's your chance!!



Reader's Feedback

In [NetLetter # 1422](#), **Max Stollar** requested assistance in preserving his collection of memorabilia, we received several responses with useful information for anyone who may share Mr. Stollar's interest.

From Gretchen Dawson,

In response to your request on behalf of Max Stollar:

I've sent a letter off to **Shirley Render**, former Executive Director of the Western Canada Aviation Museum, in Winnipeg. She retired a few years ago, and as you may know, the old original TCA hangar used for that Museum, will be no longer!

They got the Queen's royal assent, and it's now the [Royal Western Canada Aviation Museum](#) and it's moving into a new facility near the airport.....don't have all the details.

(Note: Their website states that the opening is scheduled for 2021, eds)

Sincerely,

Gretchen Aird Dawson

Canadian Maple Wings Association

From John Rodger,

Max & I got in contact and Max is going to get his collection together and meet with me. When I see what he has we'll go

from there.

I've met **Shirley Render** (mentioned above) and know about the new museum. As you know we have two Museums in YUL (one at the base) and YOW of course.

When **Jack MacDougall** passed away his wife asked if we could help with his collection. Some of it went to Vancouver Island "Sidney" and is on display with their Viscount. I'm sure we will find a home for anybody who wants to preserve the history of TCA & AC.

Regards, John

John also advises the following info museums in Montreal area.



The [Montreal Aviation Museum](#) located at the McGill University's MacDonald Farm campus in Sainte Anne de Bellevue, Quebec..

There is also a museum at the Air Canada Base HQ Building on the 1st floor. Richard Folgar is the archivist. Permission is required to enter the base. He has a lot of artifacts, memorabilia and storage space on the 3rd floor.

We have easy access to the [Canadian Aviation and Space Museum](#) in Ottawa where they have a lot of our memorabilia and artifacts.

Some of it is stored in a controlled temperature library. **Keith Kelly** and I took **Claude Taylor** up to see it when it was first opened and he came away very impressed with how the items are stored.

MAM web site link is: www.mam.quebec/en

Re: Max Stollar wanting to know what to do with his memorabilia:

Advise him to contact any aviation museum near his home, the following link will get him to most of the ones in the world including Canada: en.wikipedia.org/wiki/List_of_aerospace_museums

I gave my 2 boxes of similar items including 408 x 35mm slides to the [BC Aviation Museum](#) in 2011. They scanned the slides and returned them to me which I have now posted at www.hughmaccallum.ca .

Best regards,

Re: the Max Stollar request:

As a lifetime TCA/Air Canada brat I have collected a great deal of the type of things referred to in this request.

As time goes on, I have contributed many things to the Royal Aviation Museum of Western Canada, the National Aviation Museum in Rockcliffe, Canada's Aviation Hall of Fame, The Vickers Viscount project in Sidney BC, and to a lesser extent to the Montreal Aviation Museum at MacDonald College.

Doug Seagrim

Retired pilot, Air Canada.

I collect TCA & Air Canada model aircraft. I would be willing to discuss perhaps purchasing some, if Mr. Stollar was open to that idea

Best, **Stephen Helms**

Please note: To protect the privacy of our subscribers, we do not post personal email addresses in the newsletters.

If you wish to contact any of the above, please contact us at feedback@thenetletter.net and we will send along your request, eds.





Reader Submitted Photos

John Rodger sent in a few photos -



Attached a photo of **Maxine Brett** when we went to see her at the Hudson Legion last Monday. She is still very sharp and we had a lot of fun with her. Her daughter is still a F/A for AC and son Bill Jr retired from AC as a VP under Montie Brewer.

Air Canada gave her the aircraft, the Pionairs gave her the certificate, flowers and card.

Below is a photo dated April 6, 1986 that has **Captain Bill Bredt** (Maxine's late husband), **Reg Brewer**, Aircraft Routing, the late **Sam Gatelaro**, Maintenance Supervisor and **Dave Marleau**, T & F Director. All retired from AC and helped start up **Nationair**.

We used to go up to their hangar in Mirabel to do NDT work. It was like doing work on AC aircraft as almost all of the maintenance people were retired AC. It was like old home week.



Clare Ash, retired CP Air Sales Promotion Manager, Eastern Canada has sent us this photo of the CP Air Overseas Managers at the Rendezvous Canada Convention in Vancouver (YVR).

No date provided nor identifications - anyone? - eds)

Ken Pickford adds -

Clare would know most of the names (he's the one at far right).



Udo Engelleder has sent us this photo -

I just got this pic from a Halifax based Aircraft Maintenance Engineer (A.M.E.) and I thought you might like to see it, somewhere in western Canada. Perhaps someone will recognize the people there.

Regards, Udo

Ken Pickford supplied the additional info and the following link providing more history on the De Havilland DHC-2 Beaver (CF-GQV) in the photo

www.dhc-2.com/cn105.html

This aircraft was written off in a hangar fire at Edmonton Municipal Airport in 1967.

Interestingly, in the 1955 photo at Norman Wells, NWT (YVQ) in the link above, note the Canadian Pacific Air Lines DHC-3 Otter, the Beaver's larger cousin, in the background, one of two operated by CP to remote points in that area.

CP's northern routes were transferred to Pacific Western in 1959, including the two Otters, among other aircraft that CP was using on those routes.



Air Canada News

Canadian TV Star **Sandra Oh** is featured in this charming ad entitled '**Travel Like a Canadian**'.



A new year-round route from Montreal to Bogota will begin operating three times weekly with our summer 2020 schedule on board the Air Canada Rouge Boeing 767-300ER.

(Source: AC Daily September 18, 2019)

Drone Delivery Canada (DDC), with the assistance of its sales agent, Air Canada Cargo, has entered into a

commercial agreement with Vision Profile Extrusions to use drone technology for deliveries between two of Vision's properties in Vaughan, Ontario.

The defined flight routes have been approved by Transport Canada and will make use of DDC's DroneSpot takeoff and landing zones, as well the Sparrow cargo drone with a capacity of up to 10 pounds. Deliveries by drone will begin later this year and be remotely monitored at DDC's new commercial operations centre, also located in Vaughan.

(Source: AC Daily September 17, 2019)

Dreamliner service from Ottawa (YOW) to London-Heathrow (LHR) is coming.

We announced on September 10, 2019 that we're upgrading our non-stop daily flights from Ottawa to London-Heathrow with our sophisticated Boeing 787 Dreamliner. Beginning March 29, 2020.

(Source: AC Daily September 11 ,2019)



Air New Zealand has confirmed an earlier commitment to order eight Boeing 787-10s and is also moving closer to selecting a new CEO.

(Source: [Air Transport World](#), September 25, 2019)



Additionally, you can follow this link for info on former Walmart exec Greg Foran's appointment chief executive

www.stuff.co.nz/business



TCA/AC People Gallery



 *airOntario*

 *airNova*

 *NWT air*



Continuing the Time Travel: 75 Years in Events started in [NetLetter #1419](#).

1945 - Tuning radio frequencies

June 1945 marks the introduction of ultramodern Very High Frequency (VHF) radio units into service between Toronto, Ottawa and Montreal, making static interference and blackouts a thing of the past.

TCA is the first airline to make VHF standard at all ground stations. Other sophisticated navigational systems developed during the war help plot more accurate courses and can be used in all weather conditions, making "over weather" flying a reality.

1946 - Hot meals hit the skies.

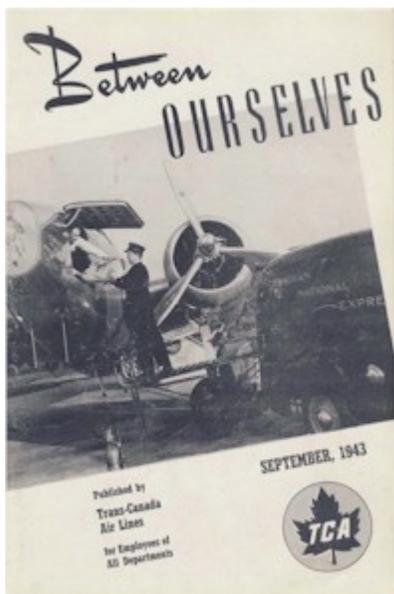
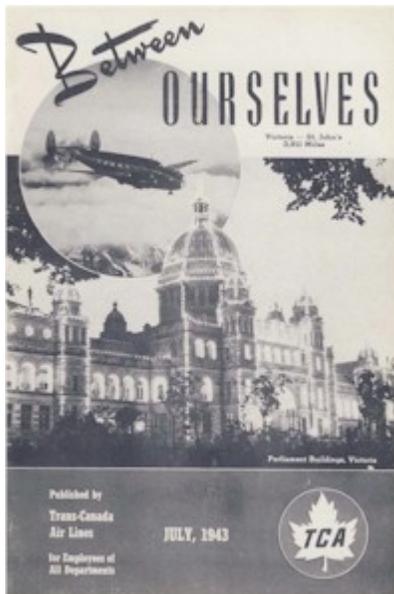
When TCA introduces hot meals aboard its Douglas DC-3, passengers are able to choose from a menu of scrambled eggs, assorted cold meats, and casseroles heated in yellow mess tins and served on porcelain plates. Cereal, fruit juice and salads arrive in paper containers.

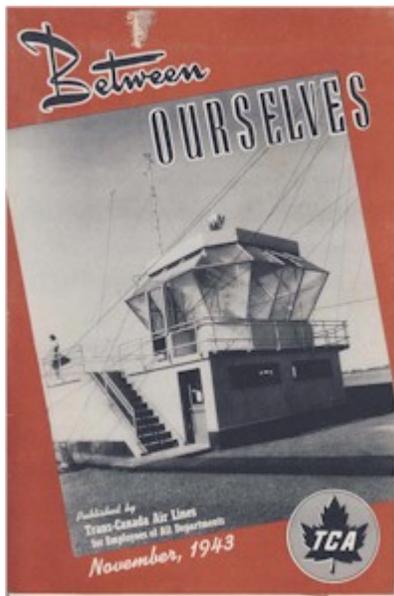
(Source: moments.aircanada.com/timeline)

(More next NetLetter – eds)



Here we have more front covers of the **"Between Ourselves"** magazine from July through December 1943.





Extracted from the "**Horizons**" magazine.

Issue dated June 1987.



Bonny hired at Halifax.

Managing and maneuvering heavy rolling stock may not be every person's work preference, but for Bonny Higney it's a matter of doing what you feel you can do best.

Bonny is one of the hires at the airline's cargo terminal complex at Halifax International Airport and is the first female Cargo Station Attendant in Atlantic Canada.

She joins an ever growing list of people who are choosing non-traditional jobs in the airline industry. Though Bonny admits to having felt a bit uncomfortable at first, she is now a full-fledged member of the cargo team and is shown at the controls of an electric fork lift.

Miami -

Employees at Miami International Airport took a few minutes off to enjoy a piece of the 50th anniversary cake.



Miami
Employees at Miami International Airport took a few minutes off to enjoy a piece of anniversary cake. In the photo are, at the rear, Joan Kaye, Customer Service Agent and Gilda Llaurado-Lopez, Secretary. In the front row are, from the left Customer Service Agents Jackie Pineda and Charlotte Fuller-Bourdier; Ray Stephens, Purser and Customer Service Agents Grace Mancuso and Monique Gkikas.

In the photo are, at the rear: **Joan Kaye**, Customer Service Agent and **Gilda Llaurado-Lopez**, Secretary.

In the front row are, from the left: Customer Service Agents **Jackie Pineda** and **Charlotte Fuller-Bourdier**; **Ray Stephens**, Purser and Customer Service Agents **Grace Mancuso** and **Monique Gkikas**.



Port of Spain
Air Canada and tourism industry representatives for Trinidad and Tobago joined in celebrating the airline's 50th birthday at a reception in Port of Spain. In the photo Heathcliff West, Customer Service Agent and Indranee Maharaj, Senior Customer Service Agent, slice into the cake. Looking on are, from the left: Emanuel Gibbons, Customer Service Manager; Richard Reid, Captain and John Pluthero, Manager, Trinidad and Tobago.

Port of Spain.

Air Canada and tourism industry representatives for Trinidad and Tobago joined in celebrating the airline's 50th birthday at a reception in Port of Spain.

In the photo are: **Heathcliff West**, Customer Service Agent and **Indranee Maharaj**, Senior Customer Service Agent, slice into the cake.

Looking on are, from the left; **Emanuel Gibbons**, Customer Service Manager; **Richard Reid**, Captain and **John Pluthero**,

Manager Trinidad and Tobago.



Sept-Iles celebrates
The airline's 50th anniversary was a memorable event across the system, including Sept-Iles, where employees celebrated at a special dinner. Standing in front of a cake provided by the airport restaurant 'la Renaissance' are, from the left: Harvey Steever, Michel Dubé, Helene Féquet, Alain Cloutier, Néri Cormier and Marc Cloutier. Also present was Paul Marcil of the Quebec District office. Unable to attend were: Denis Landry, who was in Ottawa representing the station at the 50th anniversary party; Eddie Dionne and Johnny Gaudreau.

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Standing in front of a cake provided by the airport restaurant 'la Renaissance' are, from the left: **Harvey Steever**, **Michel Dubé**, **Helene Féquet**, **Alain Cloutier**, **Néri Cormier** and **Marc Cloutier**. Also present was **Paul Marcil** of the Quebec

District office.

Unable to attend were: **Denis Landry**, who was in Ottawa representing the station at the 50th anniversary party; **Eddie Dionne** and **Johnny Gaudreau**.

The **Air Canada Pionairs' 10th Annual General Meeting** held at the Marriott Hotel in Anaheim, California May 21 through May 24, 1987. Close to 700 retirees will confirm that it was a resounding success.

Executives for 1986 included - **Frank Dunlop** - President, **Ray White** - Treasurer.

Executive for 1987/9 - **Mike Lewicki** of Winnipeg as President; **Jack Charles** as 1st Vice President; **Jack Mosher** as 2nd Vice President; **Ken Eselmont** as Treasurer and **Georgina Stephenson** as Secretary.

District Directors - **George Dimas** - Montreal; **Peter Nuttall**, south western Ontario; **Art Scott**, Ottawa;

Issue dated July 1987.

Helicopter service ends.

Air Canada's helicopter service, which started operation in August, 1986, between Pearson International Airport and downtown Toronto was discontinued.

Issue dated August 1987.

A team of eight Air Canada cycling enthusiasts from Passenger Sales, Reservations and the airport, together with an independent TV crew participated in the London-Brighton Bike Ride and helped raise about \$2,000 for the British Heart Foundation.

Air Canada participants included: **Tony Dunn**, Passenger Sales and Service Manager; **Geoffrey Beckett**, Area Sales Manager; **Robert Boulert**, Travicom Coordinator; **Gerry Petts**, Supervisor, Passenger Office; Passenger Agents **Kevin Thompson**, **Faith Tie**, **Andrew Gardner** and **Mike Dwelly**, Training and Development Supervisor.

With the support of family and friends the Air Canada party numbered 20.

Issue dated February 1988.

Old gang gets together.

More than 200 members of the TCA Alumni gathered at the Breckenridge Resort on St. Pete's Beach for the 16th annual 'Beach Bash'.

Last-minute support was forthcoming when **Art Ander**, from his boat moored at the **Maximo Marina**, contacted such TCA stalwarts as **Herb Seagrim** and **Lindy Rood**, who promptly rallied round with Nancy and Tod by their sides.

This and a bunch of TCA's "old" original captains and their spouses helped swell the numbers. At the one and only breakfast/business meeting, TCA Alumni's President, **Malcolm Macdougall**, gave his report and announced that **Gord and Marjorie Smith**, the V.P. and Social Director were resigning from the Executive Committee.

Walter and Stephanie Chopp were co-opted to fill the vacant posts for 1988 and a nominating committee was set up to provide a complete new slate of officers for consideration at the 1988 meeting, then came the fashion show which featured some Alumni members as models.

Nan and Merv Walchuk, Joe Larimer and "old whatshisname", all naturals at the modelling game and their efforts were appreciated by all.

Gord Smith handled the draws for the numerous prizes at both the business meeting and the final banquet. **Walt Bailey** won the Samsonite suitcase presented by enRoute and **June Morris** won the weekend for two presented by the hotel.

John McFarland won \$139 in the 50/50 draw. The weather was ideal for the final banquet on the beachfront patio. Dining and dancing in the warm and romantic atmosphere of palm trees, stars and the moonlit waters of the Gulf was a suitable finale to yet another successful get-together for long-time TCA/Air Canada friends. Here's to the next time, old friends!

Reported by **Malcolm Macdougall**.

(No photo accompanied this article - eds)

A **B-747 Combi** aircraft has been added to our fleet and will be used on the global route as of February 21, 1988.

This Combi, previously owned by Qantas and acquired by Air Canada on an operating lease basis, will bolster our current

"jumbo" fleet of three B-747 aircraft and two B-747 Combis. This brings our operational fleet to a total of 109 aircraft.

The Combi has been chosen for the global route because of its capacity. The B-747C can carry 50 more passengers (6 more in F, 30 more in J and 14 more in Y) and 11,340 kgs (25000 lbs) more cargo than the L-1011-500.

During the Combi's delivery flight from Sydney, January 1988, our Vice President of Flight Operations, **Captain Charlie Simpson**, along with **Captain Earl Doyle** and **Second Officer Dave Morrison** recorded a commercial aviation 'first' by flying non-stop on the Honolulu-Montreal leg of the journey. The flight time from Honolulu to Montreal (7500 kilometres, 4660 miles) was eight hours and 26 minutes, another record which has been registered and acknowledged by the Fédération Aéronautique Internationale (FAI).

For many people, the thought of travelling around the world is a marvellous fantasy to dream about on a cold winter's day. But for a group of 120 Canadians, this trip of a lifetime became a reality last November 1987, when they boarded their airborne luxury liner — an Air Canada 747 — for their around-the-world cruise, with such exotic ports of call as Australia, Bali, Kuala Lumpur, Kathmandu, the Seychelles and Vienna.

Although most of these destinations had never before welcomed an Air Canada plane, the airline is no stranger to many faraway places. This is the third year that Air Canada and P. Lawson Travel, Canada's largest travel organization, have put together an around-the-world voyage.



Aircraft 308 arrives in Canada after its non-stop Honolulu-Montreal leg – a commercial aviation 'first'.



CP Air, Canadian People Gallery



From the Burt collection here are these well-taken photos of more modern airliners at Edmonton.

First, CPA Lockheed Lodestar CF-CPA and Boeing 247 CF-BVF with an RCAF Oxford in the left background, then, an unknown post-WWII CPA DC-3.

(Source: "via Larry Milberry/CANAV Books".)



In the Burt collection that I have there also are these well-taken photos of more modern airliners at Edmonton. First, CPA Lockheed Lodestar CF-CPA and Boeing 247 CF-BVF with an RCAF Oxford in the background, then, an unknown post-WWII CPA DC-3.

Gemini Group named.

(Source: AC "Horizons" magazine issue dated September 1987.

Air Canada and Canadian Airlines International announced that the joint name for the joint venture company formed to integrate their computer reservations and electronic distribution systems is the Gemini Group - Automated Distribution Systems Inc.

"The integration of the two carriers' systems - Reservec and Pegasus - will form Canada's most effective reservations and distribution network," said Paul Nelson, the company's president and chief executive officer.

He pointed out that the combined efficiencies and capabilities of the two networks will strengthen Canadian ownership of electronic distribution systems and provide a competitive alternative to existing U.S. systems.

1987 Wardair advert.

Big Seat Service.



Wardair's Big Seat service is designed for today's traveller.

Here, in a separate smoke free environment, you can work and relax in comfort with extra width, extra leg-room and extra-deep cushioning of a business style seat.

(Source: departedflights.com)

Service to Orient marks 20th birthday.

CP Air marked 20 years of service to the Orient September 19, 1969 when flight 401 departed for Tokyo and Hong Kong.

Aboard the anniversary flight, piloted by **Captain Mel Lee**, was Miss CP Air 20, Shesh Wallace, bearing letters of greeting from Vancouver's mayor to the Governor of Tokyo and other dignitaries.

Fluently bilingual in English and Japanese, Miss Wallace was chosen to symbolize two decades of accord between Canada and Japan. Captain Lee, who piloted the DC-8-63 Spacemaster Empress of Honolulu on the historic flight, is a CP Air veteran of 27 years.

He was one of the original pilots trained for the Orient run and has logged some 22,000 air hours. The first Canada-Orient flight, with a Canadair Four aircraft travelled the 6,670 miles to Tokyo and Hong Kong in 30 hours via Anchorage and Shemya. Today the same flight takes less than 15 hours including the stop at Tokyo.

(Source: CP Air Newsletter issue October 1969)



Odds and Ends



The youngest licensed aviator in the world - early flying career.



Farnum Thayer Fish was born in Los Angeles, California on October 5, 1896 to a wealthy physician. Fish enrolled in the Wright Flying School near Dayton, Ohio in 1911 at the age of 15.

He stated in a 1971 newspaper article that he received four hours of lessons from Orville Wright. On January 12, 1912, the Aero Club of America issued him Fédération Aéronautique Internationale Airplane Pilot's Certificate #85.

(Source: en.wikipedia.org/wiki/Farnum_Fish)

BAC to the future -



Sent to tidy the loft, Roland Harries came across this 35 mm slide, taken at a Paris air show in the late 1960's, showing the now largely forgotten BAC Three Eleven, a concept that never made it into the sky. British Aircraft Corporation had pitched the design against the Boeing

727-200 and the proposed European Airbus.

While the 727 remained in production until the 1980's and 12,000 Airbus airliners have gone into service, the government failed to put its weight behind the Three Eleven, and the wide body was consigned to the attic of aviation in 1971.

(Source: edition.pagesuite-professional.co.uk)

Note: The link brings you to a 'Flipbook PDF'; the article appears on page 35.



Further to the article "Canada's First Airmail" in [NetLetter # 1422](#) under "Odds and Ends", we have this article from the "Horizons" magazine, Issue

dated September 1987.

Please click the icon.



Wayne's Wings



**Wayne
Albertson**

Flying the World's Oldest Passenger Jet

I happened upon yet another YouTube channel from an aviation enthusiast recently. [Sam Chui](#) of the United States seems to be quite busy travelling the world and making new videos.

The particular video that caught my attention is from 2014 and shows what, at the time, was the oldest passenger jet still in operation. Registration 5Y-XXA (now stored) is a DC-9-14 built in 1966. It was operating this flight for Fly SAX (East African Safari Air Express) from Nairobi to Kisumu.

When researching the aircraft's history, I was pleasantly surprised to see that it was originally delivered to Air Canada in February 1966 under registration CF-TLE (Fin # 704). Its was DC-9 production line # 19 built in Long Beach, California.

It did not remain in the AC fleet for very long as it was sold to McDonnell Douglas in September 1968. It remained in constant service in the United States, Finland and finally Africa for another fifty years.

Additional Information:

www.planespotters.net

rzjets.net



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.

Germany's coalition government has agreed to double the country's short-haul aviation tax and impose a minimum fare rule in 2020.

After marathon negotiations, the government, which consists of three parties, decided to double the current €7.38 (US\$8.17) tax per passenger departing from German airports, effective January, 1, 2020.

(Source: Air Transport Digest
(news@enews.aviationweek.com) September, 20, 2019)

Visiting Europe soon – Eurail Global Pass.

Explore up to 31 European countries by train with one great rail pass.

- Travel on the national rail networks of up to 31 countries - including Great Britain
- Freedom to take multiple train journeys per travel day
- Issued as a paper document
- Your choice of a 1st or 2nd class rail pass
- Children under 12 travel free with Adult
- Discounted Youth (under 28) and Senior (60+) passes
- Flexible: choose where you want to go, and when
- Travel across borders quickly and easily.

Senior 60+ cost starts at CAD \$294 for 3 days of travel within 1 month.

Other examples:

- 7 days in 1 month \$452
- 15 days continuous \$597
- 15 days in 2 months \$665

(Source: raileurope.ca/pass/eurail-global-pass)

The Brabazon was to be the palace of the skies.

It was to be the palace of the sky carrying just 100 passengers in incredible luxury. Dining salon, downstairs cocktail lounge, sleeping beds for all and a cinema, but, the **Bristol Brabazon** was incredibly complex and very uneconomical and only one was ever flown and then scrapped.

In 1942, the British Government commissioned Lord Brabazon, the first Briton to fly in 1908, to chair a committee to recommend post-war aircraft designs.

The committee suggested a series of concepts but two, which were intended to give the lead to British industry for the trans-Atlantic run, were utter disasters. The eight-engine Bristol Brabazon and the ten-engine Saunders-Roe Princess flying boat were magnificent in concept but impractical.

These designs epitomized the ideal of luxury travel for the privileged few.



Below is a video of its first flight in 1949.



Some English manufacturers did not embrace the pre-war trend in the US towards increasing affordability of air travel, highlighted by the US airlines' rejection of the luxurious and overweight DC-4E.

The eight-engine Brabazon was also impacted by airline indifference, government bungling, and cost overruns. However British European Airlines (BEA), later merged into British Airways, did show some interest in operating the aircraft in a 180-seat configuration.

The Brabazon was to have 12 crew and was 177 ft (54.0 m) long with a wingspan of 230 ft (70 m), which was wider than the Boeing 747. It was powered by 8 Bristol Centaurus radial engines, of 2,650 hp.

These were set in pairs buried in the massive wing, and each pair then drove through a complex gearbox contra-rotating Rotol propellers. Interestingly the giant hangar where it was built was later used to build the Concorde – another white elephant.

(Source: www.airlineratings.com/news/brabazon-palace-skies)



Smileys



New airline definitions.

- Full service carrier: Padded seats, no charge for use of lavatory.
- Low cost carrier: Bring your own cushions and paper; credit card swipe for lavatory.
- Cabin attendant: Two-legged mobile device for extracting cash from captive audience.
- Economy class: Conditions under which transportation of animals would constitute a criminal offence.
- Business class: Exclusive area for use of badly behaved airline employees' children traveling on a pass.
- First class: Exclusive area for use of airline employees traveling on a pass.
- Open-Jaw: What clients do when they find out what their fare will be.
- Double open jaw: As above, but when they realize that this did not include taxes and surcharges.
- Passenger: Cargo that talks. Self-loading freight.
- Airline Club Lounge: Paradise-like kingdom guarded by dragon-like creatures.
- Fog: Weather condition, invisible to normal people, generated by airports and airlines as an excuse for disruptions.
- No Rec: The passenger went online and booked his own flight.
- Direct Flight: 1) Connecting flight in disguise. 2) What self-loading freight (see above) think a non-stop flight is.

- In-flight Snacks: Little treats sealed in a bag impervious to all but chainsaws. Guaranteed to spill everywhere when finally opened.
- Codeshare: Magic trick in which aircraft from several different airlines leave from the same gate at the very same moment to fly the identical route.
- Gate Announcement: Vital information delivered over a defective sound system and given by specially selected personnel with severe speech impediments and an inability to speak any language known to mankind.
- Blankets and Pillows (archaic): Sleep-inducing objects said to have existed in primitive times.
- Minimum Connecting Time: Time it takes for an Olympic gold medal sprinter to run between two gates.
- Hotel/Car Rental Shuttle: Vehicle subject to paranormal effect. While waiting, every van will come by multiple times -- except yours.
- Overhead Luggage: Rectangular object expected to magically shrink from the size of a refrigerator to the size of a loaf of bread.

- Frequent-flyer Programs: Airline's term for Pandora's box.
- On Time Arrival: Obscure term, meaning unknown.
- On Time Departure: Cabin doors closed within 15 minutes of scheduled departure. Subsequent delays irrelevant.
- Legroom: Small space which shrinks during flight and into which an amputee dwarf would have difficulty fitting his non-existent legs.

"We will be landing shortly, and the captain has switched on the seat belt signs. Please return to your seats and fasten seat belts": Does not mean "leap up and start pulling luggage out of overhead bins while aircraft is on final approach in turbulent conditions."

"Please remain seated until we have come to a complete stop at the gate and the Captain has turned off the seat belt sign.": Does not mean "Jump up and stand like sheep in the aisle pushing towards the exit doors, which are still closed.."

(Source: (www.jethros.org.uk))



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

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