



Aviation Memorabilia Newsletter

Since 1995




Former Air Canada Fin #908 in Air Jamaica livery
Photo by Ken Fielding on [Wikimedia](#)

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!



NetLetter News

Max Stollar sends in this request:

I don't know if this is an appropriate item for the Netletter, but here is my problem: I'm sure that many Air Canada retirees, myself included, have a variety of items such as photographs, pins, aircraft models and various memorabilia that we would like to donate to some organization that would preserve them.

Otherwise these items would be discarded, destroyed or lost. Do you know of any organization that would value and accept these types of items?

Max Stollar

Please advise us if you are able to assist Max, thanks.



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

Particularly if 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

AFC World Series.

Barcelona & Salou from October 3 - 6, 2019 a 7 a-side one day soccer tournament.

Of the 14 teams registered, one is Toronto AC, presumably 'Toronto Air Canada'?





Listed at 134 out of 142 which have participated during 2005-2018.

(Source:

afcseries.wixsite.com/aviationcup)

(Can anyone provide us more info about Toronto AC? – eds)



The 2019 edition of the Atlanta Airline Classic, hosted by The Delta Air Lines Soccer Club.

Location: Lovejoy Sports Complex – 1935 McDonough Road, Hampton, Georgia 30228.

Tournament 2019 schedule – Friday, October 25 – 26.
(Source: dalasc.org/aac)



Reader's Feedback

David Varnes explains why 3 L-1011's returned to service-

L-1011 fins 504, 507 & 512 were brought back from the desert when the Canadian economy started to improve after 1990 and AC found itself short of seating capacity due to unexpected passenger demand. Seat capacity was short because Airbus was having delivery problems with new airplanes to Air Canada in the mid 1990's.

Michel LeBlanc sent us his observation -

Hi, I just finished reading the latest #1421 and the New York advertising poster caught my eye. It shows the city skyline and at the bottom it says Trans-Canada Air Lines & Air Canada. Did "**Air Canada**" appear on marketing ads way back in 1941? I was under the impression the name "Air Canada" only started in 1965.

Terry Baker responded with -

On the poster, which did not show on the reproduction was "A TCA poster promoting travel to New York in the late 40's and early 50's."

Originally from the UK, where I worked for TCA in the 50's, it was common to refer to the company as Air Canada on the continent of Europe.

Our proof reader, **Ken Pickford**, added the following information -

Regarding the query from Michel LeBlanc re the Air Canada name, you will probably know more about this than me, but TCA began using Air Canada as the unofficial name in French ads and timetables etc. quite a while before it became the new legal name in 1965.

However, I don't think it was used as early as the 1940's. I think that New York advertising poster used to illustrate the item re the start of NYC service in 1941 is from much later, I would guess probably the late 1950's or early 60's or so based on the design and graphics.

The Air Canada history timeline feature produced for the 80th anniversary does explain that 'Air Canada' was adopted as the official airline name in French.

moments.aircanada.com/timeline/1954-tca-becomes-air-canada-en-francais

The first public appearance of the new AC name and livery was on the DC-8 (Fin 807, CF-TJG) that flew the Queen home from YOW in October 1964 after a visit to Canada. I believe that was the first time a member of the Royal Family had flown TCA/AC. The story by one of the people who coordinated that trip and the aircraft's painting in relative secrecy, and photo of the Queen boarding the DC-8, has appeared previously in the [NetLetter #1343](#).



Also this footage of that departure with sendoff by Prime Minister Lester Pearson and Governor General Georges Vanier (who lost his right leg in action in the First World War). Prince Philip

wasn't with her on the return trip as he was continuing on his own to the Caribbean on the Royal Yacht.

You Tube Better footage of the DC-8 in this National Film Board production covering the 1964 Royal Visit. Scroll to 19:20 for the YOW departure. www.nfb.ca/film/queen_in_canada

And just for the record, her westbound departure from LHR on that trip, on a BOAC 707-420 (Rolls-Royce Conway engines like the AC DC-8-43). Not many 707's (37) or DC-8's (32) were built with the R-R Conway.

You Tube And, arriving at the then-RCAF base at Summerside, PEI (YSU) about 6 hours later where they boarded the Royal Yacht Britannia for much of the rest of the trip. (The military pulled out of Summerside in 1991 although the airport, now only general aviation, still has the longest runway in PEI (8,000 ft. vs 7,000 ft at Charlottetown).

Eastern Provincial Airways served YSU for a while in the 1960's & 70's.

The image below shows an article from '**Between Ourselves**' May 1964 issue stating the name change was to begin in June 1964



Reader Submitted Photos



Keith Kendrick sent us this message and photo -

Congrats on great site.

Years ago on Queens Quay, Toronto waterfront I found this framed picture in an antique/specialty shop. It appears to be our L-1011 fin 501 or 507.

Hanging on my foyer wall ever since!

Regards Keith Kendrick. AC



Najam Jafri sends in this photo -

On September 5 I drove 150 KM east of YYZ to find who are these AC pioneers living 150 km east of YYZ and 400 KM west of YUL.

There I found this wonderful and friendly bunch of AC retirees living peacefully by Lake Ontario. They welcomed me to join them.

To my surprise I found a couple of people from the Dorval maintenance base.

I would like to share this photo, Regards Najam.



Women in Aviation



Extract from the "Horizons" magazine.

Issue dated **February 1988**.

Women move onto the ramp.



In Air Canada's cargo area 'A' at Lester B. Pearson International Airport the wide door of a DC-8 cargo plane swings open while Station Attendant Marg Lowe wheels the "Green Machine," an immense piece of custom machinery for moving cargo pallets, into position.

Meanwhile, ramp side, Station Attendant Donna Volpini pushes back a fully loaded 747 in a 77-ton paymover.

Inside, Station Attendant Kathy Leliever grabs a quick coffee after loading a heavy container flight in the domestic baggage room. These are just three of the many women who were making inroads on the Toronto ramp.

In the photo bottom row from the left: **Sharon Ushijima** and **Jill Baker**. In the middle row: **Donna Volpini**, **Christine Schultz** and **Kathy Brunton** and behind them is **Nicole St-Jean**.



Air Canada News



A new year-round route from Montréal to Toulouse is scheduled to operate five times weekly on the Airbus A330-300, beginning **June 4, 2020**.

(Source: AC Daily August 28, 2019)

A new year-round route from Toronto to Brussels is scheduled to operate five times weekly on our Boeing 787-8 Dreamliner, beginning **May 1, 2020**.

(Source: AC Daily September 4, 2019)

Air Canada looks at ways to improve Air Transat fleet utilization.



Air Canada continues to reveal little about its plans for Air Transat beyond keeping the leisure airline's brand and Montreal headquarters, but a senior executive said that getting its aircraft flying more often will

be a near-term focus.

(Source: Air Transport Digest aviationweek.com/awincommercial)



TCA/AC People Gallery



 **airOntario**

 **airNova**

 **NWT air**



Click the image below to watch behind the scenes of the Air Canada 787 Dreamliner Vancouver maintenance pit crew as they turn around aircraft in record time.



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

1943 -



The hazardous Atlantic route is first charted during the Second World War because the need for supplies can't be fully met by sea. TCA's first crossing is a 12-hour-and-26-minute flight from Montreal to Prestwick, Scotland, on July 22, 1943. An unarmed

Lancaster – a military aircraft converted for civilian use – carries three passengers on official government business and 2,600 pounds of mail for the army men.

1944 -

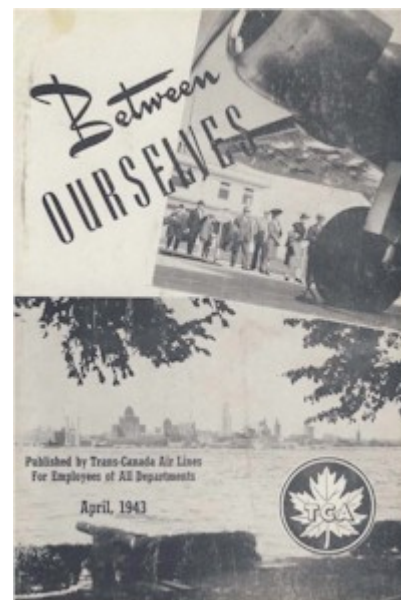
On November 7, 1944, TCA manages to convince both the International Civil Aviation Organization and the International Air Transport Association (IATA) to establish their headquarters in Montreal. TCA President H.J. Symington is named president of IATA in 1945.

(Source: moments.aircanada.com/timeline)

(More next NetLetter – eds)

Here we have the front cover of the **"Between Ourselves"** magazine first issue in December 1941.

Below are covers from March to June of 1943.



Issue dated **January 1988.**

Joe takes a bow.

One of Air Canada's longest running acts in New York ended with the retirement of Joe Pareti, Passenger Sales Manager, New York.

Joe's entire 31-year Air Canada career was spent in the airline's New York District, beginning at Idlewild Airport (now JFK) and culminating with a five-year stint as Passenger Sales Manager.

However, Joe left his heart in New Jersey, where he became known as "Mr. Air Canada" during the many years he represented the company as Sales Manager and where he and his family resided.

All of Joe's sales staff were on hand to bid him farewell at a retirement reception held in the New York Office of the Canadian Consulate General.

In the photo are, from the left: **Carol Zoeller**, Sales Manager, Philadelphia; **Brian Reid**, Sales Representative, New York; **Joyce Glowachuk**, Sales Manager, New Jersey; **Anthony Brucato**, Sales Representative, New York; **Josephine Serrano**, Customer Relations Representative, New York; **Joe Pareti**, Passenger Sales Manager, New York; **Chris Pearson**, Secretary, New York; **Dave Crisman**, Airport Manager, Boston (formerly Sales Representative, New York); **Linda Henderson**, Sales Representative, New York; **Ron Schneider**, Sales Manager, Washington and **Conrad Karsen**, Sales Representative, New York.



Carol Zoeller, Brian Reid, Joyce Glowachuk, Anthony Brucato, Josephine Serrano, Joe Pareti, Chris Pearson, Dave Crisman, Linda Henderson, Ron Schneider and Conrad Karsen.



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

Issue dated **July 1991.**

TCA Alumni Reunion.

The 20th annual reunion of the TCA Alumni was due to be held from November 12 to 15, 1991 at the Breckenridge

Issue dated **May 1987**.

Anniversary ambassadors for the 50th anniversary of the company. Company ambassadors from all stations around the world joined Chairman Claude Taylor and President Pierre Jeannot at an official ceremony in Ottawa to mark the airline's 50th anniversary on April 10, 1987.



The Ambassadors.

Austria - **Renate Andretta**, Belgium - **Georgette Mosselmans**, Boston - **Gary Blouin**, Calgary - **Stella Leblanc**, Caribbean - **Lorna Lord**, Charlottetown - **David Spence**, Chicago - **Tom Markley**, Edmonton - **Val Klose**, England - **Lynn Noake**, France - **Michel Schott**, Fredericton - **Carman Burns**, Gander - **Stella Downey**, Germany - **Helmut Langenbahn**, Greece - **Maree Mavromicali-Tamvaco**, Halifax - **Sheila Taylor**, Hong Kong - **Debbie Tse**, India - **Carolyn DeSouza**, Ireland - **Elaine Fitzpatrick**, Japan - **Reiko Sonoyama**, London - **Rhonda Manore**, Los Angeles - **Christine Monette**, Miami - **Victor Gutierrez**, Moncton - **Lorraine Mcswain**, Montreal - **Manjit Singh**, **Roger Saumure** and **Leroy Edwards**. New York - **Steve McCarthy**, **Jean Rivera** and **Susan Deppe**, North Bay - **Margaret Moody**, Ottawa - **Jeanie Peppy**, Quebec - **Louis Alain**, Regina - **Cam Guest**, Rouyn - **Michel Gauthier**, Saint John - **John Mihichuk**, St John's - **Selby Legiow**, San Francisco - **Jim Christie**, Saskatoon - **Gerard Tetreault**, Sault Ste. Marie - **C. Kennedy**, Scandinavia - **Eva Lotta Drake**, Scotland - **David Auld**, Seattle - **R. Johnson**, Sept-Iles - **Denis Landry**, Singapore - **Sandra Kumary**, Stephenville - **Kevin Walsh**, Sudbury - **Leo Moreau**, Switzerland - **Ruth Mueller**, Sydney - **Rodger Mackenzie**, Tampa - **Anthony Gonzalez**, Thunder Bay - **Jack Brown**, Timmins - **Shirley Facca**, Toronto - **Reta Mananca** and **Frank Phillips**, Val d'Or - **Stuart Nye**,

Vancouver - **Chris Dubeau** and **John Fitzgibbon**, Victoria - **Rosemary Bradley**, Windsor - **Nicole Zangari**, Winnipeg - **John Shead** and **Theresa Oye**, Yarmouth - **Richard Congdon**.

The ninth annual Air Canada Employees' (A.C.E.) Fly-in took place on Saturday June 27, 1987 at Glen and Sharon Down's farm airstrip 60 miles northwest of Toronto's Pearson International Airport.

President makes Southern stops.

On hand to meet President Jeanniot in Kingston, Jamaica are back row, from the left: **Sheila Ross, Donnet Soares, Dione Hall, Marva Lee** and **Livingston White**.

In the front row are, from the left: **Em Wadden, Neena Henry, Rilla Stoddart, Eileen Mahoney, Marlene Leon, Laurel Vassall** and the President.



In Kingston...

On hand to meet Jeanniot are back row, from the left: Sheila Ross, Donnet Soares, Dione Hall, Marva Lee and Livingston

White. In the front row are, from the left: Em Wadden, Neena Henry, Rilla Stoddart, Eileen Mahoney, Marlene Leon, Laurel Vassall and the President.

While in Nassau, the President met with the staff. In the back row, from the left: **Z.W. Bethel, Norma Turnquest, Lenny White** and **Helen Albury**.

In the front row, from the left: **Fairie Kraft, Jennifer Cates, Jeanniot, Donna Marie Sherman** and **Greg Tai**.



In Nassau...

In the back row are, from the left: Z.W. Bethel, Norma Turnquest, Lenny White and Helen Albury. In the front row, in the

same order, are: Fairie Kraft, Jennifer Cates, Jeanniot, Donna Marie Sherman and Greg Tai.

Vienna shares the spirit.

Air Canada's newest European destination, Vienna gets into the anniversary spirit at a party in the new office.

From the left are: **U. Bandi, L. Hingyi, I. Stingl, M. Schwinghammer, J. Mandl, A Hanbauer, C. Lenz, Horst Wurm and G. Strobl.**



Vienna shares the spirit

Air Canada's newest European destination, Vienna, gets into the anniversary spirit at a party in the new office. From the left are: U. Bandi,

L. Hingyi, I. Stingl, M. Schwinghammer, J. Mandl, A Hanbauer, C. Lenz, Horst Wurm and G. Strobl.



CP Air, Canadian People Gallery



Air Canada and Canadian Airlines International announced a new high technology joint venture to integrate the computer reservations and electronic distribution systems of both carriers and to market the new system domestically and internationally. The joint venture is effective June 1, 1987.

The president and chief executive officer of the new venture is Paul Nelson, who leaves his position as Vice President, Information Systems at Canadian Airlines International and Anne Bodnarchuk, is the new company's chairman and Air Canada Vice President, Computer & Systems Service.

(Source: AC Horizons magazine issue May 1987)

NATIONAIR	
TIMETABLE	
SCHEDULED SERVICES	
LONDON (Gatwick)	BRUSSELS (Charleroi)
▼	▼
TORONTO (Pearson)	MONTREAL (Mirabel)
▼	▼
LONDON (Gatwick)	BRUSSELS (Charleroi)

Publication
1987-08-01

JATA

November 1988

NATIONAIR CANADA founded 1986 ceased operations 1993, from bases in Montreal and Toronto, with seasonal bases in Quebec City as well as flights out of Hamilton, Ontario to London, England. At one point, Nationair was Canada's third largest airline, after Air Canada and Canadian Airlines International.

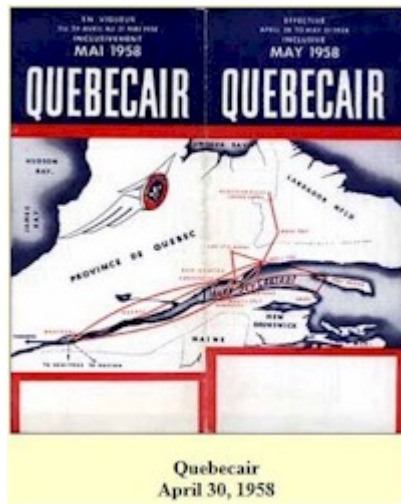
This timetable effective November 1988 from the collection of [David Zekria](#).

Below we have a ticket issued in 1990.

(Source: [airticketshistory.com](#))

VOL AFFRETE BILLET DE PASSAGE ET BULLETIN DE BAGAGES		CHARTER FLIGHT PASSENGER TICKET AND BAGGAGE CHECK	
Ce billet est émis au passager par l'affréteur sous réserve des conditions énoncées à la page 5 et conformément au contrat d'affrètement passé entre le transporteur et l'affréteur.		This ticket is issued to the passenger by the charterer, subject to conditions of contract on page 7 and to the charter transportation agreement between the carrier and the charterer.	
NOM DU PASSAGER / NAME OF PASSENGER		COUPON DU PASSAGER PASSENGER'S COUPON	
RESERVATIONS		BAGAGES / BAGGAGE	
NOM DU PASSAGER / NAME OF PASSENGER		DATE & LIEU D'ÉMISSION / DATE & PLACE OF ISSUE	
MONTREAL/MIRABELX518 02FEB 1030 2PCS 30KG		JOUR DE RÉSERVATION / DATE OF BOOKING	
FORT LAUDERDALEX519 09FEB 2330 2PCS 30KG		31-JAN-90	
MONTREAL/MIRABEL		GROUPE / GROUP	
BOOK# 51294		MONTREAL	
NATIONAIR		NOLITOUR	

31/1/1990 (From Montreal to Fort Lauderdale to Montreal)



QUEBECAIR began as Rimouski Airlines in 1947 and flew under that name until it merged with Gulf Aviation in 1953 under the name Quebecair.

The year 1985 was a very difficult year for Quebecair as the airline industry in Canada was restructuring. The financial situation at the carrier forced the Quebec government, which had owned the airline for a several years, to sell the company to CP Air in July 1986.

Here is the timetable issued April 30, 1958 from the collection of [David Zekria](#).

Below we have this ticket issued in 1983.

(Source: airticketshistory.com)



Having begun with CPA late in 1945, Norseman V CF-BHU later served Territories Air Service and Associated Airways 1949-55, then it moved to PWA, where it is shown in a typical winter setting. CF-BHU ended with Ontario

Central Airlines of Kenora.

On June 19, 1974 it crashed disastrously at Sachigo Lake, a native reserve in far Northwestern Ontario. Date, place and photographer is unknown.



Odds and Ends



Canada's first Air Mail



At 10:12 June 24, 1918 **Captain Brian Peck** of the Royal Air Force and mechanic **Corporal C. W. Mathers** took off from the Bois Fane Polo Grounds in Montreal in a JN-4 Curtiss two-seat airplane.

They had with them the first bag of mail to be delivered by air in Canada. Wind and rain buffeted the small plane and forced it to make refuelling stops at Kingston

and Deseronto.

Finally, at 4:55 pm Peck and Mathers landed at the Leaside Aerodrome in Toronto. The flight had been arranged by a civilian organization, the Aerial League of the British Empire, to demonstrate that aviation was the way of the future.

(Source: via Larry Milberry/CANAV Books)



John Travolta's Boeing 707 is the gift that keeps on taking and he likely won't be making a farewell trip to Australia in the plane this November. Travolta, who has owned the aircraft since 1998, has donated it to Historical Aircraft Restoration Society in

Albion Park, about 100 miles south of Sydney. The plan was for Travolta to use the 55-year-old airliner, a 138-B model, to get to a speaking tour in Australia by November 2.

As the date draws near, Australian media is now reporting the aircraft needs about \$2 million in maintenance and repair before it makes the 10,000-mile trip over the Pacific. The aircraft, which is painted in Qantas livery and was flown in promotional events by Travolta on behalf of the airline in the early 2000's, is undergoing maintenance in Georgia and

the work required, along with the paperwork it will generate, will likely go beyond November.

John Dennis, the former Qantas pilot heading up the project, told the Illawarra Mercury he can't guarantee the plane will be ready in November. He did, however, promise Travolta will be on the flight when it happens. "It's going to happen; that aircraft is going to arrive in Australia," he said. "And I can give you an assurance that when it does, John Travolta will be on it. I just can't give you a date.

(Source: www.avweb.com/aviation-news/travoltas-707)



**Wayne
Albertson**

Air Canada's A340 fleet still active aircraft.

I recently came across an article at SimpleFlying.com entitled '**What happened to Air Canada's Airbus A340 Fleet?**' which led me back to one of my own NetLetter articles.

In [NL #1346](#), from July 2016, I wrote about how the A340's had become a 'forgotten fleet' after their much-heralded arrival back in 1995.

Surprisingly, three of these aircraft are still in service today and have had very interesting life cycles.

Registration C-FYLD (Fin #904) was acquired by Aerolineas Argentinas December 2013 and is now flying under registration LV-FPU. View at FlightRadar24.com.

Registration C-GDVV (Fin #908) was acquired by the Iranian government in September 2015 and is now flying under registration EP-AJA. View at FlightRadar24.com.

Registration C-GDVZ (Fin #910) was stored in August 2015 and later acquired by Kam Air of Afganistan on a lease from Orix Aviation, February 3, 2017. Now registered as YA-KMT. View at FlightRadar24.com.



Click the icon to view my updated list of the fate of the Air Canada A340 fleet.

(Source: AirFleets.net)



Photograph at JFK by **Adam Moreira** on [Wikimedia](#)



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.

The Airport Improvement Fee (AIF) at Vancouver International Airport (YVR) will increase from \$20 to \$25 effective January 1, 2020 for passengers travelling to destinations outside of B.C.

Following the increase, YVR's AIF will continue to be one of the lowest among the eight major Canadian airports with only Ottawa International Airport (YOW) collecting a lower fee of \$23. Additionally, YVR is the only major airport to offer a heavily discounted rate for regional travel at \$5 for flights within B.C. and to the Yukon.

(Source: yvr.ca)

An abandoned airport.

Nicosia International Airport was the most important airport in Cyprus but commercial activity stopped after the Turkish invasion of July 20, 1974. Today it is a no-man's land, a United Nations buffer zone from which both Greeks and Turks are barred.



Remains of Cyprus Airways Hawker-Siddeley Trident on the airport site. All that is left is the shell of the airplane, as the rest of the plane's key features were gutted out years ago.

(Source: skyscanner.net)

Here is an interesting museum to visit when you are next in the U.K. from the UK Pionairs 3rd quarter 2019 newsletter submitted by **Jack Morath** -

There is an interesting museum to visit which is in Maidenhead High Street. It's called the Heritage Centre and it's at 18 Park Street, and is open Tuesday to Saturday 10.00 am to 4.00 pm.

Admission is free. Inside the museum there is a history exhibition about Maidenhead and separately upstairs is an exhibition about the Air Transport Auxiliary whose headquarters were in Maidenhead during the Second World War.

The ATA was made up of male and mainly female pilots supported by the RAF who ferried warplanes between the factories where they were made to the frontline airfields. There is a fabulous Spitfire simulator which you can fly over parts of the country from airport to airport. The simulator is suitable for anybody over 9 years of age and includes instruction.

You can book this on their phone number 01628 780555. The price for this session is around GBP20 for half an hour. You can have different routes to fly and I chose Southampton to Heathrow, but a great experience and just like the real thing, and all seen on a screen on the wall in front of you.



Smileys

Our smiley is from the UK Pionairs 3rd quarter 2019 newsletter submitted by **Mike Dunlop** -

The Irish never hesitate to come to the aid of their fellow man. Air passengers in this case!

Shortly after take-off on an outbound evening Aer Lingus flight from Dublin to Boston, the Lead Flight Attendant nervously made the following painful announcement in her lovely Irish brogue:

"Ladies and Gentlemen, I'm so very sorry, but it appears that there has been a terrible mix-up by our catering service. I don't know how this has happened, but we have 103 passengers on board, and unfortunately, we received only 40 dinner meals. I truly apologize for this mistake and inconvenience."

When the muttering of the passengers had died down, she continued, "Anyone who is kind enough to give up their meal so that someone else can eat, will receive free and unlimited drinks for the duration of our flight. "

Her next announcement came about two hours later. "If anyone is hungry, we still have 40 dinners available."



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

We wish to thank **Ken Pickford** and **Bob Sheppard**
for contributing their time to proofread each edition.